

ACC

10000/124/289 IMAS/IRN-

10000/124/289 IMAS/IRN-19/N

SALVAGE

FEB. 47 - SEPT. 47

1760

From: MINISTRY OF DEFENCE (NAVY) (Office of the Secretary General)
 To : P.O.L.I.
 Date: 16th August 1947
 Ref.: 2651/35

Subject: Destroyer "PIGAFETTA".

It has been brought to the notice of the Ministry of Defence (NAVY) that the A.M.G. of Trieste has engaged the Tripovich Co. with the salvage of the Destroyer PIGAFETTA, which is sunk off S. Andrea di Trieste.

It appears that salvage has been in progress for several days and that the "PIGAFETTA" has already been sold to the San Marco yards of Trieste.

It would be appreciated if P.O.L.I. could provide accurate information on the subject and take into account what I stated in letter No. 2651/35, dated 30th July 1947, regarding the desirability that Italian Naval property should not be disposed of by the A.M.G. of Trieste.

FLAG OFFICER LIAISON
 16 AUG 1947
 ROME

(sgd.) THE MINISTER

JIS/P.
 18

1130

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/M/255

16 August 1947

Subject: ITALIAN WARSHIPS SUNK IN LIBYA AND IN ERITREA.
To: THE MINISTRY OF DEFENCE, NAVY.
Reference: (a) Ministry of Marine's ltr. No. 211/UT dated 29 January 1947
(b) Ministry of Defence, Navy's ltr. No. 1457/UT dated 4 May 1947.

1. In reply to reference (a), it is regretted that the visit to Libyan and Eritrean ports by the officers referred to in reference (b) cannot be approved, since it is considered that title to these Italian warships passed to His Majesty's Government on the capture of the ports in question.

2. If you wish to pursue this matter further, it is suggested the British Government be approached through diplomatic channels.

(Sgd) GEORGE L. WARREN

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

22 AUG 1947

4439

THE NAVAL OFFICER LIAISON, ITALY,
Rome.

28th August, 1947.

No. FOMI/946.

THE NAVAL OFFICER-IN-CHARGE, TRIESTE.
(Copies to:- The Commander-in-Chief,
Mediterranean Station.
The Director, Italian Naval Branch,
A.F.H.Q.).

SALVAGE OF ITALIAN DESTROYER FIGARELLA.

The enclosed translation of the Ministry of Defence (Navy)'s letter No. 2661/UT, dated 16th August, 1947, is forwarded with the request that you will report on the facts.

2. The Ministry's letter quoted, No. 2661/UT, dated 30th July, 1947, was forwarded to you under the Director, Italian Naval Branch, A.F.H.Q.'s Minute III No. CEM-3/4/268, dated 23rd August, 1947. It is requested you will ascertain as early as possible what are the Allied Military Government's intentions in this and similar cases and by what authority they are disposing of Italian naval property.

RECEIVED
1 SEP 1947
NAVY BRANCH, AFHQ.

X .CEM- 3

Signed G. L. WARREN.

REAR-ADMIRAL.

1431

(RN-19)

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

18 August 1947

IRM-19/N/258

Subject:

ITALIAN WARSHIPS SUNK IN LIBYA AND IN ERITREA.

To:

THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

1. The Italian Ministry of Defence, Navy have requested permission to send two naval officers to Eritrean and Libyan ports with a view to examining the possibilities of salvage of Italian warships sunk in those ports.

2. A list of these wrecks showing their location is forwarded herewith for information, together with a copy of my reply to the Ministry of Defence, Navy.

(Sgd) G. L. WARREN

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

AUG 1947

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From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.P.N.C.
Date: 4th May 1947
Ref.: 1457/UT - Encl. No.1

Subject: Italian warships sunk in Libya and in Eritrea

With reference to your letter IRN/19/N/7, dated 6th February 1947.

Following our request in letter 214/UT, dated 29th January 1947, forwarded is a list of the ships sunk in Libya and in Eritrea, together with their location.

The following are the names of the representatives we wish to send :

Lt.Cdr. (E)	Umberto	CAVALLINI
Lt.Cdr. (E)	Giovanni	ARCIPRENTE.

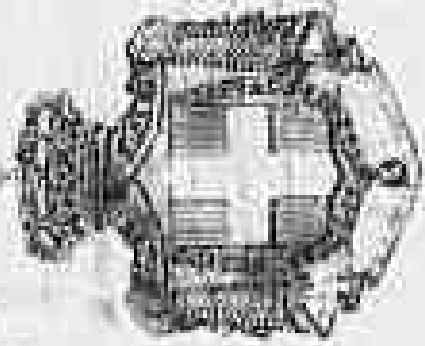
By direction
CHIEF OF CABINET

1437

5 MAY 1947

JLE/P.
5

5/17/47



MINISTERO DELLA / MARINA

DIFESA

Cabiniello

Ufficio Trettati

Prot. N° 1457/UT

Allegato

uno

Roma, 4 MAG 1947

Reposta al disp del

N°

ARGOMENTO: Navi da guerra affondate in Libia ed in Eritrea.

ITALIAN NAVAL BRANCH
Allied Forces HQ. - ROMA.

Riferimento al foglio IRN/19/N/7 del 6 febbraio 1947.

Facendo seguito e quanto richiesto col foglio 214/UT in data 29 gennaio 1947 si trasmette un elenco delle unità affondate in Libia ed in Eritrea con le relative indicazioni della località dove dette unità giacciono affondate.

I nominativi dei rappresentanti che sarebbero inviati

sono i seguenti:

- Maggiore G.N. CAVALLINI Umberto
- Maggiore G.N. ARCIPRESTE Giovanni.

d'ordine
IL CAPO DI CABINETTO
G. di V. G. MARINI

1426

Marini

List of warships made in Italian and Italian with

BIANCO DELLE UNITE DA GUERRA AFFONDATE NELLE ACQUE DELLA LIBIA ED

BRIEF

Nome

Nome dell'unità

Sunk at

Località dell'affondamento

Measures

<i>Torpediniere</i>	ACERBI		
"	ORSINI		
<i>Canonica</i>	204-208-210-213-215		
"	PORTO CORSI		
<i>Riviera</i>	BIGLIARI		
<i>Porta</i>	OSTIA		
"	UILE		
"	SEBETO		
"	NIOBE		
"	GIOVE		
"	BACCHILLONE		
<i>Trig</i>	AUSONIA		
"	DAIA		
"	FORMIA		
"	MALAMOCOC		
"	ONIGLIA		
"	PORTOVENERE		
"	S. PAOLO		
"	PANARIA		
"	PIRANO		
<i>Minidifesa</i>	SELVE	Bengasi	
<i>Trig</i>	ALBENGA	"	
"	DEADI	"	
"	GEN. GERBI	"	
"	CIGLIO	"	
<i>Sigla</i>	20 e 22	"	
<i>Torpediniere</i>	PLEIADI	Tripoli	
<i>Submarino</i>	SANTAROSA	"	
<i>Trig</i>	FOLLONICA	"	
"	PORTO LEVANTE		
"	TERMITI		
<i>Canonica</i>	S. GIORGIO	Res. Care (Misurata)	
<i>Trig</i>	ZEFFIRO	Sirte	
"	OSIRO	Tobruk	
"	NEMBO	"	
<i>Canonica</i>	SCIESA	"	
<i>Canonica</i>	713-735-752-753-763	"	
<i>Trig</i>	BERIA	"	
"	BOREA	Bengasi	
"	AQUILONE	"	
<i>Trig</i>	SENTAURO e CANOPO	"	
"	BIANCO	"	

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Scrub at
Località dell'affondamento

Nome
Nome dell'unità

<i>Torpediniere</i>	ACERDI	Massena
"	ORSINI	"
<i>Min. A. 3.</i>	204-206-210-213-216	"
<i>Cav. A. 3.</i>	PORTO CORSI	"
"	BIGLIARI	"
<i>Min. A. 3.</i>	OSTIA	"
<i>Tras. Cisterne</i>	SILE	"
"	SEBENO	"
"	NIOBE	"
"	GIOVE	"
"	DACCHIELLO	"
<i>Tras.</i>	AUSCHIA	"
"	BALA	"
"	FORMIA	"
"	MALACOSTO	"
"	ORAGLIA	"
"	PORTO VENERE	"
"	S. PAOLO	"
"	PANARIA	"
"	PIRANO	"
<i>Min. A. 3.</i>	SELVE	Bengasi
<i>Tras.</i>	ALDENCA	"
"	ECADI	"
"	CEN. GERBI	"
"	CIGLIO	"
<i>Ligh. Bette</i>	20 e 22	"
<i>Tras. A. 3.</i>	PLEIADI	Tripoli
<i>Tras. A. 3.</i>	SANTAROSA	"
<i>Tras.</i>	FOLLONICA	"
"	PORTO LEVANTE	"
"	TRIMINI	"
<i>Tras. A. 3.</i>	S. GIORGIO	Ras Gare (Misurata)
<i>Tras. A. 3.</i>	ZEFFIRO	Sirte
"	OSIRO	Tobruck
"	NEMBO	"
"	SCILSA	"
<i>Tras. A. 3.</i>	718-735-752-753-763	"
<i>Tras. A. 3.</i>	BERIA	Bengasi
"	BORLA	"
<i>Tras. A. 3.</i>	AQUILONE	"
<i>Tras. A. 3.</i>	CENTAURO e CANOPO	"
"	BIANCO	"
"	CIRENE	"

142

1768

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

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

6 February 1947

IRM-19/W/ 7

From: Director, Naval Sub Section, Italian Military Affairs
Section.
To: Ministry of Marine (Cabinet).
Subject: Warships Sunk in Lybia and Eritrea.
Reference: (a) Ministry of Marine (Cabinet) ltr. 214/UT dated
29 January 1947.

1. The Ministry of Marine is hereby requested to furnish more definite information in connection with the request contained in reference (a). This information should include the names of the ports, names of the warships to be salvaged, and the names and number of representatives to be sent.

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

061614/2
JPP/6

7 FEB 1947

1636

From: MINISTRY OF MARINE (Cabinet)
To : N.S.C. - A.C.
Date: 29th January 1947
Ref.: 214/UT

Subject: Warships sunk in Lybia and Eritrea

As the Navy Sub Commission is aware, various Italian ^{war} ships are sunk in Lybian and Eritrean waters.

It would be appreciated if the Navy Sub Commission would authorise the Ministry of Marine to send representatives to the spot to report on the possibility of salvage.

By direction
CHIEF OF CABINET

RECEIVED

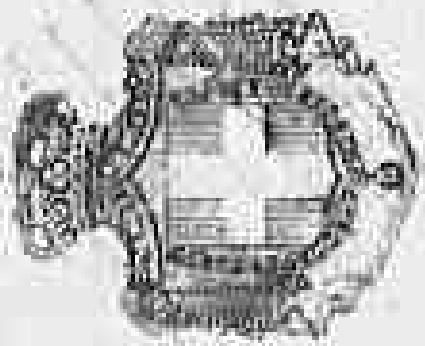
30 JAN 1947

Navy Sub Commission

JLP/P.
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14



MINISTERO DELLA MARINA

Cabinetto - Ufficio Trattati -

Prot. 15.214/AT. *Allegato*

Roma, 29 GEN 1947

Resposta al disp. del 15

ARGOMENTO Navi da guerra affondate in Libia ed Eritrea.

II COMMISSIONI ALLEATE - Sottocommissione Navele -

Come è noto a codesta Commissione sono affondate diverse navi da guerra italiane nelle acque della Libia e dell'Eritrea. Si prega codesta Commissione Alleata di voler autorizzare che tecnici di questo Ministero si rechino sul posto per verificare la possibilità e la convenienza del loro recupero.

d'ordine
IL CAPODI CABINETTO
C. di V. G. MARINI

1122

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.H.Q.
Date: 1st April 1947
Ref.: 1038/UT

Subject: Wreck of British minesweeper at the mouth of the small port of
Sampierdarena

With reference to your letter IRN/19/N/5, dated 21st March 1947.

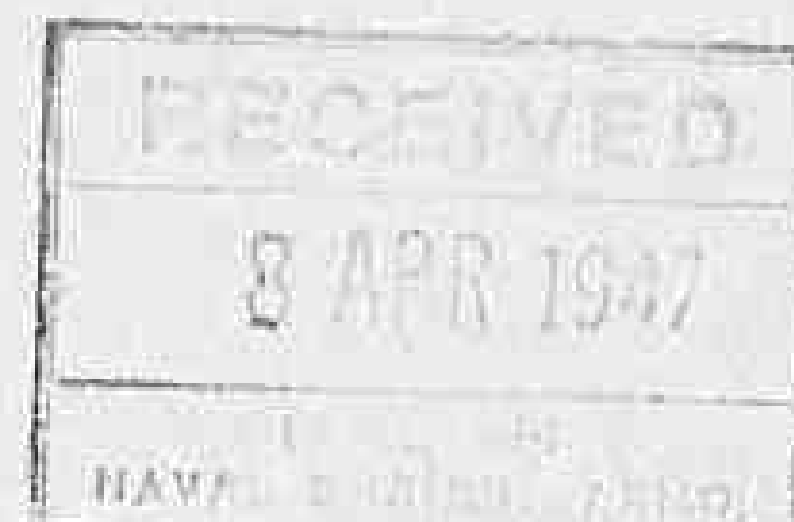
You are informed that the Genoa Harbour office, having made an underwater inspection of the wreck in question, has not found the iron strongbox on the bottom, to which reference is made in your letter.

Instructions have been given to the above office that, should the box be found during the removal of the wreck, it is not to be opened, but this office is immediately to be informed of the discovery.

By direction
CHIEF OF CABINET

JLP/P.

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1431

DIREZIONE - MARINA
Ministero della Marina Militare

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 1038/UE Allegati

Mod. 39

Roma, 1 APR 1947 194

M ITALIAN NAVAL BRANCH

ALLIED FORCE HQ.

ARGOMENTO: Relitto di draghine britannico all'entrata del piccolo porto di Sampierdarena.

Riferimento foglio IAN/19/N/5 del 21 marzo 1947.

Si comunica che l'Ufficio Ricupero navi di Genova, avendo eseguita una ispezione subacquea al relitto in argomento, non ha trovato sul fondo le casse di ferro di cui al foglio in riferimento.

Sono state date disposizioni al predetto Ufficio ricupero perchè, ove la cassa dovesse esser trovata durante la rimozione del relitto, essa non venga aperta e che del ritrovamento sia subito informato questo Ufficio.

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

M. Marini

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17731

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/N/5

21 March 1947

Subject: WRECK OF A BRITISH MINESWEEPER AT THE ENTRANCE
TO THE SMALL HARBOUR OF SAMPIERDARENA.

To: MINISTRY OF DEFENCE (NAVY).

Reference: (a) Navy Sub-Commission, Allied Commission's ltr.
NSC/5882 dated 18 January 1947.

1. Information is requested as to whether the steel chest
referred to in paragraph 2 of reference (a) has yet been found and recovered.

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

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JTB

24 MAR 1947

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

NSC/5882
18 January 1947

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

Subject: Wreck of a British Minesweeper at the entrance to the
small harbor of Sempierarena.

Reference: (a) Ministry of Marine's ltr. 3484/UT dated 27 October
1946.
(b) Navy Sub-Commission's ltr. NSC/5757 dated 16 December
1946.

1. Further to reference (b), the Ministry of Marine is informed that the Commander-in-Chief, Mediterranean Station has no objection to the salvage of the wreck referred to in reference (a), which is almost certainly that of British Motor Minesweeper No. 168 which was blown up by a mine on 25 June 1945.

2. A steel chest known to have been aboard the ship at the time of the mining, has not been recovered, however, and it is requested therefore that the Navy Sub-Commission be informed when this chest is recovered in order that it may be collected. It is further requested that the Ministry of Marine will ensure that this chest remains unopened until the time of collection by a British Naval officer, whose name will be forwarded to the Ministry of Marine in due course.

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

20 JAN 1947

1418



WRECK OF A BRITISH MINESWEEPER AT THE ENTRANCE TO THE
SMALL HARBOUR OF SAMPIERDARENA

(Ministry of Marine's letter No. 3484/UT dated 27th
October, 1946.)

III

Med.47/218/4/1.

NAVY SUB. COMMISSION, HEADQUARTERS ALLIED
COMMISSION, ROME. (Ref. Min. II No. NSC/5620 dated
5th November, 1946.)

The Wreck referred to in Ministry of Marine's
letter 3484/UT dated 27th October, 1946 is almost certain-
ly that of British Motor Minesweeper No. 168 which was
blown up by a mine on 25th June, 1945.

2. No objection is held to the salvage of the
remains of this vessel and it is considered that little of
value is likely to be recovered.

3. A steel chest containing secret documents,
known to have been aboard the ship at the time of the
mining, has not been recovered. Should this chest be
found during salvage operations it should be forwarded
unopened to the Distributing Authority, Malta by hand of
Officer.

MEDITERRANEAN.
6th January, 1947.

for ADMIRAL



WRECK OF A BRITISH MINESWEEPER AT THE ENTRANCE TO
THE SMALL HARBOR OF SAN PEDRO DARTIA

Ministry of Marine's letter. 3484/UT of 27 Oct. 1946

II

NSC/5620

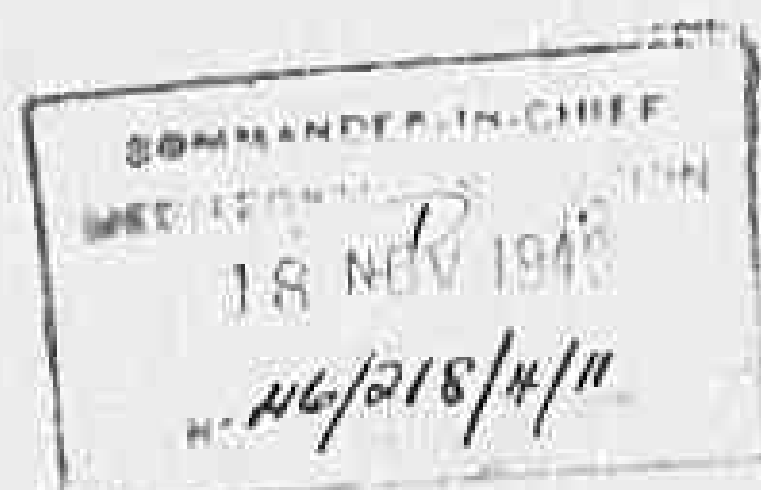
THE COMMANDER IN CHIEF,
MEDITERRANEAN STATION.

Forwarded for a decision please.



H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR DEAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

NOTE,
5th November, 1946



1116

MSC/ 5842
6 January 1947

From : Navy Sub-Commission, Headquarters Allied Commission.
To: Commander-in-Chief, Mediterranean Station.
Subject: Wreck of a British Minesweeper at the entrance to
the Sampierdarena Harbour.
Reference: (a) Navy Sub-Commission's Minute MSC/5620 dated 5 November
1946.

1. It would be appreciated if the Commander-in-Chief,
Mediterranean's decision required by reference (a) could now be given.

H. M. ZEROU,
CHIEF, NAVY SUB-COMMISSION,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

9 JAN 1947

061227/
VRS

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NSC/5757
10 December 1946

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

Subject: Wreck of a British Minesweeper at the entrance to
the Sampierdarena Harbour.

1. With reference to the Ministry of Marine's letter 3759/UT dated 28 November 1946, the matter has been referred to the Commander-in-Chief, Mediterranean Station from whom a reply is expected shortly.
2. The Ministry of Marine will be informed of the Commander-in-Chief, Mediterranean Station's decision as soon as it is received.

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

H
10/11

11 DEC 1946

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From: THE MINISTRY OF MARINE (Cabinet).

To : H.S.G. A.G.

Date: 28th November, 1946.

Ref.: 3759/U.T.

Subject: Wreck of a British Minesweeper at the entrance to the
Sampierdarena Harbour.

It would be appreciated if the Navy Sub-Commission would answer our letter No. 342/UT., dated 27th October, 1946, on the above subject.

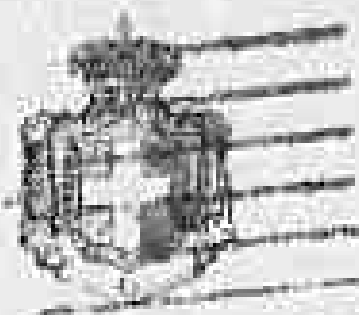
CHIEF OF CABINET

(Sgd) C. di V. G. MARINI.

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Ministero della Marina

GABINETTO

Uff. Trattati

INDIRIZZO TELEGRAFICO MARINA - ROMA

Roma, 28 NOV. 1944

COMMISSIONE ALLEATA
- Sottocommissione Navale -

Doc. N. 3759/U.T. Allegato

ARGOMENTO

Relitto di dragamine inglese all'ingresso del Porticciolo di Sampierdarena.

Si prega codesta Commissione Alleata -RSC- di voler cortesemente riscontrare il dispaccio di questo Ufficio Trattati n. 3484/UT in data 27 ottobre us., relativo all'argomento.

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

Marini

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WORK OF A BRITISH MINEMENTER AT THE ENTRANCE TO
THE SMALL HARBOUR OF SANTORINI
Ministry of Marine's letter. 3484/OT of 27 Oct. 1946

II

HSC/5620

THE COMMANDER IN CHIEF,
MEDITERRANEAN FLEET.

Forwarded for a decision please.

H
S/u

H. M. ZIRDLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

ROME,
5th November, 1946

1111

7 NOV 1946

From: Ministry of Marine.
To : Navy Sub Commission, Allied Commission.
Date: 27 October 1946.
Ref.: 3234/AB

Subject: Wreck of a British minesweeper at the entrance to the
Small Harbour of Soudierford.

1. At the entrance to the harbour of Soudierford lies the wreck of a British minesweeper in such a position as to render difficult the manoeuvring of lighters and all the craft which have to enter the harbour itself or go alongside the West "Pier" quay.

2. This wreck, being destroyed and cleared of everything, has a value inferior to the expense necessary for its removal.

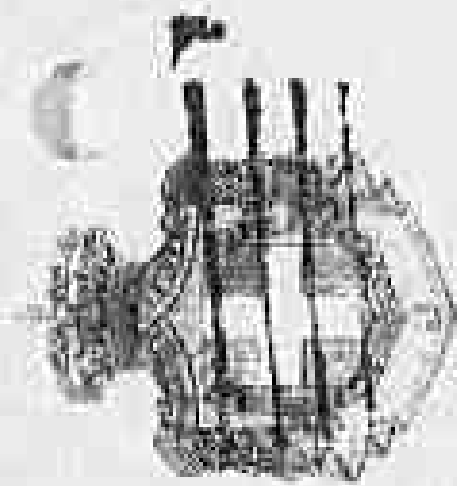
3. It is requested that you should ascertain whether there is anything to prevent the salvage of the vessel in order to clear the entrance to the harbour.

By direction,
Chief of Cabinet.

1110

Navy Sub-commission, Hq. AC

1 NOV 1946



Ministero della Marina

GABINETTO
Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Gen. V. 3484/UT Allegati

Mod. 39

Roma 27 OTT 1940

Aff. COMMISSIONE ALLEATA
- Sottocommissione Navale -

ARGOMENTO: Relitto di dragamine inglese all'ingresso del porticciolo di Sanvierdereus.

1. - All'imboccatura del porticciolo di Sanvierdereus giace sprofondato il relitto di un dragamine inglese in posizione tale da rendere difficile la manovra dei pontoni e di tutte le unità che debbono accedere al porticciolo stesso ed autrecorre al Molo Etiopia Levante.
2. - Detto relitto, essendo distrutto e spogliato di tutto, ha un valore inferiore alle spese necessarie alla sua rimozione.
3. - Si prega comunicare se nulle osta al recupero dell'unità onde poter sgomberare l'imboccatura del porticciolo.

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

19 June 1947

IRN-19/W/ 173

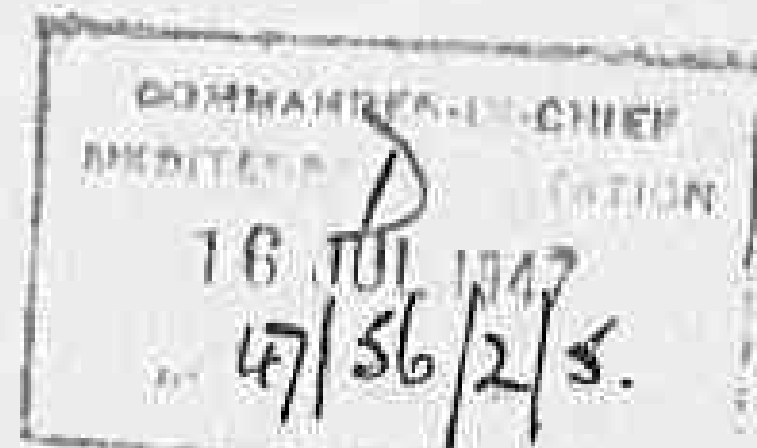
Subject: TUG MARITTIMO.

