

9498

Declassified E.O. 12356 Section 3.3/NND No. 1785020

ACC

10000/124/303 IRN-11/N

10000/124/303 IRN-11/N ITALIAN TANKER "ARCOLA"  
RESTITUTION TO ITALIAN GOVERNMENT  
SEPT. 44 - AUG. 47

K-25/1

ITALIAN TANKER "ARCOLA" - RESTITUTION TO  
THE ITALIAN GOVERNMENT.

(Director, Italian Naval Branch, Allied  
Force Headquarters' letter No. IRN-11/  
N/222 dated 22nd July, 1947.)

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II.

Med. 47/1346/7/1.  
DIRECTOR, ITALIAN NAVAL BRANCH,  
ALLIED FORCE HEADQUARTERS.

Reply was contained in Admiralty  
Letter No. M. 0167/42 dated 2nd June (copy  
to you). An additional copy is forwarded  
----- herewith.

*6/10*  
*2*  
*5/11*  
*NFA*

*PA*

MEDITERRANEAN. for ADMIRAL **2213**  
18th August, 1947.

*(P) attached*

*PA*

C O P Y

ADMIRALTY, S.W.1.

Any further communication  
should be addressed to -  
The Secretary of the Admiralty,  
London, S.W.1.

2nd June, 1947.

quoting: M.0167/47.

Commander-in-Chief, Mediterranean.

Copies to:- Commander-in-Chief,  
South Atlantic.

The Director,  
Italian Naval Branch,  
Allied Force Headquarters,  
Staff Officer Intelligence,  
Freetown.

In reply to your Submission No. 1385/Med./  
47/1346/7/1 of the 22nd May, I am to inform you that  
the future of the Italian Tanker ARCOLA is being  
considered by the Ministry of Transport, who will, no  
doubt, issue instructions to their representatives.

BY COMMAND OF THEIR LORDSHIPS.

(sgd.) N. Abercrombie. 2212

C-in-C Med's  
Reg.No. 47/1346/7/1.  
5 JUN 1947.

Extract of the Minutes of the 12th Meeting of the Italian  
Shipping Board held at Rome on Friday 6th September 1947.

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" Minute 290. Appendix No. 1.

(i) TANKER ARCOIA ( 6,349 G.R.T.). Commander Marena said the position as set out in Minute 277 (ii) had been reported to the Ministry of Foreign Affairs. The crew was ready to sail and could not proceed to N.W. Africa to take delivery of the ship without permission of the French which had not yet been granted. Mr. Bell said that in the meantime the Ministry of Transport had advised the British Consulate General, Dakar, they agreed to direct settlement between the Italian Owners and the Arsenal. "

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05031

ALLIED FORCE HEADQUARTERS  
ITALIAN NAVAL BRANCH  
APO 794

IRM-11/N/222

22 July 1947

Subject: ITALIAN TANKER "ARCOLA" - RESTITUTION TO THE ITALIAN GOVERNMENT.

To: THE COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

Reference: (a) The Commander-in-Chief Mediterranean's ltr. No.1385/Med.47/1346/7/1 dated 22 May 1947.  
(b) The Commander-in-Chief Mediterranean's submission No.504/Med.47/1346/7/1 dated 18 February 1947.

1. It is submitted that Their Lordships' decision, regarding the restitution of the Italian Tanker "ARCOLA" to the Italian Government, requested in references (a) and (b), may now be hastened.

H  
2/7

*[Faint signature]*  
REAR ADMIRAL,  
DIRECTOR, ITALIAN NAVAL BRANCH.

23 JUL 1947

2210

*B.V. 6/10 for R. Hall  
Commodore Boyd*

0504

Office of the Commander-in-Chief,  
Mediterranean Station,  
22nd May, 1947.

No. 1386/Med.47/1346/7/1.  
SECRETARY OF THE ADMIRALTY.

(Copies to:-

- Commander-in-Chief, South Atlantic.
- Director, Italian Naval Branch, Allied  
Force Headquarters.
- Staff Officer (Intelligence), Freetown.)

ITALIAN TANKER "ARGLA".

It is requested that Your Lordships' decision regarding the restitution of the Italian tanker "ARGLA" to the Italian Government may be communicated at an early date. The Commander-in-Chief, Mediterranean's submission Nos. 72/Med.47/1346/7/1 dated 8th January, 1947, 29/Med.47/1346/7/1 dated 30th January, 1947, and 50/Med.47/1346/7/1 dated 18th February, 1947, refer.

Sgt P. S. SMITH

for ADMIRAL.

RECEIVED  
9 JUN 1947

2209

0505

ALLIED FORCE HEADQUARTERS  
ITALIAN NAVAL BRANCH  
APO 794

IRN-11/N/97

23 April 1947.

**Subject:** ITALIAN TANKER "ARCOLA" - RESTITUTION TO THE ITALIAN GOVERNMENT.

**To:** COMMANDER-IN-CHIEF, MEDITERRANEAN STATION.

**Reference:** (a) The Commander-in-Chief, Mediterranean's submission No. 504/Med.47/1346/7/1 dated 18th February 1947.  
(b) The Commander-in-Chief, Mediterranean's submission No. 72/Med.47/1346/7/1 dated 8th January 1947.

1. It would be appreciated if Their Lordships' decision referred to in paragraph 2 of reference (a) could now be hastened in order that a reply may be made to the Italian Ministry of Foreign Affairs' request mentioned in paragraph 1 of reference (b).

(signed) S. N. BLACKBURN

For REAR ADMIRAL,  
DIRECTOR, ITALIAN NAVAL BRANCH.

H  
24/4

24/10/54  
VIA

24 APR 1947

2208



0506

IRM-11/N/ 36

7 March 1947

My dear Count Sforza,

With reference to your Memorandum to the Allied Commission dated 22nd January 1947 regarding the return to Italy of the Italian tanker "ARCOLEA", at present at Dakar, I wish to confirm paragraph one of your Memorandum, and inform you that the matter is under active consideration by the British Admiralty in London from whom a reply is awaited.

I will communicate to you the Admiralty's decision as soon as it is received.

41  
4/3

Very Sincerely yours,

/s/ Ellery W. Stone  
ELLERY W. STONE  
Rear Admiral, USNR  
Chief  
Italian Military Affairs Section.

H.E. On Count Carlo Sforza  
Ministry of Foreign Affairs,  
ROME.

