

ACC

10000/135/659

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SEAPLANE BASES
MAY 1946 - AUG. 1947

51

which report to the U.S.S.R. meteorological organization at Moscow. Third, the head of the Italian meteorological services stated at that in accordance with U.S.S.R. the I.M.O. will maintain full meteorological briefing facilities at Augusta so long as it remains a customer base.

Christina

[illegible]

24- June, 1947.

NUMBER 2

MINUTE OF MEETING CONCERNING THE TALKING OVER
OF MARINE BETWEEN THE BATHING B.C.A.C.

On the 13th May 1946 a conference took place in the Allied Commission. It was attended by the A.S.S.C., B.C.A.C. and Italian Navy representatives. The Italian Air Force was not represented since August was not then and has never since been of concern for them. Preliminary arrangements were made with regard to taking over of accommodation and premises at Torre Vesuvia by B.C.A.C. (Enclosure 107A on file 1000/47 Air part 1).

A further conference was held at the Allied Commission on the 5th July 1946 attended by representatives of the Navy Sub Commission, A.S.S.C., B.C.A.C. and Italian Ministry of Marine. At this meeting the following matters were discussed: demarcation of the B.C.A.C. camp site, fencing to divide the British and Italian camps, use of gantry cranes on the ship way apron, location of V.I. station and use of the Italian Naval V.I. station at Punta Santa Croce; use of furniture, navigation instructions on lighting area, installation of wind sock, tanka courts and other small houses, repairs to break water and finally meteorological services.

All these points were discussed in detail at the meeting and the minutes are at enclosure 192 on 17/4/47. All the points agreed upon were then summarised in a form of written agreement which was stated by A.S.S.C., B.C.A.C. and Italian Navy. It was agreed at this time that all parties should consider themselves bound by this document until such time as a full commercial agreement was negotiated between the 2 Governments. Copy of this agreement is at enclosure 203B on the 4/7/47.

On the 18th September 1946 Mr. Lloyd Evans, the A.S.S.C. Liaison Officer Interim at Augusta, wrote to the Italian Navy at Augusta and stated that since the A.S.S.C. had left (the 1st August 1946) all requisitioning hours had been transferred to him with effect from 27th September 1946. He stated that the Torre Vesuvia camp would remain requisitioned until transferred by agreement between the Italian Foreign Office and the British Embassy. Minlac stated that all existing services e.g. light and power should continue to be supplied free of charge. The Italian Navy were not in complete agreement with the contention of Mr. Lloyd Evans and wrote to the Navy Sub Commission on the 17th November 1946 enclosing Mr. E. Lewis letter, and requested that he was using more services than had been awarded him by A.S.S.C. Minlac (Enclosure 75 on file 17/4/47 part 2 column). 6

The Italian Ministry of Marine replied by quoting Mr. Evans letter of the A.S.S.C. The Liaison Officer stated that Mr. Lloyd Evans was only to come and to sign the requisitioning formalities on behalf of the A.S.S.C. and was not entitled to take over any requisitioning powers, the services were rented to B.C.A.C. by the Italian Ministry of Marine in accordance with the written agreement above.

10/4/47

E.O. 1.3. and Italian Ministry of Marine. At this meeting the following matters were discussed: demarcation of the E.O. 1.3. camp site, planning to divide the British and Italian camps, use of quarry on the site, my soon, location of W.I. station and use of the Italian Naval W.I. station at Punta Santa Croce; use of furniture, navigation instructions on adjoining area, installation of wind sock, bands, charts and other small houses, access to fresh water and family meteorological services.

All these points were discussed in detail at the meeting and the minutes are at enclosure 192 on 17/12. All the points agreed upon were then summarized in a form of written agreement which was signed by E.O. 1.3., A.P. 1.3., E.O. 1.3. and Italian Navy. It was agreed at this time that all parties should consider themselves bound by this document until such time as a full commercial agreement was negotiated between the 2 governments. Copy of this agreement is at enclosure 200E on the 17/12.

On the 18th September 1946 Mr. Lloyd Evans, the E.O. 1.3. station super intendant at Augusta, wrote to the Italian Navy at Augusta and stated that since the E.O. 1.3. had left (the 1st August 1946) all requisition papers had been transferred to him with effect from 22nd September 1946. He stated that the Force would remain some 2000 men until terminated by agreement between the Italian foreign office and the British Ministry. He also stated that all existing services e.g. light and power should continue to be supplied even of change. The Italian Navy were not in complete agreement with the continuation of Mr. Lloyd Evans and wrote to the Navy Sub Commission on the 17th November 1946 enclosing Mr. L. Evans letter, and suggested that no more money should be paid to him as presented him by A.P. 1.3. (enclosure 73 on file 17/12 part 2 sub 1).