To: THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
(Copies to: The Flag Officer Liaison, Italy.
The Naval Officer-in-Charge, Trieste.)

Reference: (a) Italian Naval Branch, Allied Force Headquarters' ltr.
IRN-19/W/34 dated 1st April 1947.

1. Further to reference (a), the Ministry of Defence, Navy have communicated that the tug MARITTIMO was built for the Italian Navy at Sampierdarena (near Genoa) in 1914, was at Ancona on 3rd September 1943, where it was taken over by the Germans, and on the liberation of Trieste was found sunk in that port.
2. In these circumstances, it would appear that this tug comes under the provisions of paragraph 2 of Annex X and either paragraph 1 (f) of Article 58 or paragraph 4 of Article 59 of the Italian Peace Treaty and could therefore be returned to the Italian Navy. Details of transfer could be arranged by the Ministry of Defence, Navy and Naval Officer-in-Charge, Trieste, through the Flag Officer Liaison, Italy.
3. Subject to the remarks of the Naval Officer-in-Charge, Trieste, it is therefore recommended that early approval be given for the return of the tug MARITTIMO to the Italian Navy.
4. Copies of reference (a) are enclosed for the information of the Flag Officer Liaison, Italy and the Naval Officer-in-Charge, Trieste.

C. L. Hann
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.



TUG MARITTIMO.

(Allied Force Headquarters Italian Naval Branch's letter No.
IRN-19/N/173, dated 19th June, 1947.)

II

Med.47/56/2/5

DIRECTOR, ITALIAN NAVAL BRANCH OF ALLIED FORCE HEADQUARTERS.

(Copies to:-

Flag Officer, Liaison, Italy.

Naval Officer-in-Charge, Trieste.)

Paragraph 3 of Minute I has already been approved
in the Commander-in-Chief, Mediterranean's letter No. Med.
47/56/2/5, dated 12th June, 1947

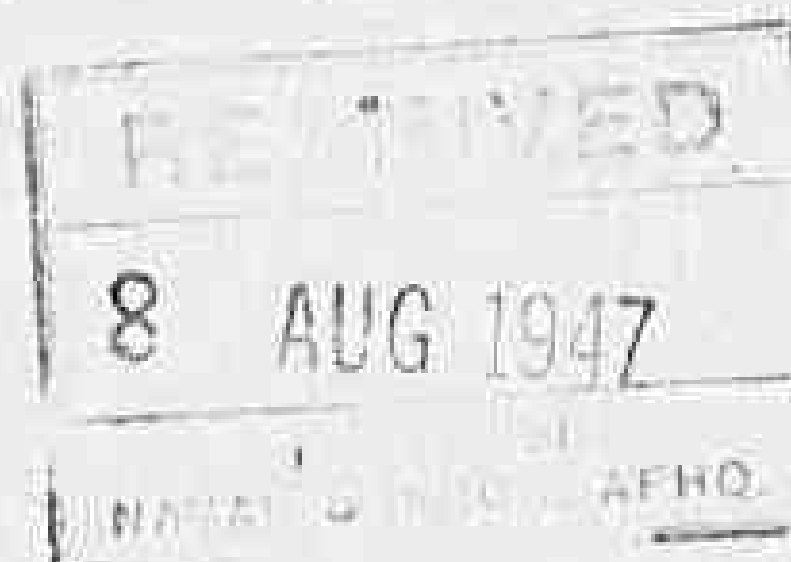
for ADMIRAL

MEDITERRANEAN

21st July, 1947

Enclosures:-

Copy of Commander-in-Chief, Mediterranean's letter No.
Med.47/56/2/5, dated 12th June, 1947 to Flag Officer Liaison,
Italy and Naval Officer-in-Charge, Trieste, only.



1400

1786

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

TUG MARITTIMO - REQUEST FOR RETURN

Commander-in-Chief, Mediterranean Station's letter
Med.47/56/2/5 dated 12th June 1947

II

IRM-19/E/ 232

The Flag Officer Liaison, Italy.
The Naval Officer-in-Charge, Trieste.

Forwarded for information with reference to my letter IRM-19/E/
173 dated 19th June 1947.

2. A copy of my reply to the Ministry of Defence, Navy is also
enclosed.

H
15/7

ROME,
23rd July 1947.

(S/A) E. L. C. 15/7
REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

1407

1787

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APG 794

25 July 1947

IRW-19/M/231

Subject: TUG "MARETTIMO".

To: THE MINISTRY OF DEFENCE, NAVY.

Reference: (a) The Ministry of Defence, Navy's ltr. No. 466/UT dated 13 February 1947.
(b) The Ministry of Defence, Navy's ltr. No. 1999/UT dated 12 June 1947.

1. In reply to reference (a), the Ministry of Defence, Navy is informed that in the light of the information contained in reference (b), the Commander-in-Chief Mediterranean has approved the return of the tug MARETTIMO to the Italian Navy, provided that the salvage expenses are borne by the Italian Government.

2. While the statements made in paragraphs one and two of reference (a) are confirmed, it has been reported that this tug was leaking badly and has since sunk in an upright position. Before sinking, the tug was looted, all woodwork and most of the engines were stolen, but it is understood that the hull is probably worth salvaging. H 25/7

3. It is recommended therefore, that very early steps be taken to salvage her, and that her transfer to an Italian port be arranged with the Naval Officer-in-Charge, Trieste through the Flag Officer Liaison, Italy.

4. Copies of this letter have been forwarded to the Flag Officer Liaison, Italy and the Naval Officer-in-Charge, Trieste for information. 25/7

(Sgd) G. E. WARREN

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

26 JUL 1947



Office of the Commander-in-Chief,
Mediterranean Station.
12th June, 1947.

Med. 47/56/2/5
ARMED FORCE HEADQUARTERS, ITALIAN NAVAL BRANCH,
A.P.O. 794.

TUG "MARTINARO" - REQUEST FOR RETURN

With reference to your letter No. IRN 19/4/47, dated 1st April, 1947, this Tug was salvaged and taken to San Sabba as stated, but it was leaking badly and has since sunk.

2. Before sinking, the tug was badly looted, all woodwork and most of the engines were stolen, but it is reported that the hull is probably worth salvaging.

3. This tug may be returned to Italian Naval Ownership, but the expenses of salvaging will have to be borne by the Italian Government.

Submarine

For ADMIRAL

11

The Flag Officer Liaison, Italy
The Naval Officer-in-Charge, Trieste.

Forwarded for information with reference to my letter IRN-12/4/173 dated 19th June 1947. 30 JUN 1947
2. A copy of my reply to the Ministry of Defence, Navy is also enclosed.

1. PERA ADRIAN
DIRECTOR, ITALIAN NAVAL BRANCH.

SUBJECT:- TUG "MARTINO".

FROM:- The Naval Officer-in-Charge, TRIESTE.

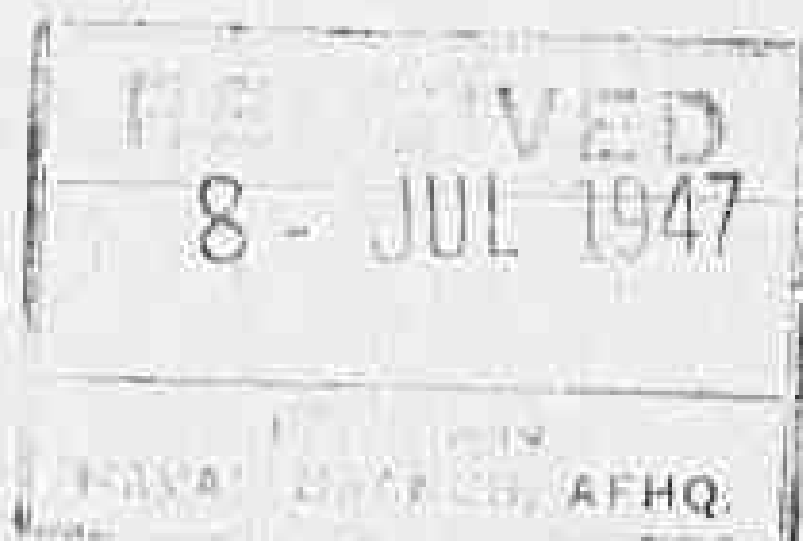
DATE:- 1st July, 1947. No. 2756/4.

TO:- THE DIRECTOR, ITALIAN NAVAL BRANCH,
ALLIED FORCE HEADQUARTERS, APO 794.
(Copies to:-

Commander-in-Chief, Mediterranean.
Flag Officer Liaison, Italy.)

With reference to paragraph 3 of your
DSM-19/1/173 dated 19th June and further to my
No. 2744/4 dated 26th May, 1947 and addressed to
the Commander-in-Chief, Mediterranean (reference
(a)), the following remarks are submitted.

2. The tug "MARTINO" is practically upright
and salvage should present no great difficulty.
This tug is of no value to the port of Trieste and,
subject to the approval of the Commander-in-Chief,
Mediterranean, there would appear to be no objection
to her being salvaged by the Italian Government, and
to her subsequent removal to an Italian port.



C. D. Hoags
(C.S.D. HOAGS)
CAPTAIN.

1790

ALLIED FORCE HEADQUARTERS
ITALIAN NAVAL BRANCH
APO 794

19 June 1947

IRM-19/M/73

Subject: TUG MARITTIMO.

To: THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
(Copies to: The Flag Officer Liaison, Italy.
The Naval Officer-in-Charge, Trieste.)Reference: (a) Italian Naval Branch, Allied Force Headquarters' ltr.
IRM-19/M/34 dated 1st April 1947.

1. Further to reference (a), the Ministry of Defence, Navy have communicated that the tug MARITTIMO was built for the Italian Navy at Sampierdarena (near Genoa) in 1914, was at Ancona on 3rd September 1943, where it was taken over by the Germans, and on the liberation of Trieste was found sunk in that port.

2. In these circumstances, it would appear that this tug comes under the provisions of paragraph 2 of Annex X and either paragraph 1 (f) of Article 58 or paragraph 4 of Article 59 of the Italian Peace Treaty and could therefore be returned to the Italian Navy. Details of transfer could be arranged by the Ministry of Defence, Navy and Naval Officer-in-Charge, Trieste, through the Flag Officer Liaison, Italy.

3. Subject to the remarks of the Naval Officer-in-Charge, Trieste it is therefore recommended that early approval be given for the return of the tug MARITTIMO to the Italian Navy.

4. Copies of reference (a) are enclosed for the information of the Flag Officer Liaison, Italy and the Naval Officer-in-Charge, Trieste.

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

23 JUN 1947

From: MINISTRY OF DEFENCE (NAVY)
To : Italian Naval Branch - A.F.H.Q.
Date: 12th June 1947
Ref.: 1999/UT

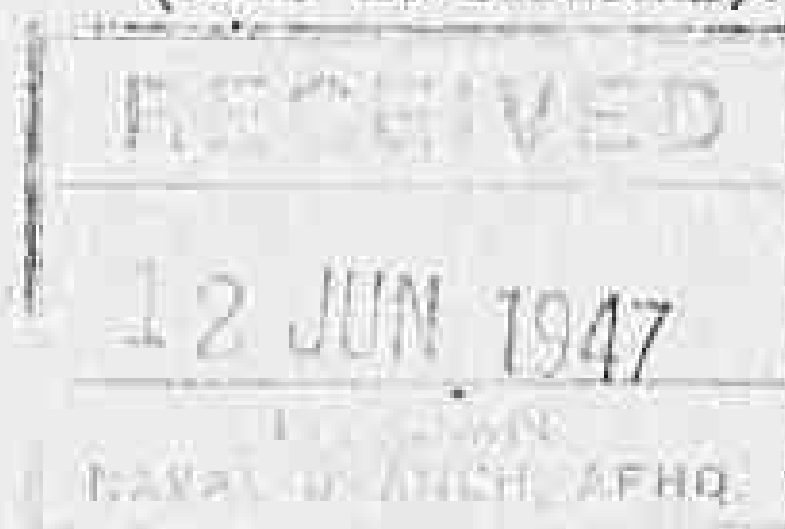
Subject: Tug "Marittimo"

Reply is made to signal 130920, dated 13th May.

The tug "Marittimo" was built for the Italian Navy at Sampierdarena in 1914.

On the ^{3rd} 24th September 1943 the vessel was at Ancona, where it was taken over by the Germans. On the liberation of Trieste it was found sunk in that port.

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



JLE/B.
12

1402

REPUBBLICA ITALIANA

Roma, li

MINISTERO DELLA DIFESA - MARINA
SEGRETARIO GENERALE - COORDINAMENTO MARINA

Indirizzo: MARINA - ROMA

Ufficio Trattati

Prot. N. 1299/UT

Allegati

ITALIAN NAVAL BRANCH
Al ALLIED FORCE Hq.

ARGOMENTO: Rimorchiatore MARITTIMO.

Si risponde al telegramma 130920 del 13
maggio.

Il Rimorchiatore MARITTIMO fu fatto co-
struire dalla Marina Militare a Sampierdarena
nel 1914.

Al ³ settembre 1943 l'unità trovavasi
ad Ancona dove fu occupata dai tedeschi. Al
momento della liberazione di Trieste fu tro-
vato affondato in quel porto.

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

IL CAPITANO DI VASCELLO
Com. 1. Marina 4 101

Marin

MINISTRY OF DEFENCE (NAVY)

WFOH... JUNE 1967

Declassified

Reference your letter 466/II dated 15th February 1967.
Request very early information of the dates when:
(a) the tug MARTINO was acquired by the Italian Navy
(b) when it was moved to Trieste.

DTG... 13 0920Z/Day...

Dist: 3-6 10 15 16 21 Log.
2 H/M Ministry of Defence (Navy)

H/M P/L TOL A.M. 15th RE 13/3/67

FW600

1794

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/H/35

1 April 1947

Subject: TUG "MARITTIMO".

To: MINISTRY OF DEFENCE, NAVY (CABINET).

Reference: (a) Ministry of Defence, Navy (Cabinet) ltr. 466/UT
of 13 February 1947.
(b) Ministry of Defence, Navy (Cabinet) ltr. 1059/UT
of 28 March 1947.

1. In response to references (a) and (b) you are advised that the matter has been referred to Commander-in-Chief, Mediterranean Station, whose decision will be communicated to you as soon as it is received.

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

1 APR 1947

4359

0-1034
17

1795

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/34

1 April 1947

Subject: TUG MARITTIMO - REQUEST FOR RETURN OF.
To: COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

1. The Italian Ministry of Defence, Navy has requested information as to the possible return of the tug MARITTIMO to the Italian Navy.
2. It is stated that the vessel has been salvaged at Trieste, at the order of Allied authorities, and is at present moored off the Trieste Petroleum Refinery at S. Saba, in the safekeeping of the Trieste Harbour Office.
3. A decision is requested.

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

1 APR 1947

010354
1795

HR
1-11-47

236

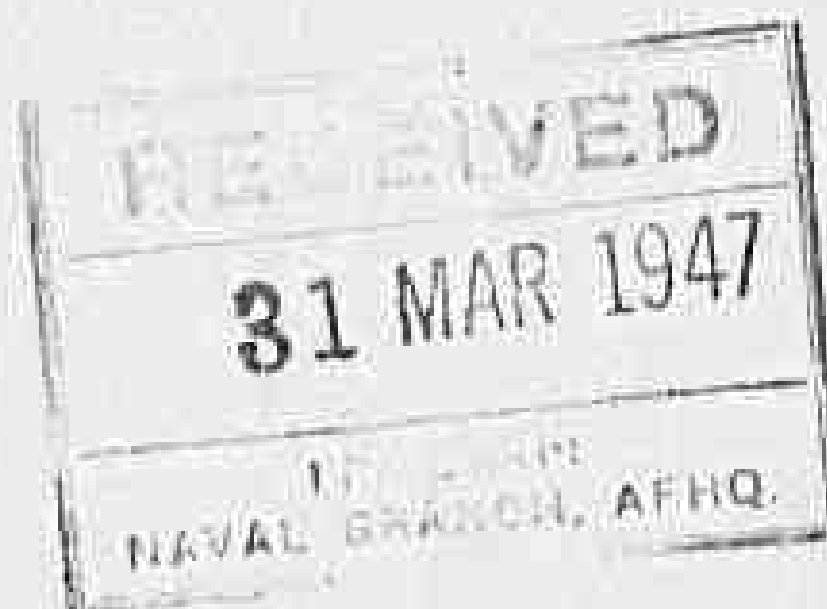
From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.H.Q.
Date: 28th March 1947
Ref.: 1059/UT

Subject: Tug "MARETTIMO"

It would be appreciated if an answer could be given
to our letter 466/UT, dated 13th February 1947, on the above subject.

By direction
CHIEF OF CABINET

JLP/P.
31



1397

Mod. 40

DIREZIONE - MARINA
Ministero della Marina

Roma, 28 MAR 1947

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO MARINA - ROMA

ALL ITALIAN NAVAL BRANCH
ALLIED FORCE HQ.

ROMA

Aut. N° 1059/UT-Allegati

ARGOMENTO: Rimorchiatore "MARITTIMO".

Si prega voler dare cortese riscontro
al foglio di questo Ministero n°466/UT del
13 febbraio u.s., all'argomento sopra indi-
cato.

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



1398

From: MINISTRY OF MARINE (Cabinet)
To : N.S.S. - I.M.A.S. - A.F.H.Q. - Rome.
Date: 13th February, 1947.
Re. : 466/UT

Subject : Tug MARITTIMO.

The Ministry of Marine has been informed that the tug MARITTIMO, belonging to the Navy, and sunk at Trieste, has been salvaged by the Tripcovich Company, at the order of the Allied authorities.

The vessel is at present moored off the Trieste Petroleum Refinery at S. Saba, in the safekeeping of the Trieste Harbour Office.

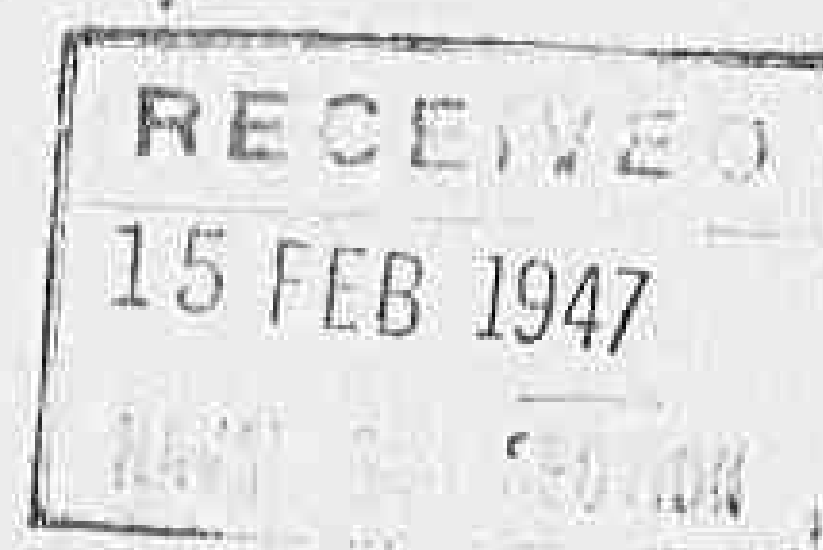
It would be appreciated if you could inform us when and how the tug may be returned to the Italian Navy.

By direction

THE CHIEF OF CABINET.

(Sgd). Marini.

JLE/C
15.



1392

Ministero della Marina Militare

GABINETTO

UFFICIO TRATTATI

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 456/PUR *Allegato*

Mod. 39

194

M SEZIONE MILITARE ALLEATA IN

ITALIA - Sottosezione Navale

ARGOMENTO: Rimorchiatore "MARTINHO".

Questo Ministero ha avuto notizie che il rimorchiatore "MARTINHO", appartenente alla Marina, affondato a Trieste, è stato recuperato, su incarico della autorità alleate, dalla Ditta Tripocovich.

L'unità trovata attualmente ormeggiata al largo della Raffineria Triestina di Petrolio di S. Seba sotto la sorveglianza della Capitaneria di porto di Trieste.

Si prega voler comunicare quando e come l'unità potrà essere presa in consegna dalle Marine.

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

M. M. M.

1394

1800

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/N/215

15 July 1947

Subject: SS LARS KRUSE SUNK IN PORT OF BARI.
To: THE MINISTRY OF MERCANTILE MARINE.
Reference: (a) The Ministry of Mercantile Marine's ltr. No.1350/P dated 28 January 1947.
Enclosure: (A) Copy of cargo plan prepared by the British Sea Transport Officer, Barletta, and counter-signed by the Master.

1. Enclosure (A), showing the cargo loaded at Barletta on 21st November, 1943, is forwarded in reply to reference (a).

2. While there is no record showing with absolute certainty the cargo on board at the time of the air raid on Bari on the 2nd December, 1943, it would appear from the following extracts of Sea Transport Officer's bi-weekly position signals, that the vessel, which was fitted as a Cased Petrol Carrier, loaded operationally at Barletta and still had the cargo of POL on board at the time she was sunk by enemy action:-

3.11.43 Sailed Algiers with 1384 Tons cargo of which 1324 Tons was petrol.

14.11.43 Arrived Barletta.

17.11.43 Completed discharge.

18.11.43 Completed loading 1480 Tons (description of cargo not stated) Awaiting permission to enter Bari.

24.11.43 Awaiting orders to proceed to Bari for bunkers.

24.11.43 Sailed Barletta.

25.11.43 Arrived Bari

26.11.43 Shipped 100 Tons bunkers. Awaiting orders.

29.11.43 Shipped 40 Tons bunkers. Awaiting orders.

1393

16 JUL 1947

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

Office of the
Principal Sea Transport Officer,
Mediterranean,
Navy House,
Port Said.

No: I/15.

9th June, 1947.

WITHOUT PREJUDICE.

Commodore U.S. Navy,
Naval Sub-Section,
I.M.A.S.,
Allied Force Headquarters,
ROME.
Italy.

(Copy to: S.E.T.O. PADUA. - Your No. 5457/SR
of 23/4/47 refers.)

" " Director of Sea Transport, London.
- Your No. T.M. 14045/
CB.5 of 30/4/47 refers)

S.S. "IARS KRUSE"

Sunk in Port of Bari - December,
1943.

With reference to your Minute II, No. IRN-19/N/144,
of 15th March, 1947, copy of Cargo Plan prepared by British
S.T.O./c Barletta, and counter-signed by the Master, show-
ing cargo loaded at Barletta on 21st November, 1943, is
forwarded.

2. It is presumed, but it cannot be stated with
certainty, that this provides the information required.

3. Copy of Director of Sea Transport's letter No.
T.M. 14045/C.B.5 of 30th April, 1947, is also forwarded.

4. Delay in replying, which was due to having to **1392**
refer the matter to Italy and London, is regretted.

J. Schuur

COMMODORE, R.N.

WITHOUT PREJUDICE.

Commodore U.S. Navy,
Naval Sub-Section,
I.M.A.S.,
Allied Force Headquarters,
ROME,
Italy.

(Copy to: S.S.T.O. RADVA. - Your No. 5457/SF
of 23/4/47 refers.

" " Director of Sea Transport, London.
- Your No. M.14045/
GP.5 of 30/4/47 refers)

S.S. "LARS KRUSE"

Sunk in Port of Bari - December,
1943.

With reference to your Minute II, No. IIM-19/N/144,
of 15th March, 1947, copy of Cargo Plan prepared by British
S.T.O.1/c Barletta, and counter-signed by the Master, show-
ing cargo loaded at Barletta on 21st November, 1943, is
forwarded.

2. It is presumed, but it cannot be stated with
certainty, that this provides the information required.

3. Copy of Director of Sea Transport's letter No.
M.N.14045/C.B.5 of 30th April, 1947, is also forwarded.

4. Delay in replying, which was due to having to
refer the matter to Italy and London, is regretted.

J. H. Schmitt

COMMODORE, R.N.

RE	VED
2- JUL 1947	
NAVAL SUB-SECTION, A.S.H.Q.	

C O P Y .

MINISTRY OF TRANSPORT,
BERKELEY SQUARE HOUSE,
LONDON W.1.

NO : T.M. 14045/C.B.5.

Your Ref. No. SOSG/1776/M/1/3077

30th April, 1947.

AIR MAIL.

Principal Sea Transport Officer,
Mediterranean.
Navy House,
PORT SAID.

S.S. LARS KRUSE

With reference to your letter of the 10th April this vessel was on intra-Mediterranean service and we have no record here of the cargo on board at the time of the air raid on Bari on the 2nd December, 1943.