8 MAR 1947

2207

Commander-in-Chief, Mediterranean.

No. 304      Mol. 43/1366/7A      Date 18th February, 1947.

Subject

ITALIAN DESER "MERCIA" - REFERENCE TO THE ITALIAN GOVERNMENT.

Formers

Enclosures

Italian Ministry of Foreign Affairs' letter dated 28th January, 1947 and its  
replies.

The Secretary of the Admiralty

(Copies to:-  
Commodore-in-Chief, South Atlantic.  
Director, Naval Sub-Section, F.S.  
Staff Officer (I), Fremont.)

2206

For advice for the information of their Lordships in continuation of  
the Commodore-in-Chief, South Atlantic's submission No. 72/Sec. 47/1366/7A dated  
18th January, 1947 and Commodore-in-Chief, Fremont's submission No.  
1366/7A dated 30th January, 1947.

Formes

Enclosures

United States of America  
The Secretary of the Admiralty  
21st January, 1947 and into  
II. Korea.

The Secretary of the Admiralty

(Caption for  
OO Command-In-Chief, South Atlantic  
Division, Naval Sub-Section, 1947.  
Staff Officer (1), 1947.)

2206

Forwarded for the information of their headquarters in connection of  
the (captioned) subject's submission no. 72/100, 27/1/46 dated  
20th January, 1947 and Command-In-Chief, Sub-Section's submission no.  
200/100, 27/1/46 dated 20th January, 1947.

2. Information is requested whether their headquarters decision regarding  
the disposal of this matter may now be commended.

RECEIVED  
25 FEB 1947  
NAVAL SUB SECTION

Sgd. P.S. SMITH

per 200/100, 27/1/46

Commander-in-Chief, Mediterranean.

No. 296      Ref. 47/3368/73

Date 20th January, 1947

Subject

ITALIAN NAUTICAL "PROCLAM"

Formers

Enclosures

Staff Officer (Intelligence), Westcott's Letter No. 20(1) S/W dated 9th January, 1947 and enclosures thereto.

The Secretary of the Admiralty  
(Copies 201)

Commander-in-Chief, North Atlantic.  
Naval Staff Commission, H.M. Allied Commission, 1000.  
Staff Officer (I), Westcott.

2205

Forwarded for the information of their Lordships in confirmation of the Commander-in-Chief, Mediterranean's submission No. 72/206.13/4366/73 dated 6th January, 1947.

Formers

Enclosures

Staff Officer (Intelligence), Frostom's letter No. 11(T) #11 dated 9th January, 1947 and measures thereto.

The Secretary of the Admiralty  
(C/S 108 Col.)

Commodore-in-Chief, South Atlantic,  
His Majesty's Commission, H.M. Armed Forces, Home,  
Staff Officer (T), Frostom.

2205

Forwarded for the information of the Admiralty in continuation of the Comander-in-Chief, Atlantic's submission No. 12/100, 17/1 1947 dated 8th January, 1947.

Sgd. P.S. SMITH

for a D T R A L.

RECEIVED  
7 FEB 1947  
NAVY SUB-COM

Copy.

FROM :- STAFF OFFICER (INTELLIGENCE), FREETOWN.

DATE :- 9th JANUARY, 1947. REFERENCE FT(I) N/N

TO :- COMMANDER IN CHIEF, MEDITERRANEAN STATION.

ITALIAN TANKER "ARCOLA".

Your "ed.46/1346/7/1. My FT(I) N/N of 1st DECEMBER, 1946 regarding repairs to and disposal of the ex-Italian Tanker "ARCOLA" British Consul General, Dakar received a further communication from the French Naval Authorities, one copy of which, together with enclosures, are enclosed herewith.

2. The enclosures include:-

- (a) Statement of repairs already effected amounting to francs 1,840,000.
- (b) Statement of repairs necessary in order to render vessel navigable, amounting to an additional sum of about francs 10,300,000.
- (c) Statement of work necessary for complete repairs, amounting to francs 39,500,000.

3. It will be seen that the French Naval Authorities request that this question be decided as soon as possible; one part of the vessel not being maintained is rapidly deteriorating, and that the cost of repairs will increase with longer delay. It is also pointed out that the "ARCOLA" is occupying the whole of one side of the Arsenal wharf, and seriously impedes the port authorities.

2204

sgd. R. MAXWELL-JOHNSON.

COMMANDER R.N. (RTD)

STAFF OFFICER (INTELLIGENCE).

0033.  
Dakar 24th December, 1946

French Navy,  
Naval Division of  
French West Africa.

No. 127 (M. 1/A.

From: V.A. 501 regarding the Naval Division and the Navy in French West Africa.

To: British Consul

Subject: Cf. Number 33021A.

References: My letter 109 No. 1/1. of 22nd October, 1946.  
Your letter of 6th November, 1946.

Enclosure: Detailed state of repairs.

In continuation of my letter 109, 1/1. of 22nd October, 1946 of our conversations on the subject of the *AGUSTA* I have the honour to send you a detailed statement

- (a) of the repairs already carried out by the Naval Division on the oil tanker *AGUSTA*, the cost of which now amounts to 1,240,000 French African francs;
- (b) of the repairs which would have to be carried out to allow the ship to make a voyage with reasonable safety;
- (c) of the repairs, to be carried out to put her in complete repair: these repairs can be effected completely at Dakar.

2. Allow me to draw your attention to the necessity of dealing with this question as quickly as possible, in that as a part of this vessel which is not being maintained is deteriorating very rapidly, the cost of repairs will increase with time, on the other hand the *AGUSTA* is immobilizing on whole side of the Arsenal itself and this causes great inconvenience to the port authority.

Yours faithfully,  
Sgt. 501.

2203

Annex to Letter No. 127 RM. 1/A of 24th December, 1944.

DETAILED STATEMENT OF REPAIRS TO THE ARSOLA.

Repairs to be effected to make the ship seaworthy.

A. HULL.

Repairs in Hand. Temporary repair of the hole caused by the Italian attempt to scuttle and repairs to bulk heads buckled by the explosion - scumming and repair of hull. Inspection and repair of hull fittings.

Repairs to be Done. Reinforcing of the hold to starboard of the hole - temporary reassembly of fire bars and S.F. ladders.

B. ENGINE ROOM.

Repairs in Hand. Inspection and repair of main machinery and auxiliary machinery - inspection and repair of the shaft and tiller - inspection and repair of Engine Room telegraphs, servo motors and repeaters - inspection and repair of valves (hull, deck, engines and boilers) and hull accessories.