The Italian Ministry of Marine replied by getting Mr. Salber of the A.P. 1.3. The latter affirmed that Mr. Lloyd Evans was only empowered to sign the requisition formalities on behalf of the A.P. 1.3. and was not entitled to take over any requisition papers, the premises were rented to E.O. 1.3. by the Italian Ministry of Marine in accordance with the written agreement mentioned above.

The Ministry of Marine asked for a confirmation of their contentions and after consultations between the E.O. 1.3. and the Navy Sub Commission the letter at enclosure 124 on file 47/12 above was written. This was next made with the Italian Navy on the 18th July 1946.

I have also had a conversation with Captain Blackmore, Navy Branch of A.P. 1.3., Mr. Porter and Mr. May from the British Embassy. All three told me that the tenancy of Augusta complex base rests in the agreement made on the 19th July 1946 but that a meeting has recently taken place between Mr. Leonard and Mr. Lloyd Evans of E.O. 1.3. and Captain Blackmore of the Italian Ministry of Marine at which it was agreed to enter into a new lease for a fixed term of years. A draft has been drawn up by E.O. 1.3. on the advice of Sir John Corbett.

47/12/46 5334

BRITISH OVERSEAS AIRWAYS CORPORATION

TELEGRAMS: "FLYING" TELEX, LONDON
TELEPHONE: MAYFAIR 4011
TELEX: VICTORIA 3126

STRATTON HOUSE,
PICCADILLY,
LONDON, W.1.

AG-1420

13A

25th August, 1947

Dear Air Commodore,

Augusta Flyingboat Base

Thank you very much for your letter,
ref: AFH/47/Air, of the 11th August. We are
now endeavouring to obtain confirmation of the
present met. arrangements direct from the
Italian Ministry of Defence.

Thank you very much for your offices in this matter.

Yours sincerely,

Forward

Air Commodore A.C. Bishop, CBE, AFC,
Allied Force Headquarters,
Air Forces Branch,
APO 794

*w/c Greece**To see - John*

8/10

(127)

FROM: AIR COMMODORE A.G. BISHOP, C.B.E., A.F.C.

ALLIED FORCE HEADQUARTERS,

AIR FORCE BRANCH,

APO 794.

14th August, 1947.

AFB/47/Air.

Dear

Augusta Flying Boat Base.

11A
Your letter number AG.1313 dated 28th July, 1947.

2. I hope we are not wrong but here we do think it likely that you will obtain confirmation from the Italian Air Force of the present Met. arrangements being continued on the same basis. We feel that this confirmation is better obtained by you than through us and suggest that you write to the Ministry of Defence (Air) for the Director of Civil Aviation.

Yours sincerely,



Mr. J.C.E. Inard,
British Overseas Airways Corporation,
Stratton House.

11A

Your letter number AG.1313 dated 28th July, 1947.

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Yours sincerely,



Mr. J.C.E. Luard,
British Overseas Airways Corporation,
Stratton House,
Piccadilly,
LONDON, W.1.

3630

1643

1644

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

785017

BRITISH OVERSEAS AIRWAYS CORPORATION

STRATTON HOUSE, PICCADILLY, LONDON, W.1

Phone: MAYfair 6611 Telex, VICToria 3126 Telegrams: 'Flying' Telex, London

B.O.A.C.

11A

AG.133

28th July, 1947

Dear Air Commodore,

Augusta Flying Boat Base

-8A

AFB/47/Air.

Thank you for your letter of the 24th July, reference

If you think that we are likely to obtain confirmation of the present mat. arrangements from the Italian Air Force we would be quite prepared to continue on the same basis. The reason for our proposal to regularise the matter was really that we understand the Peace Treaty is likely to be ratified in due course and then we shall not be in quite such a favourable position to bargain for what we require. Under the present circumstances do you consider that the proper approach would be to ask you to confirm the existing arrangements or that we should make representations ourselves? I thought from the conversation we had when I was in Rome that you thought it would probably be better to do it through you; if this is so we shall be most grateful for any help you can give us.

/With reference to your

5329

With reference to your last paragraph we are being very firm regarding landing fees, both as regards the lease and in the contract for the use of the Harbour for flying boat operations.

Yours sincerely,

Paul Ward

Air Commodore A.G. Bishop,
O.B.E., A.F.C.,
Allied Force Headquarters,
Air Forces Branch,
APO 724,
Rome.

ALLIED FORCE HEADQUARTERS,
AIR FORCES BRANCH,
A P O 794.

10 A.

29th July, 1947.

AFB/47/Air.

Sir,

Taranto Seaplane Base.

I have the honour to refer to your signal AF 4385 dated 7th July, 1947, and to this Headquarters signal A 406 dated 11th July, 1947, concerning the use of Taranto Seaplane Base as a diversion by aircraft of B.O.A.C.