Vessel was fitted as a Cased Petrol Carrier and the information recorded from S.T.O's bi-weekly position signals is as follows :-

X 3.11.43 Sld. Algiers with 138 1/2 Tons cargo of which 132 1/2 Tons was petrol.

14.11.43 Arrd. Barletta.

17.11.43 Completed discharge.

18.11.43 Completed loading 1480 Tons (description of cargo not stated.) Awaiting permission to enter Bari.

24.11.43 Awaiting orders to proceed to Bari for bunkers.

24.11.43 Sld. Barletta.

25.11.43 Arrd. Bari

26.11.43 Shipped 100 Tons bunkers. Awaiting orders.

29.11.43 " 40 " " " " X

1391

It would therefore appear that the vessel loaded operationally at Barletta and still had the cargo on board at the time she was sunk by enemy action. Can you now confirm from your records, please ?

(Sgd. R.W. Davis.)
for Director of Sea Transport.

TO DIRECTOR ITALIAN NAVAL BRANCH, AFHQ ITALY (R) SSTO VENICE. FROM PSTO MED.

Important Unclassified.

Your 300904B June. See our letter No.L/QT of 9th June with copy of cargo plan
2. Copy was also sent to SSTO PADUA.

.....01 1720B/July.....

DBST: 16, Log.

T/P(RAAC).

P/L.

A.M. 3rd.

DGS.

5/7/47.

1330

SHARON JAYAN

NY P.S.O. 1470.

FROM D.L.N.B., A.M.H.Q.

Unclassified.

Your 241630 subject my letter No. 159. Attention is invited to paragraphs 2 and 3 of my minute LHM-19/1/144 of 15th March 1947. S.B.T.O. PADUA is unable to assist in this matter.
2. If the information required is not available on the station request matter be referred to D of SE for reply as soon as possible.

1389

50 05043/Jan/1947

NOTE: 2300 Padua to be consulted.
DATE: 0-6, 10, 15, 16, 21, 1947.

STANDARD.

P/L.

A.M. Josh.

NOT

2/1/47

1806

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

TO DIRECTOR ITALIAN NAVAL BRANCH AREA ITALY

FROM P.S.T.O. MED

NAVAL MESSAGE

TO DIRECTOR ITALIAN NAVAL BRANCH AREA ITALY FROM P.S.T.O. MED

Unclassified.

Your letters 169 and 170 of 16th June. Please consult S.S.T.O. Roma.

....2, 1630L/June.....

1388

DEPT: 0-6, 10, 15, 16, 21, 108.

T/P(DIAG). P/L. AM. 25th. DCS. 26/6/67.

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/N/109

16 June 1947

Subject: SS LARS KRUSE SUNK IN THE PORT OF BARI.

To: THE PRINCIPAL SEA TRANSPORT OFFICER, MEDITERRANEAN.

Reference: (a) Naval Sub-Section, Italian Military Affairs Section's
minute IIR-19/N/144 dated 15 March 1947.
(b) Italian Naval Branch, Allied Force Headquarters' ltr.
IRM-19/N/136 dated 15 May 1947.

1. It is requested that a very early reply may now be made to reference (b).

2. In the event of the information requested in reference (a) not being available by the date the Italian Peace Treaty comes into force, it is requested that it may be forwarded to the Naval Attache', British Embassy, Rome.

H
16/6

S.C. Loomis, Jr
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

16 JUN 1947

1387

1808

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/138

15 May 1947.

Subject:

S.S. "LARS KRUSE" SUNK IN THE PORT OF BARI.

To:

THE PRINCIPAL SEA TRANSPORT OFFICER, MEDITERRANEAN.

Reference:

(a) Navy Sub-Section, Italian Military Affairs
Section's minute IRN-19/N/144 dated 15 March
1947.

1. A reply to reference (a) not having been received,
information is requested as to when it may be expected or how the matter
now stands.

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

1386

16 MAY 1947

1809

SS LAUS KASER SUNK IN THE PORT OF BARI

Ministry of Mercantile Marine's letter
1350/P dated 23th January 1947.

II

IRM-19/47 144

The Principal Sea Transport Officer, Mediterranean.

Forwarded.

2. It would be appreciated if the information requested in paragraph 2 of minute 1 could be obtained, from London if necessary, and forwarded to this Section as soon as possible, for onward transmission to the Ministry of Mercantile Marine.

3. The British Ministry of Transport Representative, Rome, having been requested to supply this information, has replied that attempts by the Director of Merchant Ship Repairs, Western Mediterranean, the Sea Transport Officer, Padua and Military Authorities to discover the contents of this vessel's cargo have been of no avail.

H. M. TROTT,
COMMONS CLERK,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, T.M.S.

ROME,
15th March 1947.

17/600/3
JMS

18 MAR 1947

1350

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

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

8th March, 1947.

Ref: GAB/1486/47

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

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

Subject: S.S. "LARS KRUSE" - SUNK IN THE PORT OF BARI.

Reference your letter (IRN-19/N/13) dated 4th February, 1947.

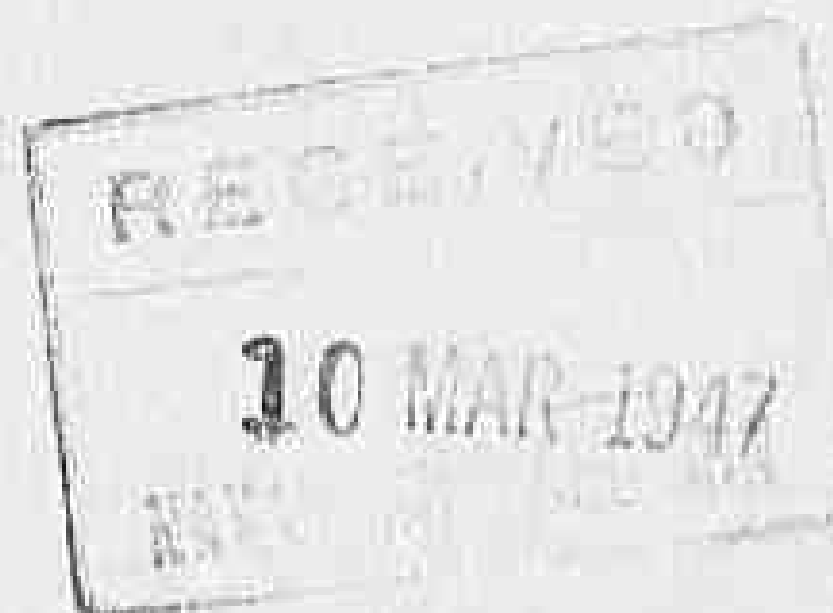
The Director of Merchant Ship Repairs, Western Med., now informs me that attempts to discover from Sea Transport and Military Authorities as to what this vessel's cargo consisted of have been of no avail.

It is, therefore, regretted that we are not able to furnish the information required.



G. A. BELL.

British Ministry of Transport Representative
(Italian Area).



1384

IRM-19/N/93

6 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: The British Ministry of Transport Representative, Rome.
Subject: SS LARS KRUSE sunk in the port of Bari.
Reference: (a) Naval Sub-Section, Italian Military Affairs Section's
minute IRM/-19/N/13 dated 4th February 1947.

1. It would be appreciated if the information requested in reference (a) could now be forwarded.

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

8 MAR 1947

061235/5
7/13

1383

1812

785020

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

SS. "LARS KRUSE" SUNK IN THE PORT OF BARI

Ministry of Mercantile Marine's letter
1350/P dated 28 January 1947

II

IRM-19/M/13

The British Ministry of Transport Representative, Rome.

Forwarded.

2. It would be appreciated if the information requested in paragraph 2 of minute I could be supplied to the Naval Sub Section, IMAS, as soon as possible, in order that it may be transmitted to the Ministry of Mercantile Marine.

it
6/2.

W. F. BAUMANN

Comdr, USNR

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

ROME,
4 February 1947.

7 FEB 1947

1382

From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 28th January 1947
Ref.: 1350/P. - Encl. No.1

Subject: SS. "Lars Kruse" sunk in the port of Bari

The British Ministry of Transport, in the letter of which a copy is enclosed, informed the Bari Harbour Office that the wreck of the SS. "Lars Kruse", sunk in that port, could be considered at the disposal of the Port Authorities as the owner did not intend to proceed with the salvage and considered himself no longer concerned.

As the removal of the above wreck must now be proceeded with, the Navy Sub Commission is requested to communicate details regarding the cargo which the ship was carrying when she was sunk. It is particularly important to know whether there are any explosives or poison gas stores on board.

RECEIVED

31 JAN 1947

Navy Sub Commission

for THE MINISTER

JLP/P.
31

1331

COPIA

BRITISH MINISTRY OF TRANSPORT

A.P. O. S. 484, C.M.F.

" L A R S K R U S E "

NOTICE OF ABANDONMENT

I AM DIRECTED BY BRITISH MINISTER OF TRANSPORT TO INFORM YOU THAT IT IS NOT THE INTENTION OF THE OWNERS TO INTERVENE IN REGARD TO THE WRECK OF THIS VESSEL AND THAT THE SAID WRECK IS HEREBY ABANDONED TO THE PORT AUTHORITIES, THE OWNERS THEREOF DISCLAIMING ANY FURTHER INTEREST THEREIN

DIRECTOR OF MERCHANT SHIP REPAIRS
WESTERN MEDITERRANEAN
F.to Illegibile

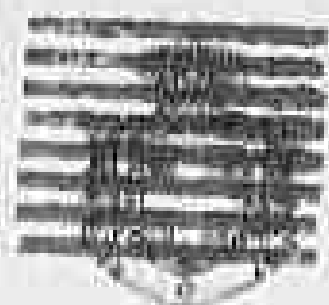
Comandante del porto

B A R I

Per Copia Conforme
Il Capo Divisione



1380



Roma 28 GEN. 1947

Ministero della Marina

DIREZIONE GENERALE
DELLA NAVIGAZIONE MILITARE

COMMISSIONE ALLEATA
Sottocommissione Navale
ROMA

Procedimento IV
Prot. 1350/8 Allegato 1

Registrazione del
Gen. 1350/8

OGGETTO Piroscalo "Lars Kruse" affondato nel porto di Bari. =

Il British Ministry of Transport, con la lettera che si acclude in copia, comunicò, a suo tempo, alla Capitaneria di porto di Bari che il relitto del piroscafo "Lars Kruse" affondato in quel porto poteva considerarsi abbandonato alle Autorità portuali in quanto il proprietario rinunciava al ricupero della nave e ad ogni ulteriore interesse in proposito.

Devendosi provvedere ora allo sgombero del piroscafo predetto, si prega codesta Commissione di voler comunicare quale carico esisteva a bordo al momento dell'affondamento. In particolare interessa conoscere se a bordo vi siano esplosivi o aggressivi chimici.

F/G.A.

IL MINISTRO

Admiral Sir John Jellicoe

1816

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

6 June 1947

IRM-19/H/158

Subject: RETURN OF TUG T.88 TO THE ITALIAN GOVERNMENT.
To: THE MINISTRY OF DEFENCE, NAVY.
Reference: (a) Ministry of Defence, Navy ltr. No.1072/UT dated 8 April 1947.

1. It is regretted that in view of the information contained in reference (a), the disposal of the Italian Naval tug T.88 would appear to be subject to the provisions of paragraphs 1 and 2 of Annex X of the Treaty of Peace with Italy, thus precluding the grant of the authorization requested in paragraph 4 of reference (a).

2. If, however, the Ministry of Defence, Navy considers that paragraph 2 of Annex X of the Treaty can be invoked in this case, it is requested that full details of the transfer of the tug to Trieste be forwarded to this Branch for consideration.

H
6/6

(Sgt) G. L. WARREN

REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

7 JUN 1947

5584

H. ADQUARTERS
ALLIED MILITARY GOVERNMENT
VENEZIA GIULIA

JEF/ame

IND STRG AND UTILITIES DIVISION

Tel: 6342 ext. 04

Date: 23 May 47

Ref: VG/AMG/IND/1-2

Sub: Return of Tug B.38 to the Italian Government.

To: ITALIAN NAVAL BRANCH, AFHQ, APO 794

1. Reference your IND-19/X/57 dated 13 April 1947 and IND-19/X/181 dated 17 May 1947.

2. This Headquarters is bound by the terms of the Italian Peace Treaty. Consequently the above craft in common with the "Impero" and "Cavour" is subject to Annex X of the Treaty and cannot be handed back to the Italian Government.

For the Senior Civil Affairs Officer

J. E. Foden
J. E. FODEN

Lt. Col. G/L

Chief Industry & Util. Offr.

1377

Copy to:

M.O.I.C., Navy House - TRISTE.



1818

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/141

17 May 1947.

Subject: RETURN OF TUG T. 88 TO THE ITALIAN GOVERNMENT.
To: HEADQUARTERS, ALLIED MILITARY GOVERNMENT,
VENEZIA GIULIA.
Reference: (a) Italian Naval Branch, Allied Force Headquarters
ltr. IRN-19/N/87 dated 18 April 1947.

1. It would be appreciated if an early reply could now
be made to reference (a).

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

17 MAY 1947

1376

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785020

Allied Force Headquarters
ITALIAN NAVAL BRANCH
AFO 794

IRM-19/N/87

18 April 1947

Subject: RETURN OF TUG T.88 TO THE ITALIAN GOVERNMENT.
To: THE HEADQUARTERS, ALLIED MILITARY GOVERNMENT,
VENEZIA GIULIA.

1. The Italian Ministry of Defence, Navy has requested approval to take possession of the tug T.88, salvaged in Trieste harbour by the S.A.R.R.O.M. Company, on the understanding that salvage expenses will be paid by the Italian Navy, and that the tug is henceforward used for civilian purposes. The authority quoted for this request is the Industry and Utilities Division of your Headquarters' letter number VG/AMG/IND/N-2, dated 30 October, 1946.

2. Confirmation is requested that it is your intention to return this tug to the Italians, notwithstanding Annex X of the Italian Peace Treaty.

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

2-10-47
18-4-47

19 APR 1947

121000/4
1798

Request made reply direct

1385

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.H.Q.
Date: 8th April 1947
Ref.: 1072/UT - Encl. No.1

Subject: Tug T.88

1. On the 20th April 1946, the Trieste Harbour Office authorised the S.A.R.R.O.M. firm to salvage a tug which was thought to belong to the Italian Navy and which was an obstacle to navigation as it was sunk at the Sistiana quay. The tug was found to be the T.88.

2. On the 30th October 1946, the Trieste A.M.C. communicated the following to the Trieste Harbour Office :

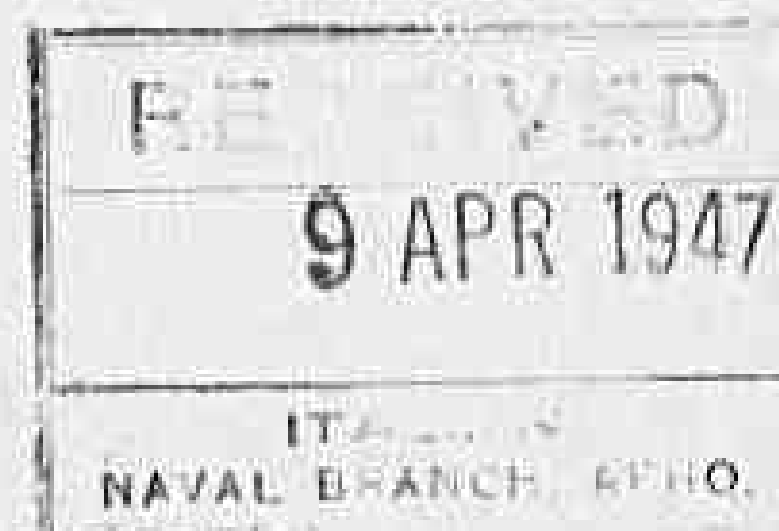
"It appears that there are no claims for this tug, which will therefore have to be returned to its original owner, who will be responsible for payment of salvage expenses." (enclosure).

3. The Ministry of Defence (Navy) therefore desires to take possession of the above tug at Trieste, and will, of course, pay the necessary salvage costs to the S.A.R.R.O.M. Company.

4. It would be appreciated if you could grant authorisation, on the understanding that the craft would exclusively be used for civilian purposes.

By Direction
CHIEF OF CABINET

JLF/P.
8



1384

Mod. 39

DIRETTORE - MARINA
Ministero della Marina Militare

Roma - 10 MAR 1947 194

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

ALL ITALIAN NAVAL BRANCH
ALLIED FORCES HQ.

ROMA

Prot. N. 1072/UT Allegato 1

ARGOMENTO: Rimorchiatore T.88.

- 1) - In data 20 aprile 1946 la Capitaneria di porto di Trieste autorizzò la Ditta S.A.R.R.O.M. a recuperare un rimorchiatore, ritenuto della Marina militare, che, affondato al pontile Sistiense, costituiva un intralcio alla navigazione. Il rimorchiatore risultò poi essere il T.88.
- 2) - In data 30 ottobre 1946 l'A.M.G. di Trieste comunicava alla Capitaneria di porto di Trieste:
 - "Per quanto risulta non vi sono rivendicazioni per questo rimorchiatore, che dovrebbe perciò essere restituito al suo originario proprietario cui incomberà l'obbligo di pagare le spese di recupero" -(allegato).
- 3) - Questo Ministero per tanto desidererebbe poter ritirare da Trieste l'unità di cui trattasi pagando naturalmente alla Società S.A.R.R.O.M. quanto le competerebbe per il recupero.
- 4) - Pregesi voler concedere il nullo osta nell'intesa che l'unità sarebbe esclusivamente impiegata a scopi civili.

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

1373

COPY

TAT/amo

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
INDUSTRY AND UTILITIES DIVISION

Rif. VG/AMG/IND/N-2
Sub: Tug "T.88"

TO : CAPITANERIA DI PORTO - TRIESTE

Date: 30 Oct. 46

1. Further to this Division's letter of yesterday's date concerning the above vessel, your suggestion to apply to the Ministry of Marine in Rome is concurred in.
2. So far as be ascertained there are no claims against this tug, which should therefore be returned to the original owners who will be responsible for payment of salvage costs.

For the Senior Civil Affairs Officer
Signed J.E. Foden
Lt. Col. G/E
Chief Industry Utilities Offr.

Copy true to the original
IL COMANDANTE DEL PORTO REGENT
F.to Dr. Miodic

1382

UNITED STATES MARITIME COMMISSION

Naples, Italy
March 29, 1947

File
909

Commodore H. W. Zirolì
Naval Sub-Section
Italian Military Affairs Section
Allied Force Headquarters
A.P.O. 794

Dear Sir:

Subject: Ships Sunk in Port of Bari.

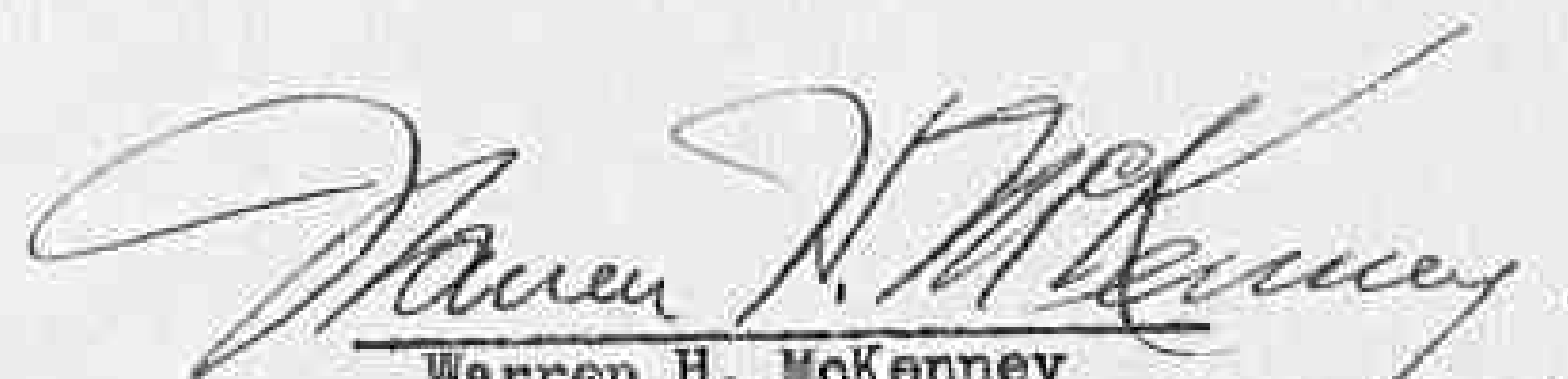
Reference is made to your letter IRN-19/N/62 dated 25 February 1947 on the above subject.

As you will recall, this whole subject was reviewed by yourself and Mr. Olsen and Mr. McKenney of the U.S.M.C., in your office March 7, 1947.

However, for the record, the ship on which the unauthorized salvage work was being carried out, was identified as the S.S. JOHN BASCOM.

We are now awaiting decisions from the U.S.M.C. and War Department, Washington as to the ultimate disposition of this vessel and cargo.

Very truly yours,


Warren H. McKenney
Director Mediterranean Area.

From: MINISTRY OF DEFENCE (NAVY) (Maristat)
To : Italian Naval Branch - A.F.H.Q.
Date: 23rd March 1947
Ref.: 13950 - Encl. No.1

File no 2

Subject: Salvage in the port of Bari.

With reference to the Navy Sub Section's letter IRN/19/N/64,
dated 26th February 1947.

Maristat has approached the Bari Harbour Office for the
explanations requested by the Navy Sub Section in the above letter.

Enclosed is a copy of the answer (letter 5768 of the 17th
March 1947) from the above Harbour office, and you are requested to
forward to the Italian Naval staff the diagrams of ships sunk in the
port and the relative loading plans, in order to identify them accurately.

for CHIEF OF NAVAL STAFF

JLP/P.
27



4340

From: Bari Harbour Office
To : Maristat
Date: 15th March 1947
Ref.: 5768

Subject: Salvage in the port of Bari

With reference to your letter 11666 of the 17th March 1947.

As soon as the difference had arisen between the "Fratelli Maggi" firm and the Bari Agent of the U.S. Maritime Commission, regarding the identification of the wreck, considered by the above firm to be the British S.S. "Testbank", this Harbour Office approached "Mariricuperi", Bari, for information which would settle the controversy.

Mariricuperi, after various inspections by divers, informed us that it had found no specific identifications and could not, therefore, supply any details, since there were also no diagrams of the ship or its loading plan.

In fact, the Allied Authorities, which had authorised the "Maggi" firm to carry out the salvage operations on the ships it had purchased from the Ministry of War Transport of Genoa, when they left this port, did not make any cession of wrecks to this Harbour office, not even regarding information on their relative positions, which has always remained uncertain, even to the Allied Authorities themselves, after the air bombardment of the 2nd December 1943.

Therefore, the information so far communicated by the Harbour Office and by Mariricuperi Bari, is based on the details supplied by pilots or mooring parties, or derived from divers' reports, as many of the wrecks in question are completely submerged and some are reduced to a pile of twisted plates.

On the 21st January last, the following members of the U.S. Maritime Commission of Naples: Mr. McKenney, Mr. Olsen and Col. E. McNaughton, proceeded to make investigations on the above vessel, and on the basis of indications on a few inscriptions still remaining among the wreckage of the Radio office and a trunk belonging to an American officer, they declared that they had no doubt that the vessel in question was of American nationality, and stated that its name would be communicated by Washington on the basis of the above indications.

The possibility was therefore excluded that the vessel in dispute was the British S.S. "Testbank".



.....1369

- 2 -

When the above was examined in conjunction with our information, the report was drawn up, which was enclosed in letter 1233 of the 24th January 1947, and the ship in question was identified as the "JOHN MOTLEY".

The local Agent of the U.S. Maritime Commission of Naples, now affirms that the wreck is the American Liberty Ship "JOHN BASCOM".

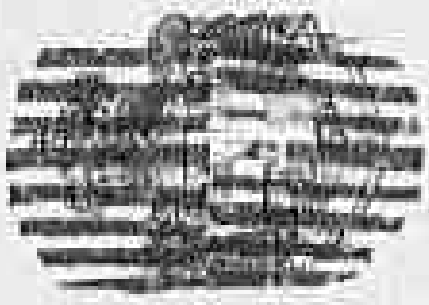
This being the position, in order to avoid future disputes, it is necessary to proceed with the accurate identification of all the Allied ships sunk in the port. Mariricuperi could deal with this with an adequate number of personnel, but it is indispensable that the Navy Sub Section should supply sketches of the ships and their loading plans, which are indispensable for identification.

(sgd) The Harbourmaster,
(Ettore DE RENZI)

27 MAR 1947

JLE/P.
27

1358



Stato Maggiore della Marina

Rep. M.D.S. Off. L.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Ind. 77 2950 Allegati

ARGOMENTO: Ricuperi nel porto di Bari.