Repairs to be Done. Inspection of the bearing and turning gear - inspection and repair of winches and winders.

C. BOILER ROOM.

Repairs in Hand. Cleaning, trials and repair of two of the main boilers (the one in best condition) and the auxiliary boiler.

Repairs to be Done. Inspection of pumps - repair of steam pipes, fire main, fresh water pipes, steam pipes, water tank pipes, telemotor, hydraulic pipes, hold pump pipes, main engine lubricating pipes - abridged repair of the supply arrangements (galley, forepeak, cabins). Repair of low boiler.

D. ELECTRIC ROOMS.

Repairs in Hand. Testing and temporary repair to lighting circuits and signalling arrangements.

Repairs to be Done. Testing and temporary repair of electric motor circuits - inspection and repair of dynamos and electric motors.

E. SHIPBOARD.

Repairs to be Done. Temporary repairs to navigation bridge, boats - deck building - temporary arrangements to living quarters (cabin and crew's quarters) roof of galley.

2202

F. DOCKING AND STOWING REPAIRS.

Rock (underwater) - cleaning and painting hull



... of hull. Inspection and repair of hull fittings.

Repairs to be Done. Reinforcing of the hold to starboard of the hold - temporary reassembly of fire bars and 7.5. loaders.

B. ENGINE ROOM

Repairs in hand. Inspection and repair of main machinery and auxiliary machinery - inspection and repair of the shaft and tiller - inspection and repair of engine room telegraphs, servo motors and governors - inspection and repair of valves (hull, deck, engine and boilers) and hull accessories.

Repairs to be done. Inspection of the bearings concerning gear - inspection and repair of washbas and studders.

C. BOILER ROOM

Repairs in hand. Cleaning, trials and repair of one of the main boilers (the one in best condition) and the auxiliary boiler.

Repairs to be done. Inspection of pumps - repair of main piping, fire main, fresh water pipes, steam pipes, water tank pipes, teleoperator, hydrant in piping, hold pump piping, main engine lubricating pipes - abridged repair of the supply arrangements (Bellis, Karpouk, Quoin). Repair of load boiler.

D. ELECTRICAL FITTINGS

Repairs in hand. Testing and temporary repair to lighting circuits and signalling arrangements.

Repairs to be done. Testing and temporary repair of electric motor circuits - inspection and repair of dynamos and electric motors.

E. SHIPBOARD

2202

Repairs to be done. Temporary repairs to navigation bridge, deck - deck bulking - temporary arrangements to living quarters (cabins and crew's quarters) roof of galley.

F. DOCKING AND DOCKING EXPENSES

Work undertaken. Cleaning and painting hull.

Work to be done. Passage to the dock and painting of the hull at the end of repairs - temporary repairs to rigging.

The total cost of work carried out up to the 10th December, 1946 is 1,240,000 French African francs (one million, eight hundred and forty thousand French African francs). Work concentrated above and remaining to be done would cost about 15,000,000 French African francs (ten million, three hundred thousand French African francs).

Consequently, the total cost of work strictly necessary to make the ship seaworthy will be in the neighborhood of 12,140,000 francs (twelve million, one hundred and forty thousand French African francs). This work could be completed 6 months after notification of a firm order.

II. Work of Complete Repair. The Naval Dockyard at Inbar is capable not only of effecting the repairs absolutely necessary to make the ship seaworthy which have already been discussed but also to refit the ship completely when under the vessel having to spend some time in another port before going out into service. Thus the vessel would be able to be put into service as soon as the leaves dock.

The list of work which would have to be carried out at Inbar is as follows:-

#### A. HULL

Complete repair of decks and bulk heads.

#### B. ENGINE ROOM

Complete inspection of main engine - verification of clearances - adjustment of holding down bolts - complete refit of associated pumps and accessories - taking down, inspection and repair of condenser - complete inspection of auxiliaries (3 independent water pumps - 2 independent hold pumps - 1 salvage pump - 2 steam dynamos - 2 steam ventilation pumps - 3 oil fuel pumps - 3 transferring pumps - 3 screw motor and 1 telemotor).

Boilers. Drill test (O) of 3 boilers - test of economizer.

Shaft. Replacement of lignum vital and taking up play.

Deck Auxiliaries. Complete refit of windlass, 3 winches, re-lubricating valves and starting valves for the fuel tanks.

#### C. EXHAUSTIVE WORK

Tanks. Complete inspection of piping - repair of plates.

Between deck. Inspection and repair of all tanks and winches, replacement of wire than half the piping.

Forecastle. Securing of 4 steam pipes, front water pipes, discol oil pipes and six main pipes.

Deck for outside deck. Repair of niches, caulking - repair of all scuppers and scummings.

Pipes. Repair of all voice pipes, water tanks, steam heating pipes, test of heater coils - repair of steam lines.

Forward Room and cabins. Repair of main beams and D.O.

Forecastle Crew's quarters. Salt water and fresh water piping to be repaired. Wash basins and W.C.'s - replacement of sea than half the lines and bags - complete repair of pulley - replacement of system. Repair of motion valves. Fumling, cleaning and painting the outside of masts.

No. 2 Boiler. Put into working order.

2201

Complete repair of decks and bulk heads.

A. ENGINE ROOM.

Complete inspection of main engines - verification of clearances - adjustment of bearing clearances - complete outfit of associated pumps and accessories - testing down, inspection and repair of condenser - complete inspection of auxiliaries (3 independent water pumps - 2 independent hot pumps - 1 main pump - 2 steam dynamo - 2 steam ventilation pumps - 3 oil fuel pumps - 3 transferring pumps - 1 wire motor and 1 telemotor).

Boilers. Detail test (D) of 3 boilers - test of reduction.

Drift. Replacements of ligament vital and taking up play.

Deck Auxiliaries. Complete outfit of windlasses, 5 windlasses, reworking valves and stirring valves for the fuel tanks.

C. FORECASTLE DECK.

Pumps. Complete inspection of piping - repair of leaks.

Drained side. Inspection and repair of all tanks and stinches, replacement of hose that half the plating.

Forecastle. Replacement of 4 steam pipes, fresh water pipes, diesel oil pipes and five main pipes.

Upper Forecastle Deck. Repair of windch, caulking - repair of all scuppers and openings.

Ridge. Repair of all voice pipes, water tanks, steam heating pipes, test of heater coils - repair of steam ways.

Forward Room and cabins. Repair of wash basins and V.C.

2201

Forecastle Crew's quarters. Salt water and fresh water piping to be repaired. Wash basins and V.C.'s - replacement of soap. Clean half the pipes and tanks - complete repair of galley - replacement of system. Repair of engine valves. Testing, clearing and sealing the outside of water tanks.

No. 2 Boiler. Put into working order.

D. FORECASTLE DECK.

Put the lighting into working order on the Forecastle deck, on the forward pump into working order. Repair of cable runs, after lighting, after pump station lighting, lighting of main boiler rooms and auxiliary boiler room, testing and repair of motor circuits - inspection and repair of dynamo and stores, installation of special equipment, (V/T, refrigerators).

E. SUPERIOR DECK.

Repair and refitting of all living spaces.

Navigation Bridge. Caulking. Repair of chests.

-3-

A. SUPERINTENDENT WORK CONT'D.

Lower Deck. Caulking. Caulking. Installation of dinghy and lifeboat with crutches.

Lower Deck. Caulking - repair of doors.

Hull Deck. Caulking - repair of doors.

Bridges over After Hatch. 40 metres of railing to change.

Forward Spa Deck. Cold tray - crew's bathroom to be re-made. Crutches, shelves.

Stowage. 6 metres of shelves to be re-made.

Boat's Store. Two cupboards to be repaired. Locks to be provided.

After Spa Deck. 100 metres of door to be relaid.

Galley. To be refurnished.

Lower Deck. Steering gear - life belt lockers to be repaired, buoys to be roped.

BULKHEADS.

Ward Room. To be repaired.

2 Lifeboats No. 50 Low. To be provided together with crutches.  
4 rafts.

40 metres of Guardrail. To be repaired.

1 Ladder. To be provided.

10 Ladders. To be roped.

F. BULK HEADS AND PAINTING.

Passage into supplementary berth for the duration of the work - general painting of hull, superstructure and fittings, complete repair of rigging.

The account for the complementary work detailed above will be in the neighbourhood of 29,500,000 French francs. This would have to be added to the bill for the work absolutely necessary to make the ship seaworthy.

2200

All the work enumerated above would take about 1 year from the receipt of a firm order.

Estimated Ship Deck Painting - 1947

Painting, Shelves.

- Store. 6 metres of shelves to be re-made.
- Boys Store. Two cupboards to be repaired. Locks to be provided.
- After Star Deck. 100 metres of deck to be relaid.
- Galley. To be refurnished.
- Upper Deck. Steering gear - life belt lockers to be repaired, buoys to be roped.

SAILING

- Top House. To be repaired.
- 2 Mastheads 7m.50 long. To be provided together with crutches.
- 4 reefs.
- 14 metres of Canvasail. To be repaired.
- 1 ladder. To be provided.
- 10 M.ropes. To be roped.

PAINTING AND PAINTING.

Passage into supplementary basin for the duration of the work - general painting of hull, superstructure and fittings, complete repair of rigging.

2200

This account for the complementary works detailed above will be in the neighborhood of 39,500,000 French African francs. This would have to be added to the bill for the work absolutely necessary to save the ship seaworthy.

All the work enumerated above would take about 1 year from the receipt of a firm order.

It is clear that the work in the second category would only partly be able to be carried out by Under Naval Department.

I. GENERAL REMARKS.

The plan of work set out has been calculated on the supposition that there will not be a large increase in salaries in 1947.

0519

ITALIAN TANKER "ARCOLA" - RESTITUTION TO THE  
ITALIAN GOVERNMENT

Ministry of Foreign Affairs' letter dated 22nd January 1947 .

II

IRM-11/N/20  
The Commander-in-Chief, Mediterranean Station.

Forwarded for the information of the Commander-in-Chief,  
Mediterranean Station and for any action that may be deemed desirable.

2. The Commander-in-Chief, Mediterranean's submission to the  
Secretary of the Admiralty No.72/Med.47/1346/7/1 dated 8th January 1947,  
refers to the matter.

(Sgd) G. L. WARREN

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

ROME,  
6th February 1947.

2199

10 FEB 1947

COPY

MINISTERO DEGLI AFFARI ESTERI  
D.G.A.P. - Uff. II

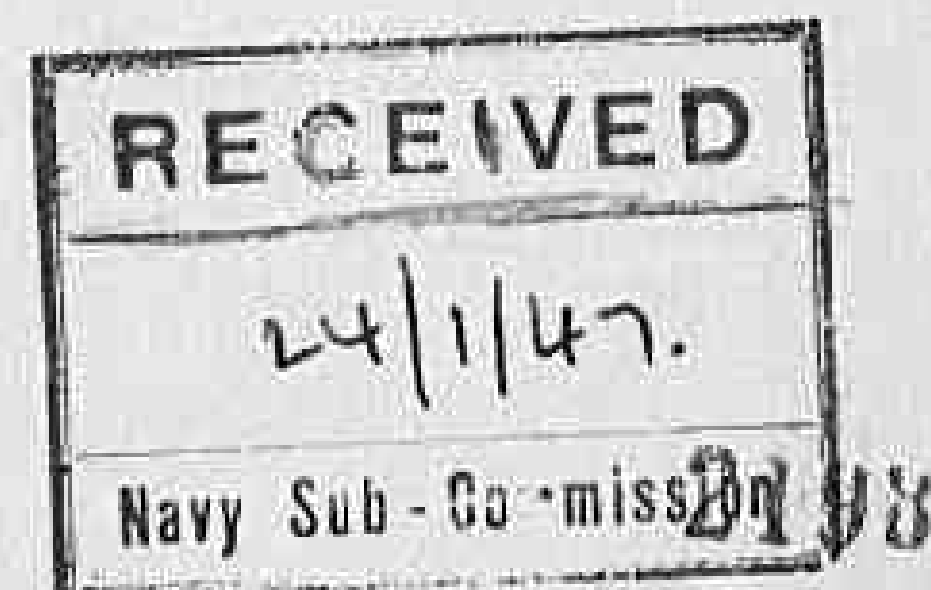
MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: ITALIAN TANKER "ARCOLA" - RESTITUTION TO THE ITALIAN GOVERNMENT.