Riferimento al foglio IRN/19/N/64 in data 26 febbraio 1947 di codesta M.S.S. - I.M.A.S. -

Questo Maristat ha interessato la Capitaneria di Porto del Compartimento Marittimo di Bari per avere gli schiarimenti richiesti da codesta Naval Sub - Section col foglio in riferimento.

Si allega in copia la risposta (foglio n° 5768 del 17 marzo 1947) della suddetta Capitaneria con preghiera di voler inviare a questo Stato Maggiore i disegni delle navi affondate nel porto in questione e i relativi piani di carico in modo da poter procedere alla loro esatta identificazione.

IL CAPO DI STATO MAGGIORE

[Signature]

1307

Mod. 39

23 MAR 1947

ITALIAN NAVAL BRANCH
ALLIED FORCE, H.Q.
ROMA

1827

COPIA

CAPITANERIA DI PORTO
DEL COMANDO MARITTIMO DI I I

SEZIONE TECNICA

Ind. Tel. COMPARE BARI

Prot. N° 5768

ALLO STATO MAGGIORE DELLA MARINA
Rep. M. D. S. - Uff. B. D.
R. O. M. A.

BARI 13 MARZO 1947

ARGOMENTO: Ricupero nel Porto di Bari.URGENTISSIMO

Riferimento dispaccio n° II 666 del 7 Marzo 1947.

Appena sorta la contestazione fra la Ditta "Fratelli MAGGI" e l'Agente di Bari della Commissione Marittima degli Stati Uniti circa la identificazione del relitto ritenuto dalla predetta Ditta essere quello del piroscafo britannico "Testbank", questa Capitaneria ha integrato Mariricupero Bari perché fornisca elementi per la definizione della controversia.

Detto Mariricupero, dopo aver fatto procedere a varie visite da parte dei dipendenti palombari, ha informato di non essere venuto in possesso di alcuna specifica indicazione idonea per la identificazione della nave e di non potere pertanto fornire in merito alcuna precisazione anche per la mancanza di disegni della nave e dello piano di carico.

Rifatti, le autorità alleate, che avevano peraltro autorizzato la "Ditta Maggi" ad effettuare le operazioni di ricupero delle unità da essa acquistate dal Ministro Of War Transport di Genova, all'atto in cui hanno lasciato questo porto, non hanno proceduto ad alcuna consegna a questa Capitaneria dei relitti affondati neanche per quanto riguarda la relativa posizione di essi, posizione che dopo l'azione aerea del 2 dicembre del 1943 che provocò l'affondamento delle navi, è rimasta sempre molto incerta anche per le stesse autorità alleate.

Pertanto, i dati comunicati finora a codesto Ministero sia da questa Capitaneria che da Mariricupero Bari sono basati sugli elementi forniti dai piloti e dagli ormeggiatori o desunti dalle visite dei palombari essendo molti dei relitti in questione completamente sommersi e ridotti, in parte, in un groviglio di lamiere.

In data 21 gennaio u.s. i seguenti funzionari dell'United States Maritime Commission di Napoli: Mr. McKenney, Mr. Olsen, Col. E. McNaughton, hanno proceduto ad accertamenti sul piroscafo di

- 2 -

cui sopra. In base alle indicazioni rilevate da alcune tabelle che si trovavano ancora fra i resti della Stazione R.T. e di un baule appartenente ad un ufficiale americano, hanno dichiarato di non avere alcun dubbio che la nave di cui trattasi sia di nazionalità Statunitense e si sono riservati di indicare il nome che sarebbe stato comunicato da Washington in base alle indicazioni stesse.

Rimaneva comunque escluso che l'unità in contestazione fosse il piroscafo britannico "Testbank".

Henso quanto sopra in relazione con gli elementi in possesso di questo Comando, è stato redatto il prospetto allegato al foglio I233 del 24 gennaio 1947, nel quale l'unità in parola è stata indicata come rispondente al nome di "JOHN MOTLEY".

Il locale Agente dell'U.S. Maritime Commission di Napoli, ha informato ora di essere in grado di affermare che l'unità stessa è invece il piroscafo americano del tipo "Liberty" denominato "JOHN BARCO".

Stando così le cose, allo scopo di evitare future contestazioni, è necessario poter procedere all'esatta identificazione di tutte le nave al caso affondate in questo porto. A ciò potrebbe provvedere il locale Marittimieri con adeguata disponibilità di personale, ed è indispensabile innanzi tutto che la Naval Sub-Section fornisca i disegni della nave e i relativi piani di carico, documenti indispensabili per la predetta identificazione.

IL COLONNELLO DI PORTO
CORALUZZI
(Ettore DE LUZZI)



1365

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IRM-19/N/C

26 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Marine (Maristat)
Subject: Salvage Operations in the Port of Bari.
Reference: (a) Ministry of Marine ltr. 5786 of 15 February 1947.
(b) Ministry of Marine ltr. 9390 of 20 February 1947.

1. This Sub-Section is in receipt of a communication from the Ministry of Mercantile Marine which indicates that there is a lack of proper identification of the British vessel "TESTBANK", sunk in the port of Bari. It is understood that the Fratelli Maggi Company of Genoa believes the ship in question to be the "TESTBANK", whereas the agent for the United States Maritime Commission asserts it to be the United States vessel "JOHN BASCON".

2. In this connection, your attention is invited to the chart forwarded by you to this Sub-Section as enclosure to reference (b). Vessel number 2 on this chart is listed as the United States vessel "JOHN MOTLEY", and this vessel "JOHN MOTLEY" is referred to in the last column as being the vessel which the Fratelli Maggi Company has assumed to be the "TESTBANK".

3. Accordingly, it is requested that you advise this Sub-Section as to the source of information and the accuracy of the statements made concerning the a/m vessel "JOHN MOTLEY" on the chart referred to, in order that a clarification may be obtained as to whether the vessel in question is the British "SS TESTBANK" or the American "SS JOHN BASCON" or the "SS JOHN MOTLEY".

26/2/47

26/1/3/2
198

H. W. ZIROLL,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, NAVAL SUB-SECTION, IMAS. 1364

27 FEB 1947

1 8 3 1

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

IRM-19/R/63

26 February 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Mercantile Marine.
Subject: Port of Bari - Salvage of British S.S. Testbank.
Reference: (a) Ministry of Mercantile Marine ltr. 1189 of
25 January 1947.

1. In response to the request for information contained in reference (a), you are advised that this Sub-Section has taken up the matter with the United States Maritime Commission, the British Ministry of Transport (Italian area), and with the Western Mediterranean Ship Repair officer, Genoa.

2. Upon receipt of their replies, the information will be communicated to you.

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

27 FEB 1947

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VMB

4389

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

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

Ref: GAE/1566/47

22nd March, 1947.

To: Director,
Naval Sub-Section,
Italian Military Affairs Section.

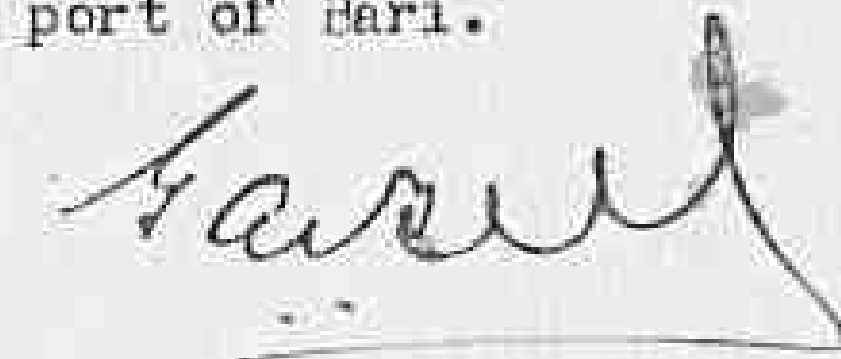
From: British Ministry of Transport Representative (Italian Area),
Rome.

Subject: SHIPS SUNK IN THE PORT OF FARI - REQUEST FOR INFORMATION CONCERNING.

Reference your letter of 25th February, 1947 (IRN-19/W/62).

Attached are copies of correspondence on the above subject, particularly dealing with the British s.s. "TESTBANK," received from the British Ministry of Transport Director of Merchant Ship Repairs (Western Mediterranean), Genoa.

It is hoped this information will assist in the enquiry into the identity of vessels sunk in the port of Fari.



G. A. BELL.

British Ministry of Transport Representative (Italian Area).



1562

COPY

I.34/5/2

No. I

MINISTRY OF WAR TRANSPORT
Berkeley Square House
London W.1

Dear Sir,

"BOHLSTA", "LOM", "LWOW", "WONLOW" & "PUCK".

The above five vessels were sunk as a result of enemy action at Bari on the 6th December, 1943. The Government War Risks Insurance Office has settled a total loss on each one and is now requesting information regarding the present position of the wrecks. The last news we had was over a year ago and, generally speaking, was to the effect that the vessels were salvable propositions but that repairs would not be justified under war conditions.

We shall be glad to know the present state of affairs and whether any steps have been, or will be taken, with a view to salvage. Is there any possibility of private salvors being interested in undertaking salvage operations? and on what terms?

It is believed that one anchor and shackle were recovered from the "LWOW" for which credit has been given to the W.R.I.O. and that two lifeboats were salvaged from the "PUCK" and delivered to the authorities at Bari but no information is available to show what eventually happens to them. Will you kindly ascertain how the two boats were disposed of what values were agreed and expenditure incurred in connection with their reconditioning. If further gear, materials or equipment have been recovered from any of the vessels please furnish full details.

In addition, there were three other vessels sunk at Bari at the same time - the "Fort Athabaska" - "TESTBANK" - and "LARS KRUSE" - and similar information concerning these will be appreciated.

Yours faithfully

(sgd.) --

SHIP REPAIR DIVISION

J.R. SMITH, Esq.,
Ministry of War Transport,
A.F.H.Q., C.M.F.

1351

COPY.

No. 2

=====

FRATELLI MAGGI fu STEFANO
Via C. Roccatagliata Ceccardi 3-6

Genoa, 15th March, 1946.

To: The Director of Merchant Ship Repairs
Western Mediterranean.
15/8, Piazza della Vittoria

GENOA.

Plans of S.S. "TESTBANK".

Dear Sir,

We beg to acknowledge receipt, with thanks, of the following plans
regarding the s.s. "TESTBANK".

General Arrangement
Longitudinal Section
Deck plan.

As soon as possible we would like to receive those relating to the
s.s. "BOLLSTA" and "PUCK".

Yours very truly

((Sgd.)) F.lli MAGGI.

1330

1833

COPY.

No. 3
=====

FR ELLI MAGGI fu STEFANO.
=====

Genoa, 7th March, 1946.

To: The Director of Merchant Ship Repairs
Western Mediterranean - GENOA.

Report N.1

EXTRACT:

S.S. "TESTBANK" - This steamer, broken in many parts at a distance one portion from the other, following the explosion which took place on board, is twisted with munitions which make the work of demolition very risky and difficult.

Up to today we have recovered from this steamer N.10 Trucks and we are awaiting precise news from our Office in Bari, regarding the characteristics and the conditions the said trucks are in.

The said 10 lorries have been deposited on the quay right opposite the Capitaneria. The tyres have been stored in our warehouse, which is situated on the same location where the lorries have been deposited.

1309

COPY.

No. 4

CONTRACT FOR THE SALE OF "TESTBANK" WITH BREAKING-UP CLAUSE.

- PARAGRAPH (1) - The BRITISH MINISTRY OF WAR TRANSPORT undertake to sell to FRATELLI MAGGI fu STEFANO the British steamer "TESTBANK" sunk in the Port of Bari.
- PARAGRAPH (2) - The sale is offered by the BRITISH MINISTRY OF WAR TRANSPORT and accepted by FRATELLI MAGGI fu STEFANO on the understanding that the sale is effected where she, "TESTBANK" lies and is located.
- PARAGRAPH (3) - The sale is made on condition that FRATELLI MAGGI fu STEFANO undertake to provide at their own expense and liability all such equipment for the breaking up of above Steamer "TESTBANK". All such salvaged equipment not claimed and identified as cargo becoming the sole property of the purchaser FRATELLI MAGGI fu STEFANO.
- PARAGRAPH (4) - FRATELLI MAGGI fu STEFANO hereby undertake to assume all responsibility towards Harbour Authorities as regards removing the wreck and furthermore undertake to release the BRITISH MINISTRY OF WAR TRANSPORT from any responsibility resulting from Third Party claims issuing from any cause whatsoever.
- PARAGRAPH (5) - FRATELLI MAGGI fu STEFANO remains the sole proprietor of the vessel's hull and machinery, stores and such equipment not identified as cargo and is free subject to Italian Government ordinance to dispose of such material recovered.
- PARAGRAPH (6) - The sale of the above-mentioned Steamer "TESTBANK" is made for the total sum of Lire ONE MILLION FIVE HUNDRED THOUSANDS (1.500.000) which amount Fratelli MAGGI fu STEFANO will pay to the Representative of the BRITISH MINISTRY OF WAR TRANSPORT in GENOA, who is duly authorised to receive this sum on behalf of the BRITISH MINISTRY of WAR TRANSPORT.
- PARAGRAPH (7) - FRATELLI MAGGI fu STEFANO undertake to assume all such Customs, Harbour and Quay dues that may be from time to time levied by the Harbour Authorities during the course of demolition.

ON BEHALF OF THE BRITISH
MINISTRY OF WAR TRANSPORT
(Sgd.) J.R. SMITH
Director of Merchant Ship
Repairs, Western Mediterranean

ON BEHALF OF FRATELLI MAGGI fu
STEFANO
(sgd.) F.lli MAGGI

WITNESSED by
(Sgd.) John F. Howie

Date: 6th February, 1946.

1508

COPY.

No. 5

=====

"TESTBANK" - BARI HARBOUR.

Salvage Agreement to Recover Cargo.

It is hereby agreed between the BRITISH MINISTRY OF WAR TRANSPORT and MESSRS. FRATELLI MAGGI fu STEFANO (afterwards called the Contractors) as follows:

1. The Contractor agrees to use his best endeavours to salve the cargo of the "TESTBANK" now laying on the bottom of Bari Harbour and to take all such salved cargo and land on to a convenient quay space in Bari Harbour. The services shall be rendered and accepted as salvage services upon the principal of "No Cure - No Pay". The Contractors remuneration in the event of success shall be 38% of agreed salved or sale value.
2. In the event of abandonment of salved cargo to the Contractor in place of agreed value, the Contractor shall meet all such customs of Harbour Dues that may be levied.
3. The Contractor shall assume all responsibility towards the Harbour Authorities during the period salvage operations are involved.
4. In the event of any dispute between the parties interested in the property salved, the matter should be referred to London, whose decision will be final and is to be complied with.
5. The hire of any type, barges or equipment must be met by the Contractor.

ON BEHALF OF FRATELLI MAGGI
fu STEFANO

(sgd.) MAGGI

WITNESSED
(Sgd.) Merani

ON BEHALF OF BRITISH MINISTRY OF
WAR TRANSPORT

(sgd.) J.R. SMITH
Director of Merchant Ship Repairs,
Western Mediterranean

WITNESSED BY:
(sgd.) John F. Howie.

Date: 5th February, 1946.

COPY.

No.6
==

FRATELLI MAGGI fu STEFANO.
=====

Genoa, 5th February, 1946.

To: The Director of Merchant Ship Repairs
Western Mediterranean

GENOA.

"TESTRANK".

Sir,

Following our letter of the 5th ult. we beg to confirm that our Firm undertake all the responsibilities in respect of the Port Authorities for the operations connected with the work of the demolition of the above mentioned steamer.

We, therefore, exonerate, even from now, the Ministry of the British War Transport from any responsibility arising from the work of demolition of the s.s. "TESTRANK".

We beg to remain, Sir,

Yours truly,

(sgd.) F.LLI MAGGI.

1356

1839

IRN-19/W/ 62

25 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: United States Maritime Commission, Naples.
Subject: Ships Sunk in the Port of Bari - Request for Information Concerning.
Reference: (a) Ministry of Mercantile Marine ltr. 1139 of 25 January 1947.

1. This Sub-Section is in receipt of a request (reference (a)) for information to enable ships sunk in the port of Bari to be identified. This request arose due to the lack of proper identification of one vessel being salvaged in Bari at the present time. The circumstances are as follows:

The Fratelli Maggi Company, of Genoa, is carrying out the salvage of five Allied ships in the port of Bari, among which is the British Ship "Testbank", following authorization by the Ministry of War Transport, Genoa. This work was begun in February 1946.

On 4 January 1947, a number of divers were accused of stealing some drums of petrol from the holds of a ship which was asserted to be the American "John Bascon".

The Ministry of Mercantile Marine states that it was discovered, however, that the divers were working for the Maggi Company and had removed a few drums of petrol from the ship, which the Maggi Company insists is the British "Testbank".

An inspection has been made by the Harbourmaster, one Naval officer, a representative of the Maggi Company, and by Doc. Carlo Manara, director of the Bari Marineria Company, and it was not possible to identify the ship.

2. The Ministry of Mercantile Marine states that, although the Maggi Company should have been directed to suspend work to await a decision as

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HM-19/N/ 62

25 February 1947

Subject: Ships Sunk in the Port of Bari - Request for Information
Concerning.

to the identity of the ship, nevertheless inasmuch as such a move would have caused considerable damage to the company as well as retarding the work of clearing the port of Bari, they authorized the Maggi Company to proceed with the salvage of the ship (presumed to be the "Testbank"), providing that the salvaged materials are kept at the disposal of those who prove to be the owners.

3. Now, this Sub-Section is in receipt of a communication from the Italian Ministry of Marine, which further complicates the matter, by stating that the Fratelli Maggi Company had assumed "that the SS JOHN MOTLEY was the British SS TESTBANK, which it had purchased from the Ministry of War Transport at Genoa" and had begun salvage of its cargo. From this additional information, it would therefore appear that the vessel in question may be any one of three, i.e. the American SS JOHN MOTLEY or SS JOHN BASCON or the British SS TESTBANK.

4. It is requested that this Sub-Section be furnished with any available information at hand, which would enable the ships sunk in the port of Bari to be identified. By copy of this letter, the British Ministry of Transport Representative (Italian Area) and the Western Mediterranean Ship Repair Officer, Genoa, are also requested to furnish any information which they may have in order to clarify this situation.

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

Copy to:
IMT Rep (Italian Area).
NSRO, Genoa.

261055/2
1795

27 FEB 1947

1354

From: MINISTRY OF MARINE (Maristat)
To : Ministry of Mercantile Marine - Rome
N.S.S. - I.K.A.S. - A.F.H.Q. - Rome.
Date: 20th February, 1947.
Ref.: 9390.

Subject: Salvage operations in the port of Bari.

The letter No.8786, dated 15th inst., from Maristat, must be considered addressed to the N.S.S. and for information to the Ministry of Mercantile Marine.

The list mentioned in the above letter is therefore forwarded to the N.S.S.

For the Chief of Naval Staff.



JLE/C
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Mod. 40

Roma 20 FEB 1947

Stato Maggiore della R. Marina

Rep. M.D.S. M. B.D.

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Prot. N. 9330 Allegati

MINISTERO DELLA MARINA
MERCANTILE - ROMA

A NAVY SUB-COMMISSION
ROMA

ARGOMENTO Operazioni di ricupero nel porto di
Bari.

URGENTE

Il foglio n. 9786 in data 15 corrente
di questo Maristat deve intendersi diretto
a Navy Sub-Commission e per conoscenza al
Ministero della Marina Mercantile.

Si rimette, pertanto, alla Navy Sub
Commission uno statino di cui al foglio
suddetto.-

ALL CAPO DI STATO MAGGIORE

Plu

1352

From: MINISTRY OF MARINE (Maristat).
To : MINISTRY OF MERCANTILE MARINE.
And for info: N.S.S. - I.M.A.S. - A.F.H.Q. - Rome.
Date: 15th February, 1947.
Ref.: 8786.

Subject: Salvage Operations in the Port of Bari.

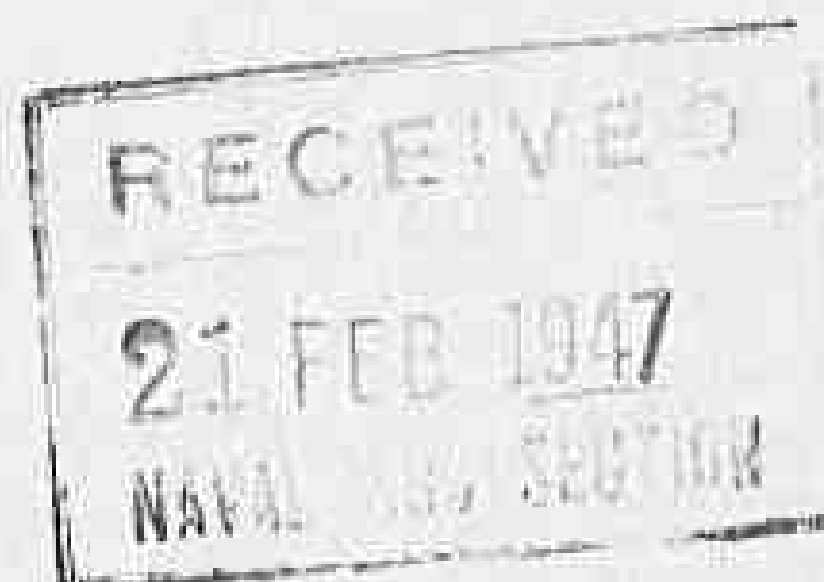
Forwarded for action are the following :

- A copy of letter No.5817, dated 31st December, 1946.
- A duplicate list of information, compiled through the Allied Authorities and the Salvage Office of the Bari "Navalgerio", regarding wrecks and cargoes of sunken Allied vessels, salvaged or being salvaged by cooperatives or private firms in the port of Bari.

The information is liable to correction as it is not compiled from official sources.

THE CHIEF OF NAVAL STAFF.