With reference to the Allied Commission's note N.5602/7 dated July the 11th, 1946 the Ministry of Foreign Affairs has the honour to inform that, according to a communication received from the French Government, Dakar's Maritime Authorities are already in touch with the British Naval Authorities of that port, in order to arrange for the restitution of the Italian tanker "Arcola", as soon as the repair works at present in progress are finished.

The Ministry of Foreign Affairs will be very much obliged to the Allied Commission for kindly pressing the competent Authorities for the restitution of the above mentioned tanker and the urgent authorization (already requested with the Memorandum n. 6/2529/1007 dated June the 22nd 1946) to embark an Italian crew.

Roma. 22 January 1947.



4  
Ministero degli Affari Esteri

12/

Pol. II

APPUNTO PER LA COMMISSIONE ALLEATA

OGGETTO: Cisterna italiana "Arcola". Restituzione.

RIFERIMENTO: Nota di codesta Commissione n. 5602/7 EC dell'11 luglio us.

Il Ministero degli Affari Esteri ha l'onore di segnalare che, secondo una comunicazione del Governo francese, le Autorità maritime di Dakar sarebbero già in contatto con le Autorità della Marina britannica in quel porto per concordare la restituzione della cisterna italiana "Arcola" non appena siano terminate le riparazioni tuttora in corso.

Il Ministero degli Affari Esteri sarà assai grato alla Commissione Alleata se vorrà sollecitare dalle competenti Autorità la restituzione del piroscafo e l'urgenza autorizzazione all'imbarco di un equipaggio italiano, autorizzazione già richiesta con memorandum 6/2529/1007 del 22 giugno 1946.

Roma, li 22/1/47.

2197

*F. S. M.*



Office of the Commander-in-Chief,  
Mediterranean Station  
8th January, 1947.

No. 72/med.47/1546/7/1.

SECRETARY OF THE ADMIRALTY.

(Copies to:-

Commander-in-Chief, South Africa.

Navy Sub-Commission, Headquarters Allied Commission,  
Rome,

Staff Officer (Intelligence), Freetown.)

ITALIAN TANKER "ARCOLA".

The Italian Ministry of Foreign Affairs has requested the return of the 6349 ton tanker "ARCOLA", now at Dakar, to Italian administration, and wish to put an Italian crew onboard.

2. The Consul-General, Dakar reports that the French Government:-

- (a) have decided not to proceed any further with negotiation for the acquisition of this ship.
- (b) request confirmation that the cost of past and future repairs will be chargeable to the British Government in accordance with the Agreement of 10th May, 1944.

3. The consul-General, Dakar further states that at the French request he is prepared to appoint a local ship's engineer to decide on the repairs necessary.

4. It is understood that this vessel is operated by the Ministry of War Transport. Disposal instructions in accordance with paragraph 1 above are requested.

*R.P. Smith* 2196

IRW 11(2)

Navy Sub-Commission
for ADMIRAL
72-1-47
RECEIVED

HEADQUARTERS ALLIED COMMISSION

A P O 794

Office of the Executive Commissioner

Ref. 5602/7/53

// July 1946

SUBJECT: Italian Tanker "ANIOLO".

TO : The Ministry of Foreign Affairs  
Rome.

With reference to your letter no 6/2529/1007 dated 22 June 46 on the above quoted subject.

It is regretted that, as no reply has been received from Freetown, the present location of the tanker, an answer cannot yet be given.

For the Chief Commissioner,

M. W. HINDS

Brigadier  
Executive Commissioner

Copy to; Navy Sub-Commission

IRN-11

2195

0524

ISC/5240  
5 July 1946

MEMORANDUM FOR THE EXECUTIVE COMMISSIONER:

Subject: Italian Tanker "ARCOLA".

References: (a) Ministry of Foreign Affairs ltr. 6/1137/516  
dated 9th March 1946.  
(b) Ministry of Foreign Affairs ltr. 6/2529/1007  
dated 22nd June 1946.

1. Reference (a) on subject tanker was referred to  
Commander-in-Chief, Mediterranean, who in turn wrote Freetown.  
To-date an answer from Freetown has not been received.

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

5 JUL 1946

IRM-11  
2194

0525

~~NAVY 6/25/46 1007~~

Sta/Di



*Ministero degli Affari Esteri*

MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: Tanker "ARCOLA". Reversion to Italian flag.

1. Reference is made to our Memorandum 6/1137/516 dated 9 March 1946.

2. The Ministry for Foreign Affairs would greatly appreciate if the question of restitution to Italian flag of the a/m tanker could be expedited. It appears that this restitution could now take place, a long time being elapsed since the cessation of hostilities.

3. Irrespective of the foregoing restitution, it would seem advisable to obtain now the reimbarcation of an Italian crew, which could take care of the ship-owner's interests, and commence the necessary repair work. A

Rome, June 22nd, 1946.

*Ec. Dist. - 2 July*

*Action - NAVY SA  
INFO - EC*

2193

ITALIAN TANKER "AROCIA".

(The Navy Sub Commission, Headquarters, Allied Commission's  
letter MSC/4938 dated 25th April, 1946.)

---

II

Med. 46/1346/7/1

DEPUTY RESIDENT NAVAL OFFICER, BERTON.

(Copy to:-

The Navy Sub Commission, Headquarters, Allied  
Commission.)

Your remarks are requested on the condition  
of the Tanker "AROCIA" and the possibility of putting an  
Italian crew on board.

2. Copies of former correspondence, M.S.C. 4739  
of 25th March, 1946; and the Commander-in-Chief,  
Mediterranean's Med. 46/1346/7/1 of 15th April, 1946, are  
attached.

*Fisher, Cazale*

BERTON,  
13th May, 1946.

for ADMIRAL 2192

0527

MSC/4938  
25 April 1946

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Commander-in-Chief, Mediterranean.  
Subject: Italian Tanker ARCOLA.  
Reference: (a) Navy Sub-Commission letter MSC/4789 of 25  
March 1946.

1. Further to Reference (a) information has been received that subject tanker is at the present time in Free-town, not in sea-going condition and employed as a depot ship.

2. The Italian Ministry of Foreign Affairs suggests the possibility of permission for an Italian crew to be placed on board.

(Sgd) G. L. WARREN

REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

TW

IRM-1000

27 APR 1946 2191



TANKER "ARCOIA".  
(The Navy Sub-Commission's Letter No. HSC/1769 of  
25th March, 1946.)

IT.

Med. 16/1346/7/A.  
THE NAVY SUB-COMMISSION, HEADQUARTERS ALLIED COMMISSION,  
ROME.

Nothing is known of the Italian tanker "ARCOIA"  
in this office.

2. It is suggested that the Italian Ministry of  
Foreign Affairs should raise the matter with the Comitato  
Italiano Petroli, who, as members of the Central Mediterranean  
Tanker Co-ordinating Committee, should be in a position to  
request the return of the ship in question.

*Peter Cozoler*

MEDITERRANEAN.  
15th April, 1946.

for ADMIRAL

2190

NSC/1789  
25 March 1946.

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Commander-in-Chief, Mediterranean.  
Subject: Tanker "ARCOLA".

1. The Navy Sub-Commission has been approached by the Ministry of Foreign Affairs, Italy, who requests the return to Italian administration of the subject tanker.

2. Information considering the possibility is respectfully requested.

G. P. MENTZ,  
CAPTAIN, NAVY,  
FOR DEAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.  
For CHIEF COMMISSIONER.

25 MAR 1946

2183



HEADQUARTERS ALLIED COMMISSION  
APO 394  
Office of the Executive Commissioner

Ref. 5602/124/EC

22 March 1946

SUBJECT: Tanker "ARCOLA"

TO : Navy Sub Commission. ✓

Reference the attached memo from the Minister of Foreign Affairs, No. 6/1137/516 of 9 March it is requested that you please take action in accordance with para 7.

Earlier correspondence on the subject has been obtained and is forwarded for your information.

For the Chief Commissioner

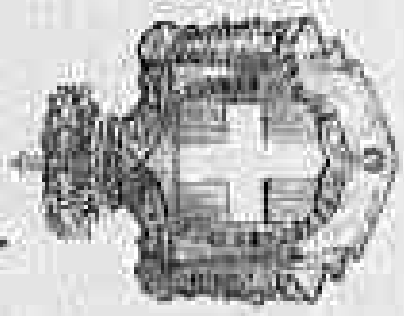
*Alan Kuisely*  
Brigadier  
Executive Commissioner

+ 371

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0531

6/1134/516



*Ministero degli Affari Esteri*

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Tanker "Arcola". Reversion to Italian flag.

1. Reference is made to Allied Commission's notes dated January 28th, 1945. P/775

2. The Allied Authorities have repeatedly given to the Italian Government formal assurances as regards the reversion to Italian flag of the tanker "Arcola" and as regards the embarkation of an Italian crew on board the vessel.

3. As the situation, following the termination of war, has changed, this Ministry deems that the moment has come for the promised reversion of the a/n vessel to the Italian flag.

4. It is, of course, understood that after restoration the vessel will continue to be at the disposal of the Allied Authorities whenever needed.

5. The a/n vessel, according to information reaching the shipowners from the Ministry of War Transport, is at the present time in Freetown. She is not in seagoing conditions and therefore employed as a depot-ship.

6. However, irrespective of the reversion of Italian flag, the embarkation of an Italian crew on board seems advisable. The sending of a skeleton crew, which will undertake the necessary repairs, seems sufficient for the time being.

7. The Ministry of Foreign Affairs should be much obliged to the Allied Commission if they would kindly interest the competent Authorities in order to obtain either the speedy restoration of the a/n vessel or, at least, the permission for an embarkation of an Italian crew on board. **A**

Rome, March 9th, 1945



MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Tanker "Arcola". Reversion to Italian flag.

1. Reference is made to Allied Commission's note dated January 23rd, 1945. P/175

2. The Allied Authorities have repeatedly given to the Italian Government formal assurances as regards the reversion to Italian flag of the tanker "Arcola" and as regards the embarkation of an Italian crew on board the vessel.

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Rome, March 9th, 1946



2187

8/10887/133

COPY

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Tanker Arcola.

1. Reference Allied Commission's Memorandum P/775 of February 28th, 1945 on the above subject.
2. Notice is taken that the British Government remain responsible to the Italian Government for the vessel.
3. The Ministry for Foreign Affairs express all their reserves as regards the handing over of the vessel to the French Navy, inasmuch as it took place without the consent of the Italian Government and appears to be at variance with the engagements taken by the British Authorities in the notes exchanged between the Italian Legation at Lisbon and the British Embassy on April 2nd, 1944 (Mem. of the Ministry for Foreign Affairs N. 8/121/53 of January 28th.).
4. The handing over of the Arcola to the French Navy is not pursuant to the Cunningham-de Courten agreements, nor to the amendment of November 9th, 1943, inasmuch as the amendment should be interpreted in connexion with the agreement of which it forms part and consistently with the spirit of this agreement and with the additional conditions of Armistice (Mem. 8/758/329 of Oct. 14th.)
5. In any case the Ministry for Foreign Affairs believe that the question of the Arcola should have been settled solely on the basis of the agreement reached through the aforesaid notes of April 2nd, 1944 (which is subsequent to the Cunningham-de Courten agreements and the successive amendment of November 9th).

Rome, 18th. April 1945

C O P Y

HEADQUARTERS ALLIED COMMISSION  
Political Section  
APC 394

Ref: P/775

28th February 1945

The Political Section of the Allied Commission presents its compliments to the Ministry of Foreign Affairs and with reference to their memorandum No. 6/582/252 of 24th February and previous correspondence regarding the Italian tanker "Arcola", has the honour to state that the appropriate authorities have given due consideration to the Italian Government's request that the above-mentioned vessel should be returned at an early date to the Italian flag. After full examination of all the elements of the case, these authorities regret that they must over-rule the objections of the Italian Government to the sub-charter of this vessel to the French Navy. It is pointed out that Italian interests are adequately safe-guarded by the agreement drawn up between the British and French authorities at Dakar at the time the sub-charter was arranged. The terms of this agreement are broadly as follows:-

- (1) The vessel remains the property of the Italian Government.
- (2) The British Government remains responsible to the Italian Government for the vessel.
- (3) The handing over of the vessel to the French Navy does not imply a transfer of property but is rather a sub-charter on bare-boat terms.
- (4) The financial terms of the sub-charter are not to be agreed until a final settlement is made between the Allied and Italian Governments on shipping questions.

2. Apart from the foregoing considerations, the Political Section understands that conditions in West Africa do not permit of the employment of an Italian crew on board the SS Arcola. The appropriate authorities therefore regret their inability to agree to the vessel's reverting at the present time to the Italian flag.