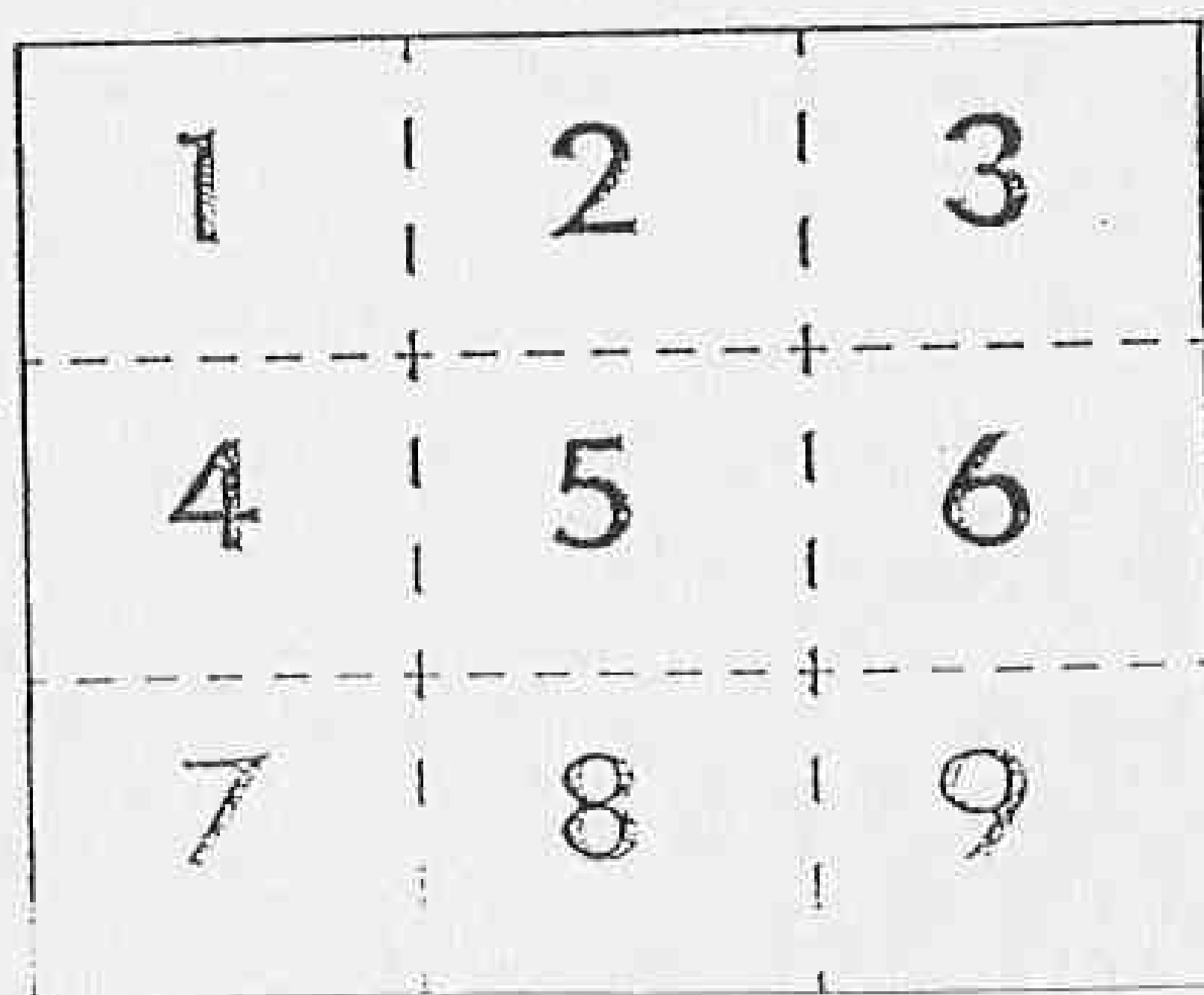
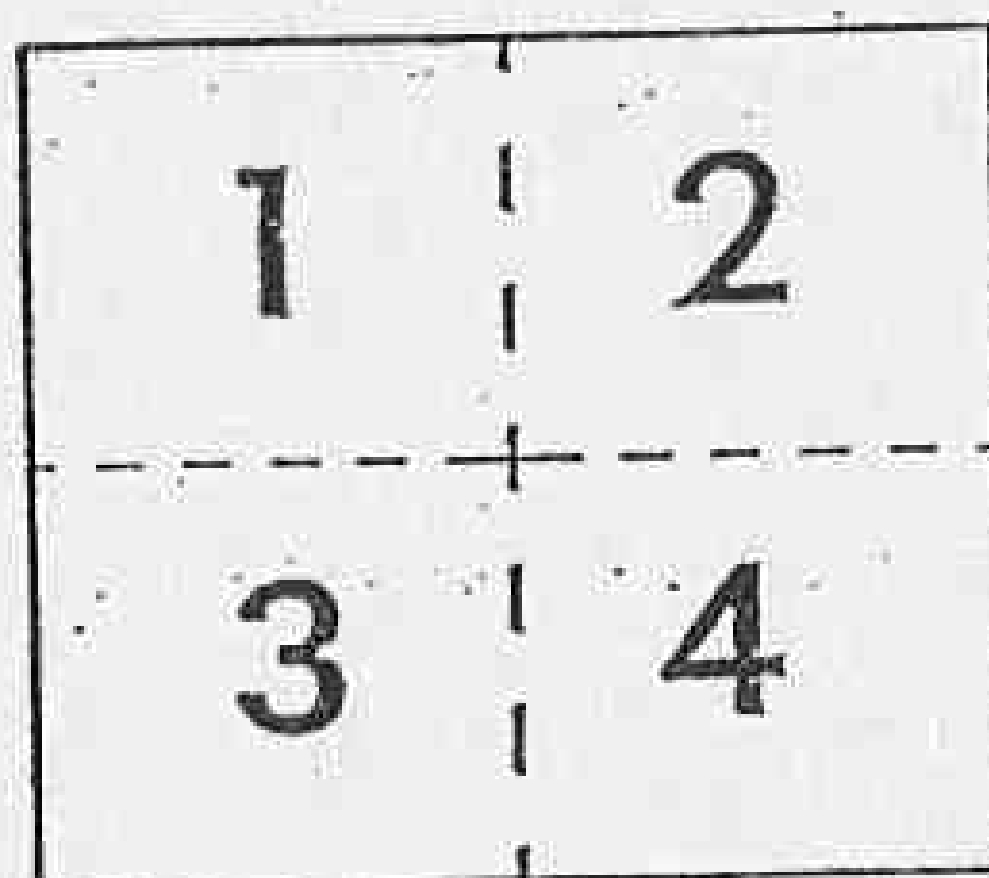
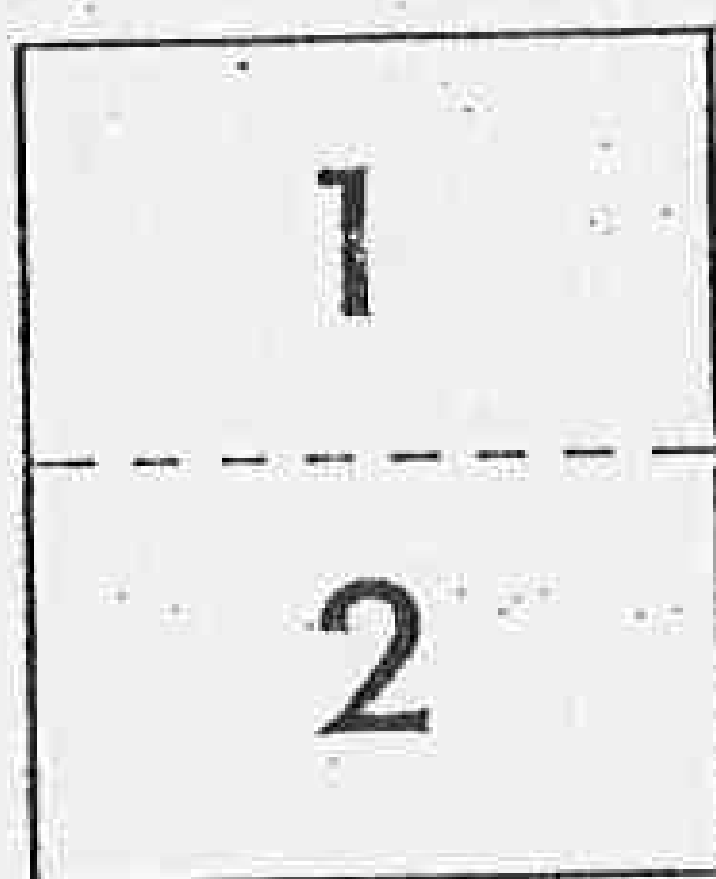
JLE/C
20.



1330

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



Allegato I

NOTIZIE RIGUARDANTI I RICUERI NEL PORTO DI

N°	TIPO	NOME	NAZIONALITA'	CARICO	Ditte concessionaria del recupero del carico e dello scalo - eventuali richieste di concessione per i relitti non ancora giudicati.
1	P/fo	JOHN BASCON	S.U.A.	munizioni e materiale vario	negativo
2	P/fo	JOHN WOTLEY	S.U.A.	munizioni-auto- mezzi-benzina in fusti.	negativo
					1951
3	P/fo	JOHN HARLEY	S.U.A.	munizioni e materiale vario	negativo
4	P/fo	TESTBANK	Inglese	automezzi, benzina in fusti e materiale vario	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere sostituito la nave e il carico dal Ministry Of War Transport di Genova ed è stata autorizzata ad effettuare il recupero.

IGUARDANTI I RICUPERI NEL PORTO DI BARI

	Ditta concessionaria del recupero del carico e dello scalo - eventualmente richiedente di concessione per i relitti non ancora aggiudicati.	Provisione sull'andamento e termine dei lavori	Carichi e materiali eventualmente recuperati illecitamente ed esito delle indagini.
e re- rio	negativo	-----	non risulta
auto- line	negativo	-----	La Ditta "Fratelli Maggi" ritenendo che il P/fo "John Motley" fosse invece l'inglese "Testbank" da esso acquistato dal Ministry Of War Transport di Genova, ne ha iniziato il recupero del carico. Il materiale recuperato è stato controllato dalla locale Dogana e consta di 13 relitti di automezzi e alcuni fusti di benzina. Chiusa l'identità della nave, i lavori di recupero sono stati ora sospesi.
e re- rio	negativo	-----	non risulta
benzi di e re- rio	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave e il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuare il recupero.	La nave completamente affondata deve essere ancora individuata.	non risulta

1331

3	P/fo	JOHN HARLEY	S.H.A.	munizioni e materiale vario	negativo
4	P/fo	TESTBANK	Inglese	automezzi, benzina in fusti e materiale vario	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave e il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuare il recupero.
5	P/fo	FORT ATHABASKA	Inglese	griglie per campi di aviazione	negativo
6	P/fo	JOHN WHELER	S.H.A.	vuoto	negativo
7	P/fo	LARS KRUSE	norvegese	munizioni	la nave è stata abbandonata al Governo Italiano - negativo
8	P/fo	NORION	norvegese	carbone	la nave è stata recuperata a cura del "British Salvage Contractor For M.O.W.T." -
9	P/fo	DEVON COAST	inglese	Benzine in fusti	La nave sarà recuperata a cura del "British Salvage Contractor For M.O.W.T." -

Il servizio di trasporto di Genova, ne ha iniziato il recupero del carico. Il materiale recuperato è stato controllato dalla locale Dogana e consta di 13 reattori di automezzi e alcuni fusti di benzina. Chiarita l'identità della nave, i lavori di recupero sono stati ora sospesi.

1351			
e n°=	negativo		non risulta
berio			
benzi-	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave e il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuare il recupero.	La nave completamente affondata deve essere ancora individuata.	non risulta
eti e m-			
verio			
per cam-	negativo		non risulta
issione			
o	negativo		non risulta
oni	La nave è stata abbandonata al Governo Italiano - negativo		non risulta
ce	La nave è stata recuperata a cura del "British Salvage Contractor For M.O.W.T." -	Sono in corso le operazioni di disdica del carbone. Non è stato ancora deciso se la nave debba essere demolita o recuperata.	non risulta
a in fu-	La nave sarà recuperata a cura del "British Salvage Contractor For M.O.W.T." -	Sarà resa galleggiante entro aprile 1947	non risulta

ALLEGATO 2

N°	TIPO	N O M E	NAZIONALITA'	CARICO	Ditta concessionaria del recupero del carico e dello scafo-eventuali richieste di concessione per i relitti non ancora aggiunti.
10	P/fo	LOM	norvegese	benzina in fusti	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuarne il recupero.
11	P/fo	BOLISTA	norvegese	scatole varie	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuarne il recupero.
12	P/fo	CHARLES HENDERSON	S.U.A.	Bombe	Le Autorità Alleate hanno dichiarato di disinteressarsi del recupero della nave il cui relitto sarà venduto a privati. Il Ministro della Marina Mercantile ha lecitato presso le predette Autorità la rimozione della nave la presenza impedisce i lavori di costruzione di questo porto.
13	P/fo	PUCK	Polacca	Scatole e merci varie	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuarne il recupero.

ICO	Ditta concessionaria del ricupero del carico e dello scafo-eventuali richieste di concessione per i relitti non ancora aggiudicati.	Previsione sull'andamento e termine dei lavori	Carichi e materiali eventualmente recuperati illegittimamente oggetto delle indagini.
in fusti	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico del "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuarne il ricupero.	Sarà resa galleggiante entro aprile 1947	non risulta
me vario	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico del "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuarne il ricupero.	Sarà resa galleggiante entro febbraio 1947	non risulta
	Le Autorità Alleate hanno dichiarato di disinteressarsi del ricupero della nave il cui relitto sarà venduto a privati. Il Ministero della Marina Mercantile ha sollecitato presso le predette Autorità la rimozione della nave la cui presenza impedisce i lavori di ricostruzione di questo porto.		non risulta
me e mer io	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato	Sarà resa galleggiante entro gennaio 1947	non risulta

					La Ditta "Fratelli Maggi" di Genova ed è stata autorizzata ad effettuarne il ricupero.
12	P/fo	CHARLES HENDERSON	S.U.A.	Bombe	Le Autorità Alleate hanno dichiarato di disinteressarsi del ricupero della nave il cui relitto sarà venduto a privati. Il Ministro della Marina Mercantile ha sconsigliato presso le predette Autorità la rimozione delle navi la cui presenza impedisca i lavori di costruzione di questo porto.
13	P/fo	PUCK	Polacca	Scatolame e merci varie	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico dal "Ministry of War Transport" di Genova ed è stata autorizzata ad effettuarne il ricupero.
14	P/fo	LWOW	Polacca	vuoto	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave dal "Ministry of War Transport" di Genova ed è stata autorizzata ad effettuarne il ricupero.
15	M/z	Nº 111	S.U.A.	vuoto	La Ditta Bargiacchi di La Spezia che l'avrebbe acquistata, ne ha tentato il ricupero con esito negativo. Si ritiene che debba essere demolita.
16	P/fo	OCEAN WIKING	Inglese	vuoto	L'unità recuperata è resa galleggiante dal "British Salvage Contractor For M.O.W.T." è stata acquistata dall'armatore Rocco-Piaggio Cantieri Navali Riuniti Genova.
17	P/fo	SELLINGE	Inglese	vuoto	L'unità recuperata è resa galleggiante dal "British Salvage Contractor For M.O.W.T.", è stata acquistata dall'armatore Pasquale Mazzella di Napoli.

La nave "trasporto" di Genova ed è stata autorizzata ad effettuare il ricupero.

Bombe	Le Autorità Alleate hanno dichiarato di disinteressarsi del ricupero della nave il cui relitto sarà venduto a privati. Il Ministero della Marina Mercantile ha sollecitato presso le predette Autorità la rimozione della nave la cui presenza impedisce i lavori di ricostruzione di questo porto.		non risulta
Scafo e varie	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave ed il carico dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuare il ricupero.	Sarà resa galleggiante entro gennaio 1947	non risulta
vuoto	La Ditta "Fratelli Maggi" di Genova ha dichiarato di avere acquistato la nave dal "Ministry Of War Transport" di Genova ed è stata autorizzata ad effettuare il ricupero.	Sarà resa galleggiante entro aprile 1947	non risulta
vuoto	La Ditta Bargiacchi di La Spezia non di prevede che l'avrebbe acquistata, ne ha tentato il ricupero con esito negativo. Si ritiene che debba essere demolita.	non di prevede	non risulta
vuoto	L'unità recuperata è resa galleggiante dal "British Salvage Contractor For M.O.W.T." è stata acquistata dall'armatore Rocco-Piaggio Cantieri Navali Riuniti Genova.	Si attende la disponibilità di rimorchiatori per essere trasferita a Palermo ove eseguirà i lavori di ripristino in quel Cantiere Navale	non risulta
vuoto	L'unità recuperata è resa galleggiante dal "British Salvage Contractor For M.O.W.T." è stata acquistata dall'armatore Pasquale Mazzella di Napoli.	Partito a Rimorchio di rotto a Napoli nel Settembre 1946.	non risulta



Stato Maggiore della M. P. Marina

Rep. M. D. S. M. P. D. D.

INDIRIZZO TELEGRAFICO MARISTAT - ROMA

Dist. N. 8786. Allegato

19 FEB 1947

*Ministero della Marina
Mercantile*

e, per conoscenza:
Section
Navy Sub-Commission
I.M.A.S.

ARGOMENTO Operazioni di ricupero nel porto di Bari.

Si rimettono per competenza in allegato:

- copia del foglio n. 8817 in data 31 dicembre 1946;
- uno statino in duplice copia con le notizie, raccolte presso le Autorità Alleate e presso l'Ufficio Ricupero di Navalgenio Bari, riguardanti gli scafi e il carico di piroscafi alleati affondati, in corso di ricupero o recuperati da parte di cooperative e di Ditte private nel porto di Bari.

Le notizie debbono ritenersi suscettibili di variazioni, non essendo suffragate da apposite documentazione ufficiale.

IL CAPO DI STATO MAGGIORE

1947

Per

From : MINISTRY OF MERCANTILE MARINE.

To : N.S.C., A.C. - Rome.

Date : 25th January, 1947.

Ref. : 1189

Subject : Port of Bari - Salvage of the British S.S. TESTBANK.

The "Pratelli Maggi" Company, of Genoa, is carrying out the salvage of 5 Allied ships in the port of Bari, among which is the British ship "Testbank", following authorization from the Ministry of War Transport, Genoa.

The activities of the Maggi Co. began in February, 1946, when the port zone in which the ships are sunk, following the bombardment of the 2nd December, 1943, was still under Allied jurisdiction.

With reference to this activity the Harbour Office asked the Allied Command several times, either by letter or at meetings, for the loading plans of all the ships sunk in the port of Bari in order to have at its disposal the information necessary for the identification of the ships and to establish the necessary rules for precautions to be taken during salvage operations.

This request had no result. No objection was ever made to the Maggi Company's work, according to information received from the Bari Allied Command, until on the 4th inst. when Doc. Carlo Manara, director of the Bari Marina Co. and agent of the U.S. Maritime Commission, accused a number of divers of stealing some drums of petrol from the holds of a ship which Doc. Manara asserted to be the American "John Bascon".

It has been discovered, however, that the divers, who were working for the Maggi Co., had removed a few drums of petrol from the ship which the Maggi Co. insists is the "Testbank".

Mr. Manara has not supplied any information to prove that the ship in question is the "John Bascon".

An inspection made by the Harbourmaster, a Naval Officer, a representative of the Maggi firm, and by Mr. Manara, had no practical result as it was not possible to discover any sure facts for the identification of the ship.

An inspection was also made by an Italian naval diver to verify whether various numbers on the coaming of No. 3 hatchway, mentioned by Mr. Manara, existed.

RECEIVED

6 FEB 1947

Harry Smith - Bari

/ The U.S.

- 2 -

The U.S. Maritime Commission, on the other hand, insists that its agent, Mr. Manara, should obtain from the Italian Authorities, the protection of the American ships, without, however, supplying any information to identify them.

This being the position, the Maggi Co. should have been told to suspend work to await a decision on the question, but, as such a step would have caused considerable damage to the company and would have retarded the work of clearing the port of Bari, the Ministry of Mercantile Marine authorized the Company to proceed with the salvage of the ship which is presumed to be the "Testbank", providing that the salvaged materials are kept at the disposal of those who prove to be the owners. Compensation to the Company for the work carried out will then be made.

In this way an attempt has been made to safeguard American interests without damage to the Maggi Company, which had begun the work with the authorization of the Ministry of War Transport.

It is obvious, however, that such a state of uncertainty, even regarding the Allied interests, can not last long, and you are therefore requested to approach the competent Authorities to supply all possible information which might enable the ships sunk in the port of Bari to be identified.

THE MINISTER.

JLP/C
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1347

Division IV
Port of Bari
Request of Captain of the Ship
No. 10

OCCERTO Porto di Bari - Ricupero del piroscafo inglese "Testbank"

La Ditta "Fratelli Maggi" di Genova effettuava, in seguito ad autorizzazione avuta dal Ministry of War Transport-Genova, nel porto di Bari il ricupero di 5 piroscafi alleati, fra i quali il "Testbank", di bandiera inglese.

L'inizio della attività della Ditta Maggi risale al febbraio 1946, quando la zona del porto in cui giacciono le unità affondate in seguito al bombardamento del 2 dicembre 1943, era ancora sotto la giurisdizione del Comando Alleato.

In relazione a tale attività la Capitaneria di porto chiese più volte al Comando Alleato, sia con lettere, sia in occasione di riunioni, che le fossero comunicati i piani di carico di tutte le navi affondate nel porto di Bari per avere a propria disposizione gli elementi necessari per l'identificazione delle navi e per stabilire le norme relative alle precauzioni da adottare nella effettuazione dei recuperi.

Tale richiesta non ha mai avuto esito. Nessuna obiezione fu mai messa in merito al lavoro che la Ditta Maggi iniziò, in base alle indicazioni avute dal Comando Alleato di Bari, senonchè il giorno 4 corrente mese il dottor Carlo Manara, gerente della Società Marinaria di Bari ed agente della United States Maritime Commission, ha sporto denuncia a carico di alcuni palombari che avrebbero prelevato abusivamente fusti di benzina dalle stive di un piroscafo che il dott. Manara asserisce essere il piroscafo americano "Jon Bascon".

E' risultato invece che i detti palombari, i quali lavoravano per la Ditta Maggi, avevano recuperato alcuni fusti di benzina dal piroscafo che la Ditta Maggi afferma essere il "Testbank"

Per altro il Signor Manara non ha fornito alcun elemento atto a dimo-

./.

strare che il piroscalo a questione sia il "Jon Be Jon".

Un sopralluogo effettuato dal Comandante del Porto, da un ufficiale della Marina Militare, da un rappresentante della Ditta Maggi e dal Signor Manara non ha avuto alcun pratico risultato in quanto non si sono potuti raccogliere elementi sicuri per l'identificazione della nave.

Esito negativo ha avuto anche la visita di un palombaro della Marina Militare fatta allo scopo di controllare se sulla mastra del boccaporto n.3 esistessero alcuni dati numerici indicati dal Signor Manara.

La United States Maritime Commission, d'altra parte, insiste presso il proprio agente Sig. Manara perchè ottenga dalle Autorità Italiane la salvaguardia delle navi americane senza, però, fornire alcun elemento per individuarle.

Così stando le cose, si sarebbe dovuto ingiungere alla Ditta Maggi di sospendere i lavori in attesa che la questione venisse definita, ma, poichè un tale provvedimento avrebbe recato danno non indifferenti alla Ditta in parola ed avrebbe ritardato il lavoro per la rimessa in efficienza del porto di Bari, questo Ministero ha autorizzato la Ditta stessa a continuare il recupero del piroscalo che si presume essere il "Testbank", purchè tenga le cose recuperate a disposizione di coloro che dimostreranno di esserne proprietari, salvo a regolare poi il compenso dovuto alla Ditta per il lavoro eseguito.

In tal maniera si è cercato di salvaguardare gli interessi americani senza danneggiare la Ditta Maggi la quale, è bene ripeterlo, aveva iniziato i lavori in seguito ad autorizzazione del Ministry of War Transport.

E' ovvio però che un tale stato di incertezza, anche nei riguardi degli interessi degli alleati, non può durare a lungo e, pertanto, si prega interessare le competenti Autorità a fornire tutti i possibili elementi atti ad individuare i piroscali affondati nel porto di Bari.

IL MINISTRO

P/SE

1859

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/143

24 May 1947

Subject: ITALIAN WARSHIPS SUNK AT MONFALCONE.
To: MINISTRY OF DEFENCE, NAVY.
Reference: (a) The Ministry of Defence, Navy ltr. No. 1625/UT
dated 17 May 1947.

1. In view of the location of these vessels in Allied Military Government territory, and the length of time it would take to obtain authority and the subsequent travel permits from the Allied Military Government authorities, it is recommended that the request contained in reference (a) be withdrawn.

2. It is observed furthermore, that as soon as the Treaty of Peace, whose early ratification is anticipated, comes into force, the Ministry of Defence, Navy will automatically assume responsibility for the clearance of Monfalcone harbour in accordance with Article 58, paragraph 1 (d) of the Treaty.

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

260430/5
WMC

1345

27 MAY 1947

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.H.Q.
Date: 17th May 1947
Ref.: 1625/UT

Subject: Italian warships sunk at Monfalcone

The wrecks of the following Italian naval vessels are
sunk in the port of Monfalcone :

Corvette	TERSICORE
Corvette	EURIDICE
Transport submarine	R.7
Transport submarine	R.8
Transport submarine	R.9
Submarine	ARGO
Submarine	BEILUL

Authorisation is requested for the removal by the
Ministry of Defence (Navy) of the above wrecks for salvage of
material.

By direction
CHIEF OF CABINET

JLE/P.
19



DIFESA - MARINA

Mod. 39

17 MAR 1947

194

GABINETTO

Ufficio Trattati

ITALIAN NAVAL BRANCH

INVIATO TELEGRAMMO MARINA - ROMA

Allied Force HQ.

1625/UT

ROMA

ARGOMENTO:

Navi da guerra italiane affondate a Monfalcone.

Nelle acque del porto di Monfalcone si trovano affondati i relitti delle seguenti navi già appartenenti alla Marina Militare:

Corvetta	TERSICORE
"	EURIDICE
Sommergibile da trasporto R.7	
"	R.8
"	R.9
Sommergibile	ARGO
"	BEULUL

Sarebbe intendimento di questo Ministero procedere allo sgombero e alla demolizione dei predetti scafi, onde poterne recuperare i materiali utilizzabili.

Si prega voler autorizzare questo Ministero ad eseguire tali lavori.

d'ordine

IL CAPO DI GABINETTO

C. di V. G. MARINI 1343

M. Marini

1862

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/H/145

20 May 1947

Subject: SALVAGE OF SS ELVIRA VASELLI.

To: MINISTRY OF DEFENCE, NAVY.

Reference: (a) Ministry of Defence, Navy's ltr. No. 748/UT dated 4 March 1947.
(b) Naval Sub-Section, Italian Military Affairs Section's ltr. IRN-19/H/105 dated 8 March 1947.

1. In reply to reference (a), the Senior Naval Officer, Dodecanese, has reported that after inspection, he considers the ELVIRA VASELLI a total loss.