The Political Section of the Allied Commission presents its compliments to the Ministry of Foreign Affairs and with reference to their memorandum No. 5/582/252 of 24th February and previous correspondence regarding the Italian tanker "Arcola", has the honour to state that the appropriate authorities have given due consideration to the Italian Government's request that the above-mentioned vessel should be returned as an early date to the Italian flag. After full examination of all the elements of the case, these authorities regret that they must over-rule the objections of the Italian Government to the sub-charter of this vessel to the French Navy. It is pointed out that Italian interests are adequately safeguarded by the agreement drawn up between the British and French authorities at Dakar at the time the sub-charter was arranged. The terms of this agreement are broadly as follows:-

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2. Apart from the foregoing considerations, the Political Section understands that conditions in West Africa do not permit of the employment of an Italian crew on board the SS Arcola. The appropriate authorities therefore regret their inability to agree to the vessel's reverting at the present time to the Italian flag.

The Italian Ministry of Foreign Affairs,  
Palazzo Chigi,  
Rome.

6/121/58

MEMORANDUM FOR THE POLITICAL SECTION A.C."Taigete" e "Arcola".

The Ministry for Foreign Affairs make reference to their Memoranda n° 1843 of April 3rd, n° 2471 of April 27th, number 6/536/245 of September 18th and n° 6/758/329 of October 14th.

The Italian Legation in Lisbon have recently telegraphed that that British Embassy, whom they had acquainted with the Italian Government's objections to the cession of the tanker "Arcola" to the French Authorities, have communicated that they had been informed that the tanker had been sub-chartered with the consent of the Italian Government.

The British Embassy have furthermore informed that the tanker "Arcola" is being used as a depot-ship in Dakar harbour and that therefore there is no occasion for manning herewith an Italian crew, as a reduced one is more than sufficient.

The Ministry of Marine, informed of the matter, have stated that the Italian Government have never consented to the ship being sub-chartered to the French Authorities.

It may be also recalled that the reasons given by the British Authorities for their haste in embarking (without the Italian Government's consent) British crews on the tankers "Arcola" and "Taigete", both of which were then anchored in San Vincenzo de Capo Verde harbour, and in hoisting the British flag, were to be found in the necessity of utilising the ships as soon as possible and in the fear of eventual acts of sabotage, so long as they remained as anchor at the Capo Verde Isles.

On the other hand, the Ministry of Marine since last May had recruited two new Italian crews, ready to be embarked on the "Arcola" and "Taigete".

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"Taigete" e "Arcola".

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One of the crews, in fact, was placed on board the "Taigete"

P.t.c.



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that hoisted again the Italian flag, but this was not possible in the case of the "Arcola", notwithstanding the oft-repeated requests of the Ministry of Marine, owing to the difficulties made by the British to the journey to Dakar of the Italian crew.

The Allied Authorities, however, had always given the Italian Government formal assurances as regards the reimbursement on the "Arcola" of an Italian crew and the restoration of the Italian flag.

Following an exchange of Notes-Verbales (copy of which is here enclosed) between the Italian Legation and the British Embassy in Lisbon, it had been agreed upon in a meeting held in the month of April in that capital with the participation of the Italian Chargé d'Affaires in Portugal, of the British Naval Attaché and other British experts, that the "Arcola" and "Taigete" would be transferred, under British flag, from San Vincenzo Capo Verde to a west African port, where they had to remain pending the embarkation of Italian crews and the hoisting of the Italian flag and that the Allies would raise no objection as regards the journey of these crews.

Furthermore, on May 4th, Mr. Caccia assured the Ministry for Foreign Affairs that the placing of British crews on board the "Arcola" and "Taigete" and the consequent change of flag had been carried out with the sole object of enabling the ships to leave San Vincenzo Capo Verde, and that no difficulties were foreseen as regards the possibility of embarking Italian crews on the two tankers.

The Ministry for Foreign Affairs, therefore, on request of the Ministry of Marine, ben the A.C. to interest themselves in obtaining a speedy restoration of the tanker "Arcola" to the Italian flag and that no objections be raised to tour sending to Dakar an Italian crew (even if reduced, in consideration of the use to which the vessel in now put) in order to take delivery of the

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The Allied Authorities, however, had always given the Italian Government formal assurances as regards the re-embarkation on the "Arcola" of an Italian crew and the restoration of the Italian flag.

Following an exchange of Notes-Verbales (copy of which is here enclosed) between the Italian Legation and the British Embassy in Lisbon, it had been agreed upon in a meeting held in the month of April in that capital with the participation of the Italian Chargé d'Affaires in Portugal, of the British Naval Attaché and other British experts, that the "Arcola" and "Taigete" would be transferred, under British flag, from San Vincenzo Capo Verde to a west African port, where they had to remain pending the re-embarkation of Italian crews and the hoisting of the Italian flag and that the Allies would raise no objection as regards the journey of these crews.

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It is naturally understood that, after delivery, the "Arcola"

p.t.c.

- 2 -

will continue to be included in the pool of merchant ships of the United Nations, according to the Cunningham-de Courten agreements of September 1943.

The Ministry for Foreign Affairs thank the A.C. for the steps they will see fit to take in the matter.

Rome, January 9th 1945

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0541

c o p i a

6/582/252



*Ministero degli Affari Esteri*

MEMORANDUM FOR THE POLITICAL SECTION A.C.

Subject: Tanker "Arcola" -

The Ministry for Foreign Affairs, with reference to their memorandum n° 6/121/58 of January 9th, 1945, warmly request the Allied Commission to kindly advise them of the date under which the tanker "Arcola" will be returned to the Italian flag, in order to make the necessary arrangements for sending the Italian crew destined to take over and man the ship.

The Ministry for Foreign Affairs would much appreciate an early reply on the matter.

Rome, 24 February, 1945.

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COPY



6/1196/515

*Ministero degli Affari Esteri*

MEMORANDUM FOR THE POLITICAL SECTION A.C.

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Further to Memorandum n° 6/758/329 of October 14th, the Ministry for Foreign Affairs request the A.C. to interest again the competent Allied Authorities in communicating the date under which the Italian crew, according to the British undertaking in the matter, will be able to re-embark on the tanker "Arcola".

Rome, 7th December, 1944.

2182

C O P Y

M-2/Mar/

6/758/329

*Ministero degli Affari Esteri*

Petroliera "ARCOLA"

MEMORANDUM FOR THE POLITICAL SECTION A.C.

The Ministry for Foreign Affairs thanks the A.C. for the information and assurances contained in their memorandum of September 19th ult., concerning the tanker "Arcola".

In that memorandum the Political Section have seen fit to recall the amendment added on November 9th 1943 to the Agreement settled between the C. in C. Naval Allied Forces, Mediterranean, and the Italian Minister of Marine.

In this regard the Ministry of Foreign Affairs wish to point out that the Italian Government have not failed and do not fail to bear in mind that amendment which, however, they understand should be interpreted in connection with the Agreement of which it forms part and consistently with the spirit of this Agreement and with the additional Conditions of Armistice.

It is furthermore pointed out that the British Embassy in Lisbon have informed that Italian Legation, who had previously acquainted them with the instructions received in the

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matter from the Ministry of Foreign Affairs, that though they had no more competence in dealing with the question as the "Arcola" had left Portuguese waters they could confirm that no change had taken place in the Agreement concerning the use of the tankers "Arcola" and "Taigete" object of the N.V. exchanged with the Italian Legation in Lisbon on April 2nd.

In those Notes it was furthermore agreed that so as to put the two tankers immediately into use they would be manned by British crews and fly the British flag, until they could be again taken over by their Italian crews, and that the British Government would in the meantime undertake their custody.

Now, however, the British Embassy have stated that the transfer of the tankers to the French Authorities would take the form of a subcharter and would not prejudice neither the Italian rights nor the fulfilment of the agreements reached with the Italian Legation.

The Ministry for Foreign Affairs wish to state that the Italian Government cannot share that point of view, not only for the reasons already given to the A.C. but also in consideration of the fact that the subcharter is not provided for in the N.Vs. and is contrary to the British undertaking to hold in custody both the "Taigete" and the "Arcola" until they can again be manned by their Italian crews.



*Ministero degli Affari Esteri*

The Ministry for Foreign Affairs should be grateful if the A.C. would request the Allied Governments to acquaint the Italian Government with the present situation of the tanker "Arcola" and to direct that she should remain in British hands until handed over to the Italian Authorities.

Rome, October 14th 1944.

2180



C O P Y

HEADQUARTERS ALLIED CONTROL COMMISSION  
POLITICAL SECTION  
APO 394

Ref. 775

19th September, 1944.

MEMORANDUM

TO: Italian Ministry of Foreign Affairs.

Receipt is acknowledged of memorandum No. 6/536/245 of 18th September about the Italian tankers TAIGETE and ARCOLA, and enquiries in the sense desired are being addressed to the appropriate authorities in the case of the ARCOLA.

At the same time, there is one phrase in the memorandum which, if left without comment, might lead to subsequent misunderstanding. In the penultimate paragraph it is stated that if the ARCOLA were handed over to the French authorities it would be contrary "to the agreements reached between the Italian Government and the Allied Governments concerning the Italian Merchant Navy." As to that, it will be recalled that in an amendment of 9th November, 1943 the following phrase was added to the preamble of the agreement between the Naval Commander-in-Chief, Mediterranean, Allied Forces and the Royal Italian Minister of Marine:-

"It is understood and agreed that the provisions of this agreement as to immediate employment and disposition of Italian warships and merchant ships do not affect the right of United Nations to make such other dispositions of any or all Italian ships as they may think fit. Their decisions in this respect will be notified to the Italian Government from time to time."

Ref. 775

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2179

H. A. CACCIA  
Vice-President, Political Section

C O P Y18/2/44  
M/2/Mar.

6/536/245

UFFICIO COLLEGAMENTO A.A.

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION  
POLITICAL SECTION.

The Allied Control Commission is aware that last April the Italian Chargé d'Affaires at Lisbon complied with the repeated requests from the British Embassy concerning the temporary handing over to the British Navy of the two Italian tankers "Arcola" and "Taigete", anchored in the port of Saint Vincent of Cape Verde.

The British request was based on the fact that, it having become necessary to disembark the crews of the two tankers owing to their political dissidence and not being possible to await the arrival of new Italian crews, it was urgent that they be temporarily manned with British crews and, therefore, that they should fly the British flag.

The Italian Chargé d'Affaires in Lisbon agreed with the British Embassy as follows :

- a) The two tankers to be handed over to the British Consul at Saint Vincent of Cape Verde.
- b) The two tankers to be manned with British crews with consequent change of flag. This however was not imply any change of ownership.
- c) The tankers were to be used for traffic along the coast of West Africa.
- d) The British Authorities would undertake, as soon, as possible, to re-embark Italian crews and to fly the Italian flag

Furthermore, in reply to the Memorandum of the Ministry of Foreign Affairs on the subject (n. 2471, dated 27th April last) Mr. Caccia stated under date 4th May that :

- 1) The embarkation of British crews and the change of flag had taken place exclusively owing to the great urgency in using the two tankers.
- 2) This would not in anyway prejudice the right of ownership of the vessels.
- 3) There was no British objection to the arrival of Italian crews in substitution of the British crews and consequently to the vessels flying again the Italian flag.

POLITICAL SECTION.

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Meanwhile the two tankers were handed over to the British Consul at Saint Vincent of Cape Verde on April 13th, 1944, and with a British crew and, flying the British flag, they left a few days after for Dakar.

Whilst the "Taigete" has already disembarked the British crew and re-embarked the Italian crew, the same has not as yet been possible in respect of the "Arcola". The Italian Ministry of the Navy has already, some time ago, approached the competent British Authorities on the matter.

However, according to information recently received from the Italian Legation in Lisbon, it would appear that the British Ministry of War Transport intends handing over the "Arcola" to the French Authorities. This is shown by the enclosed copy of survey effected at Dakar on May 4th last.

The handing over of the vessel in question would be an absolutely arbitrary action and contrary not only to the agreements reached between the Italian Government and the Allied Governments concerning the Italian Merchant Navy, but also to the precise obligations undertaken by the British Government in respect of the "Arcola" and "Taigete".

The Ministru for Foreign Affairs would be obliged if the Allied Control Commission, Political Section, would kindly cause enquiries to be made on the matter. At the same time it would be appreciated if the "Arcola" were to be left at the disposal of the British Navy and if the arrival of the Italian crew to substitute the British could be expedited as much as possible.

An acknowledgment will be much appreciated.

Rome, 18th September, 1944.

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