2. In the event of the owner wishing to pursue the question of salvage of the vessel, however, it is recommended that he take the matter up through the Greek Legation in Rome as British Naval representation has since been withdrawn from the Dodecanese.

3. The Flag Officer Liaison, Italy has also informed Comitato Italiano Gestione Navi (CO.GE.NA.) in the above sense on 16 May 1947.

201520/2
H. W. ZIROLL
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

Copy to:
The Flag Officer Liaison, Italy.

21 MAY 1947

1 8 6 3

IRM-19/W/ 105

8 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Defense, Navy (Cabinet).
Subject: Salvage of S.S. ELVIRA VASELLI.
Reference: (a) Ministry of Defense, Navy (Cabinet) ltr. 728/UT
of 4 March 1947.

1. In reply to reference (a), with regard to the request of the owner of the s/m vessel to salvage it, you are advised that on 15 February 1947 Comitato Italiano Gestione Navi, made a similar request on behalf of the owner to Flag Officer Liaison Italy.

2. Commander-in-Chief, Mediterranean, has been approached by Flag Officer Liaison Italy for a decision on this matter and upon receipt of a reply, it will be communicated to you.

8/3/47

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

Copy to:
F.O.L.I.

081045/3
173

8 MAR 1947

1341

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : N.S.S. - I.N.A.S. - A.F.H.Q. - Rome.
Date: 4th March, 1947.
Ref.: 742/UT.

Subject: Salvage of S.S. ELVIRA VASELLI 650 G.R.T.

The owner of the S.S. ELVIRA VASELLI of 650 tons, sunk in the bay of Alimnia (Dodecanese), has approached the Ministry of Defence, requesting permission to salvage the above ship. Please inform us of the answer to be given.

By Direction
The Chief of Cabinet
(Sgd). G. MARINI.

JEP/C
4.



1340

DIRETTORE MARINA

Mod. 39

Ministero della Marina

Roma 4/11/47 194

CABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 748/UT

Allegato

Al I.M.A.S. - Sottosezione Navale -
e per conoscenza:

MINISTERO DELLA MARINA MERCANTILE
Dir.Gen. Nav. e Traffico Maritt.
(rif. fo 2799 dell'8/2/47)

ARGOMENTO: Ricupero P.fo ELVIRA VASELLI di 650 T.S.L.-

Il proprietario del piroscafo ELVIRA VASELLI, di 650 T.S.L., affondato nella baia di Alimnia (Dodecaneso), si è rivolto a questo Ministero chiedendo di ottenere da co-desta I.M.A.S. il permesso di recuperare l'unità suddetta.

Pregasi voler far conoscere cosa possa essere risposto all'interessato.

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

M. M. M.

4339

COPY.

for N.S.S.

THE FLAG OFFICER LIAISON, ITALY,
Rome.

26th February, 1947.

No.F.O.L.I.976/50.

THE COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.(Copy to:- The Senior Naval Officer,
Dodecanese).SALVAGE OF THE ITALIAN S.S. ELVIRA VASELLI
IN THE DODECANESE.

With reference to paragraph 2 of my signal
timed 091015A October, a request has now been received
through CO. GE. NA. that the owners of the Italian
steamship ELVIRA VASELLI, sunk in the Bay of Alimdia
(Rhodes), be allowed to send a party with necessary
equipment to Rhodes to salvage the vessel.

2. Confirmation is requested that such a
request can be considered at this stage.

(Sgd). S.N. BLACKBURN
for REAR-ADMIRAL.

1334

1867

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/133

13 May 1947.

Subject: AMERICAN SS KENMAR SUNK BETWEEN VIESTI AND MANTRODONIA.
To: THE UNITED STATES MARITIME COMMISSION, NAPLES.
(Copy to: The Italian Ministry of Defence, Navy.)
Enclosure: (A) Translation of Ministry of Defence, Navy's ltr.
7549/2 dated 30 April 1947.

1. Enclosure (A) is forwarded herewith for consideration.
2. By copy of this letter the Ministry of Defence, Navy is informed that any further correspondence relative to the above subject should be submitted directly to the United States Maritime Commission, Naples.

H. W. ZIGOLI,
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

131200/5
IRN

1337

14 MAY 1947

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.H.Q.
Date: 30th April 1947
Ref.: 7549/2

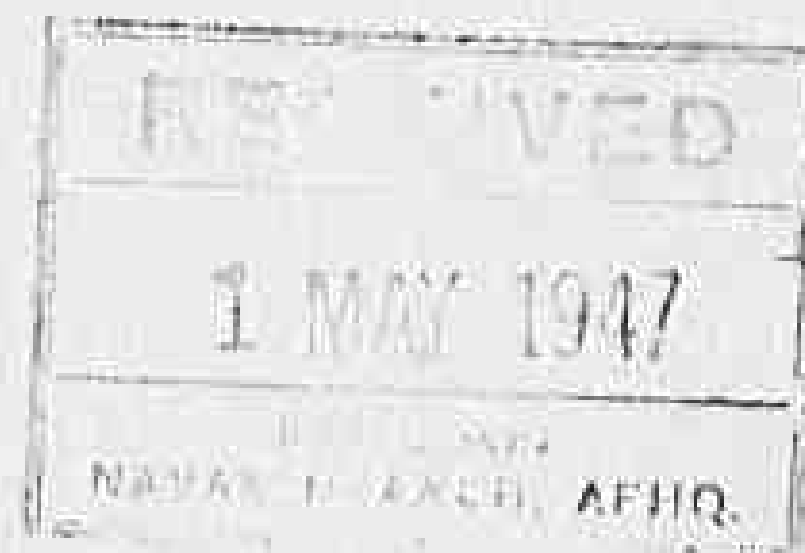
Subject: American S.S./"KENNEDY" sunk between Viesti and Manfredonia

It would be appreciated if you could confirm whether the Allied Authorities have decided to abandon the wreck of the vessel in question to the Italian Administration, leaving the latter to arrange for the salvage by competition between firms.

This inquiry has been prompted by numerous requests to the Ministry of Defence (Navy) regarding the salvage of the above vessel.

By direction
CHIEF OF CABINET

JLP/P.
30



336

Mod. 39

194

Roma, 30 APR 1947

MINISTERO DELLA MARINA -
Ministro della Marina, Milano

CABINETTO

ITALIAN NAVAL BRANCH

ARMED FORCE - HQ. -

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 7549 2. Allegato

ARGOMENTO: Piroscifo Americano "JEN MAR" sfonciato fra
Vienti e Manfredonia.

Si prega di voler confermare se le Autorità Al-
teate competenti hanno deciso di sbandierare all'Am-
ministrazione Italiana il relitto del piroscifo in ar-
mento, lasciando a quest'ultima facoltà di assegnare ad
eventuali concorrenti il recupero del relitto stesso.

Quando sopra allo scopo di poter aderire a ri-
chieste pervenute a Questo Ministero in merito al ricu-
pero del suddetto piroscifo.

d'ordine
III CAPO DI CABINETTO
G. di V. G. MARINI

Marini

1333

1.870

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/121

7 May 1947.

Subject: S.S. CHARLES HENDERSON, PORT OF RARI -
REMOVAL OF.

To: MINISTRY OF MERCANTILE MARINE.

Reference: (a) Ministry of Mercantile Marine ltr. 807/P dated
18 January 1947.
(b) Navy Sub-Commission ltr. NSC/5905 dated 28 January
1947.
(c) Ministry of Mercantile Marine ltr. 1406/P dated
5 February 1947.

1. Further to references (a) and (b), this Branch has been advised by the Commanding General, Mediterranean Theater of Operations, United States Army that manifests, loading diagrams and information pertaining to the cargo aboard the a/u vessel, have been requested from the War Department in Washington, and they will be forwarded to the Ministry of Mercantile Marine upon receipt.

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

090902/5
JMS

11-11-47
9-5-47

Previous correspondence in

NSC files — IRN-19

4334

10 MAY 1947

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AG 828.52 D-0

20 March 1947

SUBJECT: S.S. "Charles Henderson"

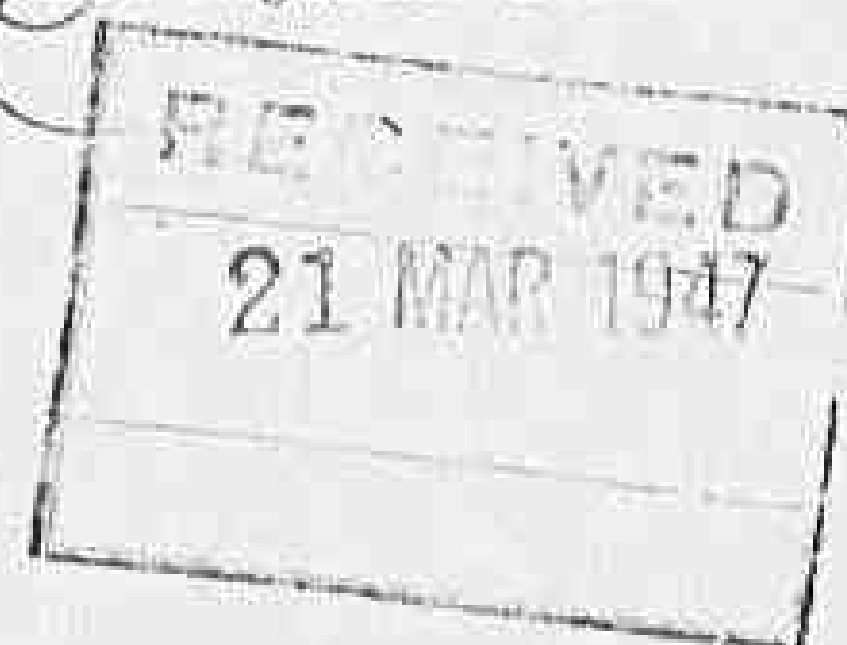
TO : Chief
Italian Military Affairs Section, AFHQ
APO 794
FOR: Naval Sub-Section

1. This is in reply to your letter dated 11 March 1947, concerning the loading plan of subject vessel.

2. Manifests, loading diagrams and information pertaining to the cargo aboard subject vessel are not available in the theater. The War Department is being requested to furnish manifests, copies of which will be forwarded to the Italian Ministry of Mercantile Marine on receipt at this headquarters.

BY COMMAND OF LIEUTENANT GENERAL LEE:

Robert A. Campbell
ROBERT A. CAMPBELL
1st Lt., AGD
Asst Adjutant General



1337

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IN-19/N/116

11 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
 To: The Commanding General, Mediterranean Theater of Operations,
 United States Army.
 Subject: SS CHARLES HENDERSON, sunk in the port of Bari - Salvage of.
 Reference: (a) MTOUSA ltr. AG 400.93/110 D-O, dated 27 November 1946.
 Enclosure: (A) Copy of Ministry of Mercantile Marine ltr. 807/P
 dated 18 January 1947.

1. Reference (a) was transmitted by this Sub-Section to the United States Maritime Commission and to the Italian Ministry of Mercantile Marine. A copy of the reply from the Ministry of Mercantile Marine is forwarded herewith as enclosure (A).

2. It will be noted that, although in paragraph 3 of enclosure (a) the Italian Ministry of Mercantile Marine states that it is not concerned with the removal of the explosives on board the SS CHARLES HENDERSON, nevertheless, in paragraph 5 thereof they request the loading plan of the vessel so that the Italian Administration may effectively supervise the removal of the explosives.

3. Accordingly, it is respectfully requested that this Sub-Section be given instructions in order that a reply may be made to the requests contained in paragraphs 4 and 5 of enclosure (A)

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

11530/3
 7/18

11/3/47

13 MAR 1947

1873

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRE-19/H/ 4

21 March 1947

Subject: NAVY BOATS AND EQUIPMENT ABOARD SS R.F. PECKHAM.
To: UNITED STATES MARITIME COMMISSION,
VIA ROMA 123, NAPLES.
Reference: (a) United States Maritime Commission, Naples ltr. of
January 18, 1947, addressed to Commodore Zirolli.

1. In reply to reference (a), it is regretted that this office is unable to locate the previous correspondence on the a/m subject. However, it is suggested that this matter be taken up prior to April 14, 1947 directly with the Commander, United States Naval Forces, Mediterranean, in Naples, who has been informed verbally concerning the correspondence.

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

2110503
7/16

24 MAR 1947 4331

U.S. MARITIME COMMISSION
~~NAVY SHIPPING ADMINISTRATION~~
Naples, Italy
January 18, 1947

To: Commodore H. N. Zirolli, U.S. Navy, Navy Sub-Commission,
APO #794

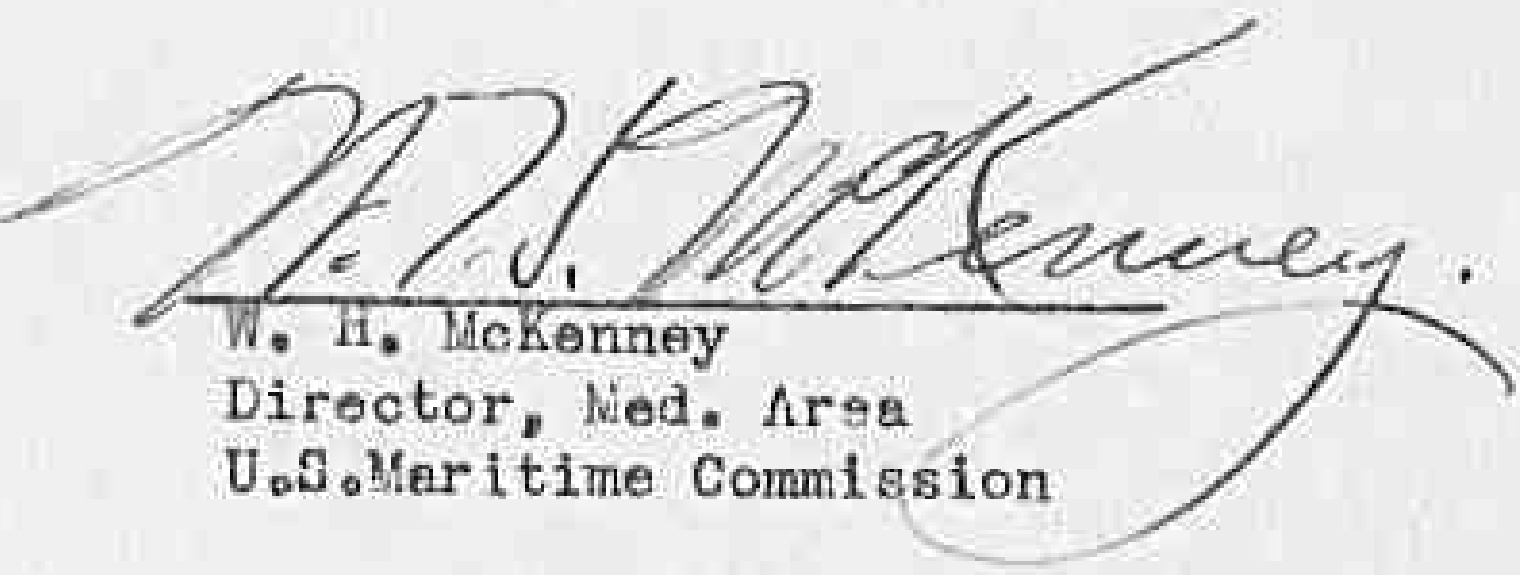
From: U.S. Maritime Commission, Naples, Italy

Subj: NAVY BOATS AND EQUIPMENTS ON BOARD SS R.F. PECKHAM

Kindly refer to our letter of November 25th, 1947
regarding the above subject.

U.S. Maritime Commission, Washington has again re-
quested this office to advise them of the U.S. Navy's in-
tentions with regard to the disposition of these three motor
boats.

Would you kindly give us the latest developments
with regard to this matter.


W. H. McKenney
Director, Med. Area
U.S. Maritime Commission

4330

1-23-47
OK to Med
Report
(see)

1875

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/H/84

17 April 1947

Subject: WRECK OF THE CRUISER ATTENDOLO AT NAPLES.
To: THE MINISTRY OF DEFENCE, NAVY.
Reference: (a) Ministry of Marine ltr. 2224 dated 16 January 1947.
(b) Navy Sub-Commission, Allied Commission ltr. NSC/5916 dated 29 January 1947.

1. Further to reference (b), the Ministry of Defence, Navy is informed that in view of the recent withdrawal of the United States Naval Forces from Naples, the salvage of the Italian cruiser ATTENDOLO, referred to in reference (a), is approved providing that it is subsequently destroyed or scrapped for metal.

*Previous correspondence in
NSC files - IRN-19.*

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

II

IRM-19/H/85

THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.
THE FLAG OFFICER LIAISON ITALY.
(Copy to each)

Forwarded for information.

17 April 1947.

H. W. ZEROLL,
COMMODORE, U. S. NAVY, 339
FOR REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

19 APR 1947

1876

IRM-19/W/ 111

11 March 1947.

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

Subject: Allied Ships Sunk in Port of Bari.

Reference: (a) Ministry of Mercantile Marine letter 1190/P dated
25 January 1947.
(b) Naval Sub-Section letter IRM-19/W/22 dated
6 February 1947.

1. In reply to the request contained in reference (a) and further
to reference (b) the following information is transmitted herewith:

The following vessels are being lifted in Bari by
the Fratelli Maggi Firm of Genoa:

PUCK - Lloyd's Open Form, No Cure No Pay
BOLLSTA - " " " " " "
TESTBANK - Hull sold outright, cargo being
salvaged on a percentage basis
LOM - Sold outright
LWON - " " .

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

1328

11/16/45-3
998

12 MAR 1947

FROM: J.R. SMITH, Esq. DIRECTOR MERCHANT SHIP REPAIRS, WESTERN MEDITERRANEAN
15/8, Piazza della Vittoria, Genoa.
DATE: 27th February, 1947.
TO : NAVAL SUB-SECTION, ITALIAN MILITARY AFFAIRS SECTION
A.P.O. 794

SUBJECT: Allied ships sunk in the port of BARI.

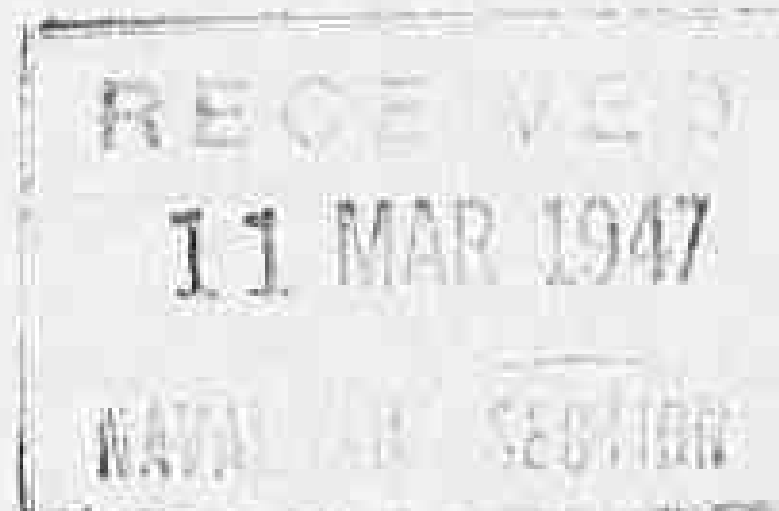
I have your letter dated 7th of February 1947, Ref. IRN-19/T/23 received in this Office today 27th of February, 1947.

The following vessels are being lifted in Bari by the Fratelli MAGGI Firm of Genoa, on Lloyd's Open Form, No Cure no Pay:

"PUCK" - "BOLLSTA" .

"TEST BARK", hull sold outright, cargo being salvaged on a percentage Basis. "LOM" and "LEOW" sold outright.

J.P. Smith
DIRECTOR MERCHANT SHIP REPAIRS
WESTERN MEDITERRANEAN.



1327

1 8 7 8

Declassified E.O. 12356 Section 3.3/NN0 No.

735020

IRM-19/23

7 February 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Director of Merchant Ship Repairs, Western Mediterranean,
Piazza della Vittoria, Genoa.
Subject: Allied Ships sunk in the port of Bari.
Enclosure: (A) Ministry of Mercantile Marine letter 1190/P dated
25 January 1947.

1. It is requested that the information desired by the Ministry of Mercantile Marine, as stated in enclosure (A), be forwarded to this Section for transmittal to the Ministry.

(Sgd) G. L. WARREN

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

10 FEB 1947

1326

07:045/2
1/18

From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 25th January 1947
Ref.: 1190/P

Subject: Allied ships sunk in the port of Bari

In a letter dated 1st March 1946, the Ministry of War Transport - Genoa, informed the Bari Harbour office as follows :

- " The Fratelli Maggi (of Stefano) firm of Genoa, with an office in Bari - Via Grisansio 46, is to provide for the salvage and demolition of ships sunk in the port of Bari, on behalf of this Ministry.
- " You are requested to provide every assistance required by the above firm".

The Navy Sub Commission is therefore requested to inform us of the names of the ships which the Maggi firm is salvaging on behalf of the Ministry of Transport.

for THE MINISTER

JIE/P.
31

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

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

IRM-19/M/ 22

6 February 1947

From: Director, Naval Sub-Section, Italian Military Affairs
Section.
To: Ministry of Mercantile Marine.
Subject: Allied Ships Sunk in the Port of Bari.
Reference: (a) Ministry of Mercantile Marine ltr. 1190/P dated
25 January 1947.

1. The information desired in reference (a) has been
requested by this Sub-Section and will be transmitted upon receipt.

RECEIVED 19 (PDS)

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

10 FEB 1947

06/16/51/v
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From: MINISTRY OF MERCANTILE MARINE
To : N.S.C. - A.C. - Rome
Date: 25th January 1947
Ref.: 1190/P

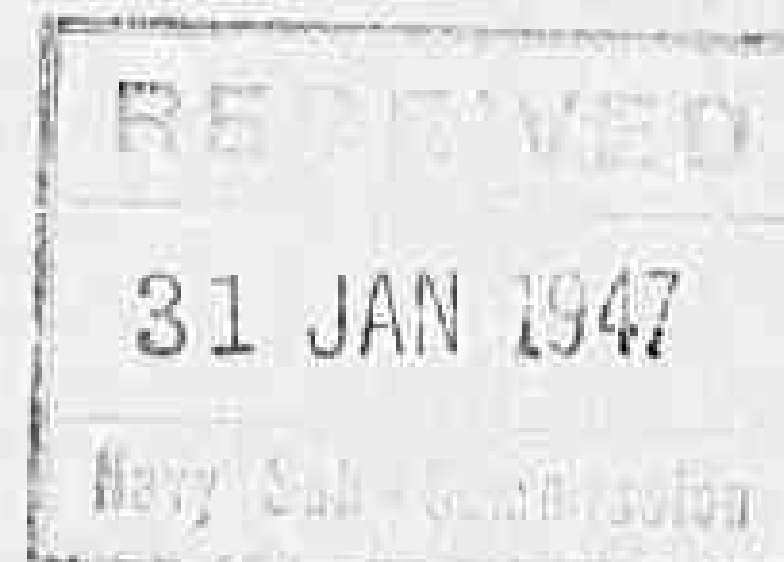
Subject: Allied ships sunk in the port of Bari

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- " The Fratelli Maggi (of Stefano) firm of Genoa, with an office in Bari - Via Crisanzio 46, is to provide for the salvage and demolition of ships sunk in the port of Bari, on behalf of this Ministry.
- " You are requested to provide every assistance required by the above firm".

The Navy Sub Commission is therefore requested to inform us of the names of the ships which the Maggi firm is salvaging on behalf of the Ministry of Transport.

for THE MINISTER



JIP/P.
31

1323

Ministero
della Marina Mercantile

Divisione IV
Prot. 5948/1130/12 Allegato

Roma 25 GEN 1947 194

Alla COMMISSIONE ALLEATA
Sottocommissione Navale
ROMA

Proposta al Seglio del
Gen. G. N.

OGGETTO Navi alleate affondate nel porto di Bari.

Con lettera in data 1° marzo 1946 il Ministry of War Transport - Genova comunicava alla Capitaneria di Porto di Bari quanto segue:

" La Ditta Fratelli Maggi fu Stefano con sede in Genova ed Ufficio in Bari - Via Crisanzio 46 - deve provvedere per conto di questo Ministero al ricupero ed alla demolizione di navi affondate nel porto di Bari.

" Si prega di favorire ogni assistenza necessaria alla menzionata Ditta".

Ci premesso, si prega cotesta Commissione di far conoscere i nomi dei piroscafi per i quali la Ditta Maggi deve provvedere al ricupero ed alla demolizione per conto del Ministero predetto.

IL MINISTRO
Caig
1322

P/SE

1 8 8 3

IRW-19/N/122

13 March 1947.

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Mercantile Marine.
Subject: Yugoslav SS. SAIE (ex JURAI SUBIC).
Reference: (a) Ministry of Mercantile Marine ltr. No. 11456/P
of 2 December 1946.
(b) Ministry of Mercantile Marine ltr. No. 1428/P
of 28 February 1947.

1. In reply to references (a) and (b) you are advised that no satisfactory reply has been received from the Yugoslav Representative.

2. However, inasmuch as the Yugoslav Representative is now officially accredited to the Italian Government, it is not intended to take any further action in the matter and the Ministry is advised to deal with the case through diplomatic channels.

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

13-2-47

1321

14 MAR 1947

1314503
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Previous correspondence in
NSC file - 100-17.

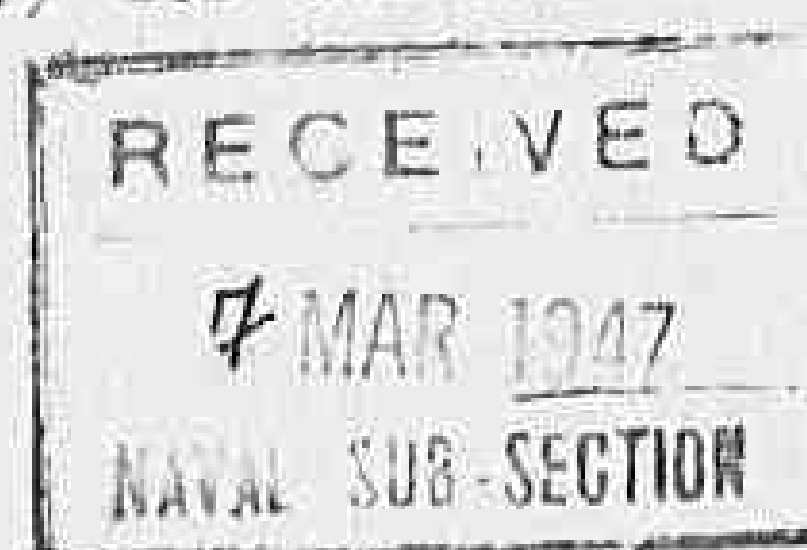
From: MINISTRY OF MERCANTILE MARINE.
To : N.S.S. - I.M.A.S. - A.F.H.Q. - Rome.
Date: 24th February, 1947.
Ref.: 1428/F.

Subject: S.S. SALE (EX JURAI SUBIC).

Further to our letter No. 11456/P, dated 2nd December, 1946, and addressed to the Navy Sub-Commission, A.C.

The Navy Sub-Section is requested to inform us regarding the decisions which have been taken by the Yugoslav Government on the subject of the S.S. JURAI SUBIC, sunk in the port of Civitavecchia.

(Sgd.) for THE MINISTER.



JLE/C
6.

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1885

Roma 24 FEB 1947

*Ministero
della Marina Mercantile*Servizio Demanio e Porti
Divisione II
Tel. V 1428/P *Allegato*II QUARTIER GENERALE AL=
LEATO-Sezione Italiana Af=
fari Militari - Sottose=
zione Navale - ROMA*Resposta al f. del*
Per *Per* *A*

OGGETTO: Piroscalo "Sale" (ex Jurai Subic).=

Si fa seguito alla lettera del 2 dicem=
bre scorso n.11456/P diretta alla Commissione Al=
leata - Sottocommissione Navale -.

Si prega codesta Sezione di far conosce=
re quali decisioni sono state prese dal Governo
jugoslavo in merito al piroscafo "Jurai Subic"af=
fondato nel porto di Civitavecchia.

IL MINISTRO

F. V. de Martino

P/G.A.

1319



REPRÉSENTATION POLITIQUE
DE LA RÉPUBLIQUE FÉDÉRATIVE POPULAIRE DE YOUGOSLAVIE
ROME

N. 52/47

Rome, 28 February 1947

FROM : The Political Representation of the Government of the
Federal People's Republic of Yugoslavia.

TO : The Naval Sub-Section, Italian Military Affairs Section.

SUBJECT: SS JURAJ SUBIC, restitution.

REFERENCE: Your letter IRN-19/N/42 of 18 February 1947, to the Yugoslav
Delegation A.C.I.

We have the honour to inform you that the point of view of
of this Representation, as regards the Yugoslav SS JURAJ SUBIC
and all other Yugoslav sunken ships in Italian waters, remains the
same as expressed by the Yugoslav Delegation A.C.I. on several
previous occasions, i.e. that all Yugoslav sunken ships should be
salved repaired and restituted to the Yugoslav Government by the
Italian authorities and at their expense. Permission to destroy
further these ships should not be therefore given by no means and
through no authorities. As the attitude of the Italian authorities
is concerned it is pointed out that they should not take now any
decision regarding Yugoslav property without consulting previously
our Representation here directly, since we are accredited to the
Italian Government.

RUDOLF JANHUBA,
Yugoslav Representative a.i.

RECEIVED

3 MAR 1947

NAVAL SUB-SECTION

1318

18871

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

785020

IRM-19/1/ 42

18 February 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: The Yugoslav Delegation to the Advisory Council for Italy.
Subject: SS JURAJ SUBIC - Removal of.
Reference: (a) Navy Sub-Commission ltr. NSC/5855 dated 10 January 1947.

1. The attention of the Yugoslav Delegation is invited to the request contained in reference (a).

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

2/18/47

20 FEB 1947

1317

18/1/47

1 8 8 8

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/N/32

21 April 1947

Subject: WRECK OF SS SKIPJACK.
To: MINISTRY OF DEFENCE, NAVY.
Reference: (a) Ministry of Marine (Maristat) ltr. 9992 of 24 February 1947.
(b) Ministry of Defence, Navy ltr. 13122 of 17 March 1947.
(c) Italian Naval Branch, Allied Force Headquarters ltr. IRM-19/N/12 of 24 March 1947.

1. In reply to references (a) and (b), and further to reference (c), you are advised that the Director of Merchant Ship Repairs, Western Mediterranean, Genoa, has communicated to this branch the information that the owners of the SKIPJACK have abandoned the wreck to the Ravenna Harbour Authorities.

(Signed) S. N. BUCHHEIM
For REAR ADMIRAL,
DIRECTOR, ITALIAN NAVAL BRANCH.

211550/4

24 APR 1947

1316

BRITISH MINISTRY OF TRANSPORT

Telegrams: Shipfinder, Genoa
Tel. 55034

GENOVA 16th. April 1947
Piazza della Vittoria 13-8

Ref: J.R.S/et.

H.W.ZIROLI Esq.,
Commodore, U.S. Navy
Allied Force Headquarters
Italian Naval Branch
A.P.O. 794

Subject:- Wreck "SKIPJACK" in Port of Ravenna.

I have for acknowledgement your letter with enclosures, dated 24th. March 1947, Ref. IRN-19/N/11.

The following is a copy of a signal received in this office from the Ministry of Transport, London, dated 8th. March 1947 -

"QUOTE -MAST 338 FOR DMSR SMITH OWNERS SKIPJACK HAVE ALREADY
"ABANDONED WRECK TO RAVENNA HARBOUR AUTHORITIES BRITISH CONSUL
"ROME SO INFORMED 23 JANUARY".

J.R. Smith
J.R. Smith
Director Merchant Ship Repairs
Western Mediterranean.



1890

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRM-19/N/12

24 March 1947

Subject: WRECK OF SS SHIPJACK IN PORT OF RAVENNA.
To: MINISTRY OF DEFENCE, NAVY (MARISTAT.)
Reference: (a) Ministry of Marine (Maristat) ltr.9992 dated 24 February 1947.
(b) Ministry of Defence (Navy) (Maristat) ltr.13122 dated 17 March 1947.

1. In reply to the request contained in reference (a) you are advised that the matter has been referred to the Director of Merchant Ship Repairs, Western Mediterranean, Genoa.

2. Upon receipt of his reply, you will be advised.

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

24-3-47

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26 MAR 1947

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

AN-12/N/11

24 March 1947

Subject: WRECK OF SS SKIPJACK IN PORT OF RAVENNA.
To: DIRECTOR OF MERCHANT SHIP REPAIRS, WESTERN MEDITERRANEAN,
PIAZZA DELLA VITTORIA NO.5, INTERNO 8, GENOA.
Enclosure: (A) Ministry of Marine (Maristat) ltr.9992 of 24
February 1947.

1. It has been confirmed that the vessel referred to in enclosure (A) is the British SS SKIPJACK which was sunk on 20 August 1946.
2. Enclosure (A) is forwarded herewith with the request that this Branch be furnished with information to enable us to reply to the request contained in paragraph 2 thereof.

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

24/5473
(10)

1813

26 MAR 1947

From: MINISTRY OF DEFENCE (NAVI) (Maristat)
To : N.S.S. - I.M.A.S.
Date: 17th March 1947
Ref.: 13122

Subject: Wreck of S.S. SKIPJACK

With reference to letter I.R.N./11/N/95, dated 6th March 1947.

It is explained that the British steamship referred to in Maristat's signal No.9992 of the 24th February 1947, is named "SKIPJACK" and not "SKAI PAYCH" as stated before.

It is further explained that the above vessel was sunk on the 20th August 1946.

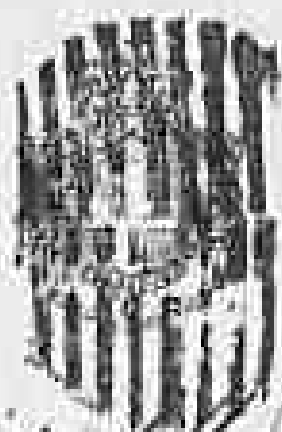
for CHIEF OF NAVAL STAFF



1312

JLP/P.
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Stato Maggiore della R. Marina

Dep. M.D.S. Uff. B.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N. 13122 Allegato

Roma 17 MAR 1947

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

ARGOMENTO: Relitto del P/fo "SHIPJACK".

Riferimento al foglio IHN/11/N/95 del 6 marzo 1947.

Si precisa che il piroscafo inglese riportato nel dispaccio n.9992 del 24 febbraio 1947 di questo Stato Maggiore, si chiama "SHIPJACK" e non "SEAI PAYCH", come precedentemente scritto.

Si informa inoltre che il predetto piroscafo affondò in data 20 agosto 1946.

IL CAPO DI STATO MAGGIORE

Per

1311

1894

6 March 1947.

IRM-11/N/ 35

From: Naval Sub-Section, Italian Military Affairs Section.
To: Ministry of Defense, Navy (Maristat).
Subject: Wreck of the British SS. SKAI PAYCH lying in the
Port of Ravenna.
Reference: (e) Ministry of Marine (Maristat) ltr. 9992 of 24
February 1947.

1. Further to reference (a), it is presumed that the vessel referred to is the SS. SKIPJACK, inasmuch as there is no record of a British vessel SS. SKAI PAYCH. Accordingly, it is requested that you obtain further information in order to confirm the presumption that the vessel is the SKIPJACK.

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

8 MAR 1947

1310

0710513
1947

From: MINISTRY OF MARINE (Maristat).
To : N.S.S. - I.M.A.S. - A.F.H.Q. - Rome.
Date: 24th February, 1947.
Ref.: 9992.

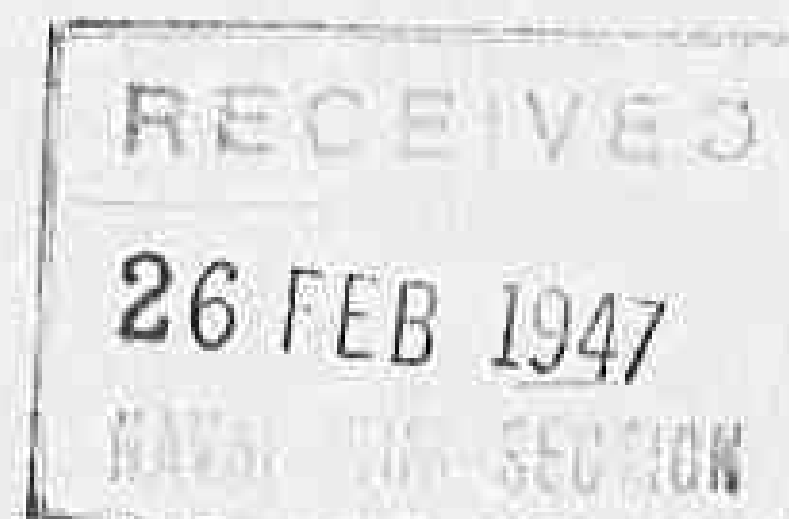
Subject: Wreck of the British S.S. SKAT BAYON(?) lying in
the port of Ravenna.

The vessel in question, sunk after the explosion of
a mine, is lying broken in two at the entrance to the port of
Ravenna.

As the wreck is impeding traffic, it would be appreciated
if we could be informed of the Navy Sub-Section's intentions
regarding the salvage of the wreck in question.

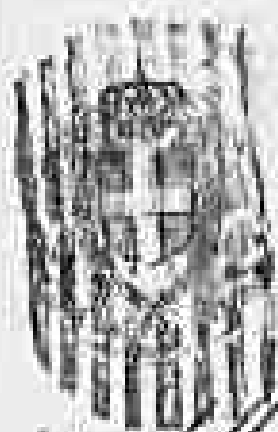
for CHIEF OF NAVAL STAFF.

JIP:G
25.



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Mod. 40



24 FEB 1947

Roma

Stato Maggiore della R. Marina

N. PAVAL SUB SECTION
I.M.A.S.

Reg. M.D.S. Off. E.D.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Tel. N. 9992 Allegati

ARGOMENTO: Relitto Piroscalo Inglese SKAI PAYCH
nel porto di Ravenna.

L'unità in argomento, affondata in segui-
to ad urto di mina, giace spezzata in due
tronconi davanti all'imboccatura del porto
di Ravenna.

Essendo il relitto di ostacolo alla na-
vigazione si prega di voler far conoscere
gli intendimenti di codesta N.S.S. in meri-
to al recupero del piroscafo in argomento. =

PIL CAPO DI STATO MAGGIORE

1307

THE FLAG OFFICER LIAISON, ITALY,
Rome.

24th March, 1947.

No. POLI/1175/61.

THE COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.
(Copy to:- The Italian Naval Branch,
A.F.H.Q.).

CLEARANCE OF WRECK IN LEGHORN HARBOUR.

The Ministry of Defence (Navy) have informed me that the wreck of the corvette P.R.32 alongside the Polo Mediceo in Leghorn Harbour has been cleared.

WILLIAM E. DEAN

For REAR-ADMIRAL.

RECEIVED

26 MAR 1947

NAVAL BRANCH, AFHQ.

1306

IRN-19.

7 March 1947

IRM-19/E/104

From:
To:

Naval Sub-Section, Italian Military Affairs Section.
Director of Merchant Ship Repairs, Western Mediterranean,
Piazza della Vittoria No. 5, Interni 8, Genova.
United States Maritime Commission Representative,
Via Roma 123, Naples.

Subject:

Salvage of Allied Wrecks - Request for permission by
National Association of Political Victims of Fascism.

Enclosure:

(A) Copy of ltr. from National Association of Political
Victims of Fascism, Bari, dated 21 February 1947.

1. Enclosure (A) is forwarded herewith for information.

2. The National Association of Political Victims of
Fascism have been notified by this Sub-Section to contact your offices
directly.

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

2 MAR 1947

081020/3
WES

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IRM-19/4/103

7 March 1947

From: Naval Sub-Section, Italian Military Affairs Section.
To: National Association of the Political Victims of Fascism -
Puglia Region, Bari.
Subject: Salvage of Allied Wrecks.
Reference: (a) Letter of National Association of Political Victims
of Fascism dated 21 February 1947.

1. In reply to your letter, reference (a), requesting permission to salvage all Allied wrecks sunk in the ports of Bari, Barietta, and within coastal territorial waters, you are advised that the proper authorities to be contacted are as follows:

(a) For salvage of British wrecks:

Director of Merchant Ship Repairs, Western Mediterranean
Piazza della Vittoria 15, Interno 8, Genova.

(b) For salvage of American wrecks:

The United States Maritime Commission
Via Roma 123, Naples.

2. Copies of your letter are being forwarded to the a/m authorities by this Sub-Section, so that you may now contact them directly.

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

8 MAR 1947

041030/3
JMS

JMS
8/3/47

1304

From: National Association of the Political Victims of Fascism -
Puglia Region - Bari.
To : N.S.G. - I.M.A.S. - A.F.N.R. - Rome.
Date: 21st February, 1947.
Ref.: ----

Subject: Salvage of Allied wrecks.

The national Association of the Political Victims of Fascism - Puglia Region - with offices in Bari, 221 Viale Rossi, requests permission, through the Regional Delegate Doc. Angelo De Zio, to salvage all allied wrecks sunk in the ports of Bari, Barletta and Manfredonia, and within coastal territorial waters, (up to 11 Km. from the coast).

The above Association represents all the politically oppressed who fought against Fascism and who distinguished themselves in the fight for liberation, contributing in a large measure to the Victory of the United Nations.

These political victims are without work and are dying of hunger; it is therefore imperative that these generous people, who faced every risk for the triumph of liberty, and who are still today spiritually tied to the Anglo-Americans against Russian communism, should be helped.

We thank you in anticipation, hoping that the above request will be granted.

(Sgd). The Regional Delegate:
(Doc. Angelo De Zio).

JIR/C
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1303

ASSOCIAZIONE NAZIONALE
FRA VITTIME POLITICHE DEL FASCISMO~~Via Firenze, 36 - ROMA - Tel. 45.864~~

DELEGAZIONE REGIONALE PUGLIESE

~~Via De Rossi, 221 - BARI - Tel. 14.271~~

Bari, 21 febbraio 1947

On. Allied Commission

Navy Sub Commission

R o m a. =

Oggetto: Recupero di relitti alleati affondati.

Questa Associazione Nazionale fra Vittime Politiche del fascismo -Delegazione Regionale Pugliese- con sede in Bari, via De Rossi, 221, in persona del Delegato Regionale Dott. Angelo De Zio chiede che le venga concesso il permesso di recuperare tutti i relitti e cose alleate affondate nei porti di Bari, Barletta e Manfredonia, e nella fascia costiera nei limiti delle acque territoriali (Km. 11 dalla costa);

Questa Associazione raccoglie tutti i perseguitati politici che combatterono il fascismo e che si distinsero nella lotta di liberazione, che furono oppressi dai fascisti e che contribuirono validamente alla Vittoria delle Nazioni Unite.

Le Vittime Politiche sono senza lavoro e muoiono di fame, per cui si rende necessario aiutare questi generosi, che affrontarono tutti i rischi per il trionfo della libertà, e che ancora oggi sono spiritualmente con gli Anglo-Americani contro il comunismo russo.

Si ringrazia sentitamente fiduciosi di ottenere quanto sopra.

II, DELEGATO REGIONALE
(Dott. Angelo De Zio)*Angelo De Zio*

1302

19 February 1947

LBS-19/1/46

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: Motor Tanker "FASA" - Refloated at Porto S. Stefano.
 Reference: (a) French Mercantile Marine Mission in Italy ltr.
 No. 1.898 dated 3 February 1947.

1. In response to the request contained in reference (a), you are hereby advised that, according to a directive issued by the Office of the Commander-in-Chief, Mediterranean Station, salvage of any ex-German craft that may remain in Italian waters has been since August 1946 a matter for the Italian Ministry of Marine. Further, any future requests for salvage of ex-German wrecks in Italian waters shall be referred to the Italian Ministry of Marine.

2. Accordingly, on the basis of the information contained herein, it will be necessary for you to take this matter up directly with the Italian Ministry of Marine.

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1304

R. C. T. T. T.
 CAPTAIN, ITALIAN NAVY,
 1000 REAR ADMIRAL,
 DIRECTOR, NAVAL SUB-SECTION, IMAS.

20 FEB 1947

Note:
 Authority - COMMED MED.46/1352/25/1 to FCH
 LHR

200941/2
 17/2

From : French Mercantile Marine Mission Italy
To : N.S.C. - A.C. Through Capt. H. De Villefosse,
French Representative on the A.C.
Date : 3rd February, 1947.
Ref. : 1.898 10 AJ/RB

Subject: Motor Tanker FASA, refloated at Porto S. Stefano.

1. The French Mercantile Marine Mission has had several barges and river craft, identified or presumed to be French, refloated on behalf of the Colman Company, at Porto S. Stefano. Among these craft are the self-propelled barge CITRINA I, MARABOUT, TULIPE and the Dutch barge NIVOMA.

2. The latest operation, fulfilling a 1,000,000 lire contract, of which 500,000 lire have been paid, has permitted the refloating of a motor tanker barge of a value far superior to the expenses incurred and which has the following main characteristics:

Length 36m., Breadth 4.7m, depth about 1.9m, G.R.T. about 250.
Tank of 6 compartments, single expansion chamber divided into 6 compartments. Bulkhead amidships dividing the forward and after tanks.

Dutch 150 H.P. engine.

Type: 3 V D6 A

Maker: D. En. JOH. Boot NV

Motorenfabriek

De Industrie

Alphen A/D Ron

No. 3264 - 150 H.P.

Diesel 4 cylinders. All main and auxiliary machinery is Dutch, judging by different details and fittings of the engine-room.

A careful inspection of the bridge did not reveal the registry number in the customary places where they are engraved on French and Dutch vessels of this class.

All that was found was the name "FASA" followed by the number TK 517 in black paint, on the stem.

3. On the other hand, the bridge fittings, the hand pumps and the details on the various cocks are German. It is also known that during the war the Germans possessed a number of motor tankers registered under various TK numbers and built in Holland for the Luftwaffe and considered as part of the German Navy. TK 517 has all these characteristics.

4. It would be appreciated if the Allied Commission could inform us :

RECEIVED

6 FEB 1947

Navy Sub-Commission

What the position is of the TK or similar ex German craft.
Whether these vessels have been handed over to the Italian Government as a whole or on a nominal detailed list.
Whether, in the particular case in question the motor tanker

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- 2 -

FASA TK 517 is to be handed over to the Italian Government on payment of salvage expenses.

The Chief of the French Mercantile Marine Mission in Italy,

/ (Sgd). R. Sentis.

JLP/C
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1399

RÉPUBLIQUE FRANÇAISE

Rome, le 4 Février 1947

REPRÉSENTATION FRANÇAISE

A LA
COMMISSION ALLIÉE
EN ITALIEA Monsieur le Chef de la
Navy Sub-Commission

N. 3193/28

BORDEREAU D'ENVOI

sonnaire des pieces	no.	observations
Lettre 1808/10 du 3 Fevrier de la Mission Marine Marchande a/s de l'automoteur FASA renfloué a Porto S. Stefano.....1.		<u>"pour attribution"</u>
1398		
Le Capitaine de Vaisseau HERON de VILLEFOSSE Representant Francais a la Commission Alliee		
P.O. Le Capitaine de Fregate YBERT Adjoint "Marine"		
S. E. J. J.		

MINISTÈRE
DES
TRAVAUX PUBLICS
ET DES TRANSPORTS

SECRETARIAT GÉNÉRAL
DE LA
MARINE MARCHANDE

MISSION MARINE MARCHANDE
EN ITALIE

Ref. No. 1.898
Dr. 13
AJ/RB

REPUBLIQUE FRANÇAISE

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

Tel. 66.292 (Chef Mission)
66.256 (Secrétariat)

ROME, le 3 Février 1947

N O T E

pour ALLIED COMMISSION NAVY SUB-COMMISSION
Sous couvert du Capitaine de Vaisseau Heron
de VILLEFOSSÉ, Représentant français à
l'Allied Commission

O b j e t : Automoteur citerne FASA renfloué à PORTO S. STEFANO.-

--

- I^{er} - Le MISSION MARINE MARCHANDE FRANÇAISE a fait renflouer pour la Sté COLMAR à PORTO SANTO STEFANO diverses péniches et bâtiments fluviaux identifiés ou présumés français au nombre desquels l'automoteur " CITERNA I ", " MARABOUT ", " TULIPE ", et la péniche hollandaise " NIVOMA ".
- II^{er} - Les derniers travaux, en exécution d'un contrat portant sur la somme de 1 MILLION de Lires, dont 500.000 Lires ont été payées, ont permis de mettre à flot un automoteur citerne de valeur bien supérieure aux frais engagés, et possédants les caractéristiques principales suivantes :

Longueur 36 m. Largeur 4m70, Creux 1m90 environ, port en lourd environ 250 T. Citerne à 6 compartiments, caisse d'expansion unique cloisonnée en 6 parties. Cloison Mediane séparant les cofferdanes AV et AR.
Moteur hollandais 150 HP :

TYPE : = 3 V D 6 A
Constructeur: D. En JOH. BOOT N V

Motorenfabriek

DE INDUSTRIE

Alphen A/D Run
n° 3264 - 150 E.P.K.

1397

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Diesel 4 cylindres. Toute l'installation: moteur et auxiliaire sont hollandais, et en juger par différents détails et accessoires du local moteur.

Une visite attentive de la coque n'a pas permis de relever les numéros d'immatriculation aux endroits habituels où ils sont gravés sur les navires français ou hollandais de cette catégorie.

Seules apparaissent sur l'étrave le nom FASA surchargé de la marque T K 517 à la peinture noire.

III° - D'autre part les accessoires du pont, les pompes à main, les indications portées sur les diverses vannes sont allemands. Nous savons également que les allemands possédaient pendant la guerre des citernes à moteur immatriculées sous divers numéros T K, construits en Hollande pour le compte de la ~~LOFTWAERF~~ et considérés comme navires de la flotte de guerre allemande. Le T K 517 en possède toutes les caractéristiques.

IV° - Nous serions reconnaissant à l'Allied Commission de bien vouloir nous faire savoir :

- 1° Quelle est la situation des navires T K ou similaires ex Allemands,
- 2° Si ces navires ont été cédés en bloc ou sur liste nominative détaillée au Gouvernement Italien,
- 3° Dans le cas particulier l'automoteur FASA TK 517 doit il être remis au Gouvernement Italien, contre remboursement des frais en renfouement ?.

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


R. SENEIS

EXTRACT FROM THE NAVIGATION CODESalvage

Art. 501

(Assumption of salvage)

Excepting, in every case, the rights of owners to provide for salvage directly, in a bid by more than one person who desire to salvage a wrecked ship or aircraft or other wreckage at sea, by means of water borne craft, preference is allowed to whoever, having first identified the wreck, has first informed the appropriate shipping or land authority and provided that he has commenced salvage operations, without subsequently suspending them, within a period of not more than 1 year.

Art. 502

(Obligations of the person carrying out the salvage)

Having commenced salvage, the operations may not be suspended or abandoned without a justified motive, when damage might result to the owner of the wreckage.

Within 10 days of the return of the vessel which has carried out the salvage, the material recovered must be handed over to the owner, or if he is unknown, to the closest authority suggested by the Shipping or inland Authority.

Art. 503

(Indemnity and compensation)

Salvage, when the obligations of handing over salvaged property have been fulfilled, gives the right, within the limits of the value of the material salvaged, to compensation for damage and repayment of expenses and a fee established in relation to the value of the material salvaged, the efforts made and the risk entailed, the value of the equipment and materials used and, if the vessel is equipped and staffed for salvage operations, of the general expenses for the undertaking.

For the determination and division of the recompense, the rules of articles 492, 494, 496, apply.

Art. 504

(Salvage other than by the use of shipping)

In a bid by more than one person who intend to salvage a wreck which does not require sea-borne equipment, Art. 501 applies.

The salvaging person has the responsibilities and rights laid down by articles 502, 503; the handing over of salvaged material must take place within 10 days of the completion of salvage. If agreement is lacking between the interested persons, the reward is divided between the persons who salvaged the wreck, by the authority indicated in Art. 502, and in relation to the effort and risk incurred by each party.



- 2 -

Art. 505

(Salvage carried out by the captain of the wrecked vessel)

Although 501, 504 first para. apply, in each case preference is given to the captain of the ship who declares, immediately after the ship has been wrecked, that he wishes to carry out the salvage.

The reward for the captain and other members of the crew, who have carried out the salvage is fixed, if there is no agreement with the owner, by the authority indicated in Art. 502 or by the consular authority, in relation to the value of material salvaged, and to the efforts and risks incurred.

Art. 506

(Intervention of the Maritime Authority)

If the Chief of the district in whose waters the salvage is carried out, discovers that the salvaging party has acted dishonestly with the material salvaged or the equipment used, besides taking the necessary action, will himself assume charge of the salvage, if necessary.

Art. 507

(Salvage carried out by the maritime authority)

Further to the articles 72, 73 and the preceding article, salvage of sunken ships or other wrecks in the waters of the Kingdom may be assumed by the maritime authority if it serves a useful purpose, when the owners do not intend to salvage directly or do not intend to proceed with the salvage begun. It is considered that the owners *do* not intend to assume or to carry on with the salvage, if the fact has not been reported within 60 days from the publication of the notice by the maritime authority, established by the regulation; or have not begun operations within the period allowed or have not resumed suspended operations within 60 days of the authority's invitation. Salvage, however, may be taken over at any time by the owners, provided that they repay all expenses to the administration. When a foreign ship is concerned, the maritime authority, before beginning salvage, will inform the consul concerned so that he can, if necessary, provide directly for the salvage.

Art. 508

(Custody and sale of salvaged material)

The authority which carries out the salvage or which, according to Art. 502, receives the salvaged material, will provide for the safe custody of the materials themselves.

During salvage operations the above authority may proceed, according to the rules of the regulation, with the sale of the materials when it is not possible or useful to keep them, or when such action is necessary to cover salvage expenses.

When the salvage is completed and the owner does not claim the salvaged material within the time limit fixed by the authority, or does not appear within 6 months of the publication of the notice by the same Authority, in the case of an unknown owner, the authority will proceed with the sale and will deposit the proceeds in a public credit institute, minus the expenses incurred for the salvage itself, or for claims and compensation to the salvaging person, and the custody expenses.

...../.

- 3 -

If within 2 years of this deposit the parties concerned have not asserted their rights, or if the claims have been refused by court decision, the sum remaining will be paid to the national maritime benevolent fund or to other funds for personnel engaged on inland navigation.

Art.509
(Termination)

The right to claims and compensation for salvage terminates 2 years from the date on which the operations are ended.

DISCOVERY OF WRECKS AT SEA

Art.510
(rights and duties of the finder)

Whoever accidentally discovers a wreck at sea, or carried into the maritime district, must report it to the nearest maritime authority within 3 days of its discovery or of the ship landing, if the discovery was made during navigation. When possible materials found must be returned to the owner, or, if he is unknown and the value of the wreckage is more than 50 lire, to the above authority.

The finders who fulfils his obligations in reporting and handing over the goods has a right to repayment of his expenses and to a bonus of one third the value of the material recovered, if this has taken place at sea, or else from the tenth part up to the value of 10,000 lire and a twentieth part for the rest, if the finding took place within the maritime area.

Art.511
(Custody and sale of the materials salvaged)

For the custody of the material recovered, for the sale of the same and for the payment of the proceeds, art.508 applies.

All objects of artistic, historical, archeological or ethnographical value, however, as well as arms, munitions and military stores, when the owner does not claim them, or does not appear within the time limit indicated in the third paragraph of the above article, are taken by the State, though in each case the finder has a right to an indemnity and compensation as established in the previous article.

1394

ESTRATTO DAL CODICE DELLA NAVIGAZIONE

DEL RICUPERO

Art. 501

(Assunzione del recupero)

Salvo in ogni tempo il diritto dei proprietari di provvedervi direttamente, nel concorso di più persone che, avvalendosi di mezzi nautici, intendano assumere il recupero di una nave o di un aeromobile naufragati o di altri relitti della navigazione, è preferito chi, avendo identificato il relitto, ne abbia fatto per primo denuncia all'autorità preposta alla navigazione marittima o interna, purchè entro l'anno dall'identificazione egli abbia iniziato le operazioni di recupero senza successivamente sospenderle per un periodo superiore a un anno.

Art. 502

(Obblighi del ricuperatore)

Intrapreso il recupero, le operazioni relative non possono essere sospese o abbandonate senza giustificato motivo, quando ne possa derivare un danno per il proprietario del relitto.

Entro dieci giorni dall'approdo della nave che ha compiuto il recupero, le cose recuperate devono essere consegnate al proprietario, o, se questi sia ignoto al ricuperatore, alla più vicina autorità preposta alla navigazione marittima o interna.

Art. 503

(Indennità e compenso)

Il recupero, quando siano stati adempiuti gli obblighi relativi alla consegna delle cose recuperate, dà diritto, entro i limiti del valore delle cose medesime, al risarcimento dei danni e al rimborso delle spese nonché a un compenso stabilito in ragione del valore delle cose recuperate, degli sforzi compiuti e dei rischi corsi, del valore dei mezzi e dei materiali impiegati e, se la nave è armata ed equipaggiata allo scopo di operare recuperi, delle spese generali 4294 dell'impresa.

Per la determinazione e la ripartizione del compenso si applicano le norme degli artt. 492, 494, 496.

Art. 504

(Recupero senza mezzi nautici)

Nel concorso di più persone che intendano assumere il recupero di relitti, per il quale non siano necessari mezzi nautici, si applica il disposto dell'art. 501.

Il ricuperatore ha gli obblighi e i diritti stabiliti dagli articoli 502, 503; la consegna delle cose recuperate deve essere fatta entro dieci giorni dal compimento delle operazioni.

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In mancanza di accordo tra gli interessati, il compenso è ripartito, tra le persone che hanno cooperato al ricupero, dall'autorità indicata nell'art. 502, in relazione alle fatiche compiute e ai rischi corsi da ciascuno.

Art. 505

(Ricupero operato dal comandante della nave naufragata)

Fermo per il rimanente il disposto degli articoli 501, 504 primo comma, in ogni caso è preferito il comandante della nave, che, subito dopo il naufragio, dichiara di costituirsi capo ricuperatore.

Il compenso del comandante e degli altri componenti dell'equipaggio, che hanno cooperato al ricupero, è fissato, in mancanza di accordo con l'armatore, dall'autorità indicata nell'art. 502 o dall'autorità consolare, in relazione al valore delle cose recuperate, alle fatiche compiute e ai rischi corsi.

Art. 506

(Intervento dell'autorità marittima)

Il capo del compartimento nelle cui acque il ricupero viene effettuato, quando abbia conoscenza di un delitto commesso dal ricuperatore sulle cose recuperate o sui materiali impiegati, oltre a prendere i provvedimenti del caso, ove lo ritenga opportuno assume il ricupero.

Art. 507

(Ricupero operato dall'autorità marittima)

Fermo il disposto degli articoli 72, 73 e dell'articolo precedente, il ricupero di navi sommerse e di altri relitti nelle acque del Regno può, se ne è prevedibile un utile risultato, essere assunto dall'autorità marittima, quando i proprietari delle cose non intendano provvedervi direttamente o non intendano proseguire il ricupero iniziato.

Si considera a tale effetto che i proprietari non intendono assumere o proseguire il ricupero quando non ne abbiano fatto dichiarazione entro sessanta giorni dall'avviso a tal fine pubblicato dall'autorità marittima nei modi stabiliti dal regolamento o non abbiano iniziato le operazioni nel termine assegnato, ovvero quando non abbiano ripreso le operazioni sospese entro sessanta giorni dall'invito dell'autorità. Tuttavia il ricupero può in ogni tempo essere assunto dai proprietari, previo rimborso delle spese sostenute dall'amministrazione.

Quando si tratti di nave straniera, l'autorità marittima, prima di iniziare il ricupero, ne dà altresì notizia al console dello Stato di cui la nave batteva la bandiera, affinché il console possa, ove lo ritenga opportuno, provvedere direttamente al ricupero.

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Art. 508

(Custodia e vendita delle cose recuperate)

L'autorità che assume il recupero o che, a norma dell'articolo 502, riceve in consegna le cose recuperate, provvede alla custodia delle cose medesime.

Durante le operazioni di recupero l'autorità predetta può procedere, secondo le norme stabilite dal regolamento, alla vendita delle cose, quando non ne sia possibile o utile la conservazione, ovvero quando ciò sia necessario per coprire le spese del recupero eseguito d'ufficio.

Compiute le operazioni, quando il proprietario non curi di ritirare le cose recuperate entro il termine prefissogli dall'autorità o non si presenti entro sei mesi dall'avviso pubblicato dall'autorità medesima nel caso in cui il proprietario sia ignoto, l'autorità procede alla vendita e deposita presso un pubblico istituto di credito la somma relativa, al netto delle spese incontrate per il recupero d'ufficio ovvero delle indennità e del compenso spettanti al recuperatore, nonché delle spese di custodia.

Se entro due anni dal deposito gli interessati non hanno fatto valere i propri diritti, ovvero se le domande proposte sono state respinte con sentenza passata in giudicato, la somma residua è devoluta alla cassa nazionale per la previdenza marinara o alle casse di soccorso per il personale della navigazione interna.

Art. 509

(Prescrizione)

Il diritto alle indennità e al compenso di recupero si prescrive col decorso di due anni dal giorno in cui le operazioni sono terminate.

DEL RITROVAMENTO DI RELITTI DI MARE

Art. 510

(diritti ed obblighi del ritrovatore)

Chi trova fortuitamente relitti in mare, o dal mare rigettati in località del demanio marittimo, entro tre giorni dal ritrovamento, o dall'approdo della nave se il ritrovamento è avvenuto in corso di navigazione deve farne denuncia all'autorità marittima più vicina e, quando sia possibile, consegnare le cose ritrovate al proprietario, o, se questi gli sia ignoto e il valore dei relitti superi le lire cinquanta, all'autorità predetta.

Il ritrovatore che adempie agli obblighi della denuncia e della consegna, ha diritto al rimborso delle spese e a un premio pari alla terza parte del valore delle cose ritrovate, se il ritrovamento è avvenuto in mare, ovvero alla decima parte fino alle diecimila lire di valore e alla ventesima per il sovrappiù, se il ritrovamento è avvenuto in località del demanio marittimo.

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Art. 511

(Custodia e vendita delle cose ritrovate)

Per la custodia delle cose ritrovate, per la vendita delle medesime e per la devoluzione delle somme ricavate si applica il disposto dell'art. 508.

Tuttavia gli oggetti di interesse artistico, storico, archeologico o etnografico, nonché le armi, le munizioni e gli apparecchi militari, quando il proprietario non curi di ritirarli, ovvero non si presenti nei termini indicati nel terzo comma del predetto articolo, sono devoluti allo Stato, salvo in ogni caso il diritto del ritrovatore all'indennità ed al compenso stabiliti nell'articolo precedente.

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

Allied Force Headquarters
ITALIAN NAVAL BRANCH
APO 794

IRN-19/N/41

2 April 1947

Subject: ITALIAN WARSHIPS SUNK IN ZONE "A" OF VENEZIA GIULIA.
To: ALLIED MILITARY GOVERNMENT,
VENEZIA GIULIA.
Inclosure: (A) Ministry of Defence, Navy ltr. 919/UT of 23 March
1947.

1. It is requested that consideration be given to the possibility of Commander (E) Franco Francini visiting the area and, if approved, that a travel pass be issued.

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

1289

3 APR 1947

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JTB

Further correspondence
in PI-2 (27) file

From: MINISTRY OF DEFENCE (NAVY) (Cabinet)
To : Italian Naval Branch - A.F.H.Q.
Date: 23rd March 1947
Ref.: 919/UT

Subject: Italian warships sunk in zone A of Venezia Giulia

With reference to the Navy Sub Section's letter IRN/19/N/8, dated 5th February, you are informed that the officer appointed to inspect the Italian warships sunk in zone A of Venezia Giulia, with a view to the possibilities of their salvage, is Commander (E) Franco Francini.

The following are the ships concerned :

- | | |
|-------------------------|--|
| - I.S. IMPERO | - lying on the bottom at San Saba. |
| - Corvette LANCIA | - sunk in the Lloyd Triestino Shipyard. |
| - I.S. Cavour | - sunk off the San Marco Shipyards. |
| - Torpedoboot MISSORI | - sunk at Valle di Zuale. |
| - Torpedoboot FIGARETTA | - sunk alongside the San Marco fitting out quayside. |
| - Torpedoboot TUGIALE | - aground at San Saba. |
| - Minelayer LAURANA | - sunk off the San Marco yard slipway. |

by direction
CHIEF OF CABINET



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Mod. 39

DIFESA - MARINA
*Ministero della Marina Militare**Roma* 23 MAR 1947 194

GABINETTO

Ufficio Trattati

INDIZIO TELEGRAFICO: MARINA - ROMA

ITALIAN NAVAL BRANCH ALLIED
FORCE HQ. - ROMA -Prot. N. 519/UT *Allegati*ARGOMENTO: Navi da guerra italiane affondate nella zona "A" della
Venezia Giulia.

Con riferimento al foglio dell'IMAS - Navy Sub-Section - IRM/19/N/8 del 5 febbraio, si comunica che l'ufficiale designato a esaminare le possibilità e la convenienze del ricupero delle navi da guerra italiane affondate nella zona A della Venezia Giulia è il Tenente colonnello G.N. Franco FRANCINI.

Le unità che interessano sono le seguenti:

Nave IMPERO	- adagiata sul fondo a San Saba.
Corv. LANCIA	- aff. nell'Arsenale del Lloyd Triestino.
Nave CAVOUR	- aff. nella zona esistente i Cantieri San Marco.
Torp. MISSORI	- aff. a Valle di Zuale.
Torp. PIGATETTA	- eff. lungo la banchina d'allegstimento del Cantiere San Marco.
Torp. PUGNALE	- arenata a San Saba.
Posam. LAURANA	- aff. presso lo scalo del Cantiere S. Marco.

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

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Declassified E.O. 12356 Section 3.3/NND No. 135020

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

IRM-19/N/ 8

5 February 1947.

From: Director, Naval Sub-Section, Italian Military Affairs
Section.
To: Ministry of Marine (Cabinet).
Subject: Ships sunk in Zone "A" of Venezia Giulia.
Reference: (a) Ministry of Marine (Cabinet). 373/MT dated
30 January 1947.

1. More specific information is desired in connection
with the request contained in reference (a). This information
should include the location of the warships, their names and the
name and number of the representatives which are to be sent, if
approved.

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

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7 FEB 1947

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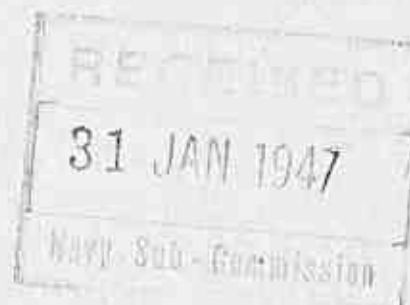
From: MINISTRY OF MARINE (Cabinet)
To : H.S.C. - A.C.
Date: 30th January 1947
Ref.: 373/UT

Subject: Ships sunk in zone "A" of Venezia Giulia

As the Navy Sub Commission is aware, various Italian warships are sunk in Venezia Giulia waters.

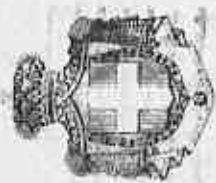
It would be appreciated if authorisation could be given for the Ministry of Marine to send representatives to the spot to report on the possibility of salvage.

By direction
CHIEF OF CABINET



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MINISTERO DELLA MARINA

Gabinetto Ufficio Trattati

Prot. N° 373/v.T. *Allegato*

Risposta al disp. del

Roma, 20 GEN 1947

ARGOMENTO: Unità affondate nella zona "A" della Venezia Giulia.

LA COMMISSIONE ALLEATA - Sottocommissione Navale. -

Come codesta Commissione Alleata sa, nelle zone della Venezia Giulia trovansi affondate unità appartenenti alla Marina Militare.

Pregasi autorizzare l'invio sul luogo di tecnici di questo Ministero per esaminare la possibilità e convenienza del loro ricupero. -

è ordine

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

M. Marini

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OFFICE

COPY

Allied Force Headquarters
MEDITERRANEAN NAVAL BRANCH
APO 794

DM-19/W/282

15 September 1947

Subject: REPAYMENT OF EXPENSES TO THE NAVAL CO. OF TUNISIA
IN THE CASE OF THE SALVAGE OF ANCHOR AND CHAIN FOR
THE "JOSEPH ALBERT".

To: DIRECTORATE, MEDITERRANEAN NAVAL BRANCH, U.S. DEPARTMENT
OF DEFENSE, 725 Via Roma, NAPLES.
(Copy to: MINISTRY OF DEFENSE, NAVY,
MILITARY, BOLOGNA).

1. The Italian Ministry of Defense, Navy, advises this
office that NAVAL CO. informed them that the repayment of expenses
of the salvage of anchor chain for the "DR. JOSEPH ALBERT" would be
negotiated directly between your office and the Ministry of Defense,
Navy.

2. It is requested that you advise the Ministry of
Defense, Navy, direct, as to your intentions in the interest of
settling the above matter.

Sgd. H.A.V. Hall.

For: JICAR AIRMAIL,
DIRECTOR MEDITERRANEAN NAVAL BRANCH.

1353

From: MINISTRY OF DEFENCE (NAVY)
To : Italian Naval Branch - A.F.H.Q.
and for Info.: MESSINIA Messina
Date: 27th August 1947
Ref.: 162629

Subject: Repayment of loans to Allied merchant vessels.

Following a request by the Giuseppe SACCA Co. of Messina, agents of the American Export Lines, the Sicily and the Messina Naval Commands proceeded, in July 1946, to salvage an anchor and some lengths of cable from the S.S. "Joseph Alston" which were handed over to the S.S. "Greece Victory", at the above agent's request.

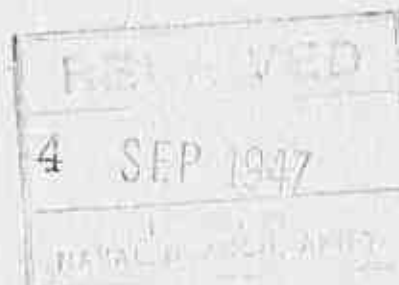
Since, after repeated hastening for the repayment of expenses, the SACCA Co. stated that the matter would be negotiated directly between the U.S. Maritime Commission and the Ministry of Defence (Navy), according to instructions given by the above A.F.H. and U.S.M.C., the Italian Naval Branch is requested to approach the above two Authorities in order to settle the matter.

Dir. Med. Arm. U.S.M.C.

128 VIA ROMA

NAPLES

(Sgd) for THE MINISTER
Capt. P. PESCE.



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Ministero della Marina - Militare

DIREZIONE GENERALE
DEGLI UFFICIALI E DEI SERVIZI MILITARI E SCIENTIFICI

Dir. Amm./vs. N. 3

INDIRIZZO TELEGRAFICO: MARIPERS - ROMA

Prot. N. 162629 Allegato

Mod. 39

194

Off. ITALIAN NAVAL BRANCH-A.T.HQ.-

- ROMA -

O, P.O.: MARISCIALLA = MESSINA =
(rif. 221.n. 6/27139 del 9/VIII/47).--

ARGOMENTO: RIMBORSO PRESTESIONI a P.f. Mercantili Alleati.--

In seguito a richiesta della Ditta Commerciale Giuseppe SACCA' di Messina, Agente dell'American Export Lines, il dipendente Comando Militare Istituito Autonomo in Sicilia e Comando Marina di Messina ha proceduto, nel mese di luglio^{5.2} al recupero di un'ancora e di alcune lunghezze di catena del P.f. "Joseph Alston", che, sempre per incarico del suddetto Agente, furono consegnate al P.f. "Greco Victory".--

Dopo vari solleciti per il rimborso delle spese, la Ditta SACCA' ha informato che la pratica sarebbe stata regolata direttamente fra l'United States Maritime Commission e questo Ministero, come da disposizioni imperitole dalle citate A.T.I. ed U.S.N.C., si prega codesto Italian Naval Branch di voler interessare i due predetti Enti Alleati al fine di ottenere una sollecita definizione della pratica stessa.--

P. IL MINISTRO
P. IL DIRETTORE GENERALE
Ammiraglio di Divisione
(Franco Iannoni) (Ass.)
IL CAPO DELLA I^a DIVISIONE
Capitano di Vascello
(Paolo Pesci)

1381

ARGOMENTO: Rimborso prestazioni e P. di Mercantili Alleati.-

In seguito a richiesta della Ditta Commerciale Giuseppe SACCA' di Messina, Agente dell'American Export Lines, il dipendente Comandante Militare Marittimo Autonomo in Sicilia e Comandante Marina di Messina ha proceduto, nel mese di luglio^{3a} al recupero di un'ancora e di alcune lunghezze di cavo del P.fo "Joseph Alston", che, sempre per incuria del suddetto Agente, furono consegnate al P.fo "Frances Victory".-

Poi, dopo vari solleciti per il rimborso delle spese, la Ditta SACCA' ha informato che la pratica sarebbe stata regolata direttamente fra l'United States Maritime Commission e questo Ministero, come da disposizioni impartite dalle citate A.E.I. ed U.S.M.C., si prega codeste Italian Naval Branch di voler interessare i due predetti Enti Alleati al fine di ottenere una sollecita definizione della pratica stessa.-

1281

P. IL MINISTRO
M. IL DIRETTORE GENERALE
Ammiraglio di Divisione
(Franco Zennaro) (Ass.)
IL CAPO DELLA 1^a DIVISIONE
Capitano di Vascello
(Paolo Pesci)

[Handwritten signature]

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