2. A formal notification has now been received from the Italian Air Ministry to the fact that they have no objection to this Base being used by B.O.A.C. as a diversion. The existing characteristics and facilities at Taranto are as follows: -

- a) The landing base can be used by seaplanes of any type.
- b) The measurements useful for landing are: -
North - South 1950 meters. East - West 3530 meters.
South - West - North - East 5000 meters.
North - East - South West 2730 meters.
North West - South East 1755 meters.
- c) The following equipment is on the airport:
Wind sleeve. Control Tower. Landing Signals. Light (Chance Light).
Red Lamps marking obstacles and intermitted lights on the airfield buildings.
- d) There are hangars of the following measurements:
100x56x9 meters; 52x33x7 meters; 50x30x8 meters; 66x22x6,50 meters;
100x50x12 meters.
- e) Flying Control and RT on 640 Kcs.
- f) An Italian repair organisation.

I have the honour to be,
Sir,

Your obedient servant,



C.M.M. GREGGIE, W/Odr,
for Air Commodore,
Director, AFB, AFHQ.

The Under Secretary of State for Air,
Air Ministry,
Whitehall,
LONDON, S.W.1.

8328

From : Ministry of Defence, Italian Air Force.
 To : A.F.B. A.F.H.Q.
 Date : 23 July, 1947.
 Ref : 105135/OP/14/D/1090/Coll.

9A
(T)

SEAPLANE BASE AT TARANTO

— 10 ?

- 1) With reference to letter AFB/47/AIR dated 14th, July, 1947.
- 2) The Italian Air Force General Staff has no objection to the the B.O.A.C. using the Taranto seaplane landing place.
- 3) The characteristics and facilities of the landing place are as follows:-

- a) The landing basin can be used by seaplanes of any type
- b) The measurements useful for landing are:-
 - North - South 1950 meters. East - West 3530 meters.
 - South - West - North - East 5000 metres
 - North - East - South West 2730
 - North West - South East 1755.
- c) The following equipment is on the airport.
 - Wind sleeve. Control Tower. Landing Signals. Light (Chance Light. Red lamps marking obstacles and intermitted lights on the airfield buildings. Airsections for S.R.A.M. and S.A.T.A.
- d) There is also hangars of the following measurements:-
 - 100X56X19 meters 52X33X7 meters
 - 50X30X8 meters 66X22X6 meters (66X22X6, 50)
 - 100X50X12 meters

2) The Italian Air Force General Staff has no objection to the the B.O.A.C. using the Taranto seaplane landing place.

3) The characteristics and facilities of the landing place are as follows:-

- a) The landing basin can be used by seaplanes of any type
- b) The measurements useful for landing are:-

North - South 1950 meters. East - West 3530 meters.
South - West - North - East 5000 metres
North - East - South West 2730
North West - South East 1755.

- c) The following equipment is on the airport.

Wind sleeve. Control Tower. Landing Signals. Light (Chance Light. Red lamps marking obstacles and intermitted lights on the airfield buildings. Airsections for S.R.A.M. and S.A.T.A.

- d) There is also hangars of the following measurements:-

100X56X9 meters	52X33X7 meters
50X30X8 meters	66X22X6 meters (66x22x6,50)
100X50X12 meters	

Under Chief of General Staff.

5327

3529 28/7

4 Y / 1717

REPUBBLICA ITALIANA

Ministero della Difesa - Aeronautica

STATO MINISTERO AERONAUTICA

1. SERVIZIO

1. Servizio Operativo - Addestramento

Disposizione

105135/1090- Coll.

A. F. S. S.

tramite ufficio di COLLEGAMENTO

= R C M A =

Proposta al p. del 24. 9A

OGGETTO: base Idrovolanti di Taranto.-

- 1) Si fa riferimento al foglio AFB/47/Air. del 14 luglio 1947.
- 2) Lo Stato Maggiore dell'A.M. non ha nulla in contrario che la Società B.O.A.C. usi l'Idrosca= lo di Taranto come base facoltativa.
- 3) Le caratteristiche e le attrezzature di detto Idroscalo sono le seguenti:
 - a) Il bacino consente l'ammarraggio di apparec= chi di qualunque tipo.
 - b) Le dimensioni utili per l'ammarraggio sono:

da Nord a Sud m. 1950	da N-E a S-O m. 2730
da Est a Ovest " 3530	da N-O a S-E " 1755
da S-O a N-E " 5000	
 - c) Esistono: manica a vento, torre controllo, quadro segnalati, sentiero e ponte luminosi (inef= ficienti), boe luminose nello specchio d'acqua, fanali rossi e luci intermittenti sui fabbricati

Il presente foglio non deve essere ristampato o modificato senza autorizzazione del Ministero della Difesa

SECRETATO AERONAUTICA S. E. A. M. S. I. T. A.

OGGETTO: base idrovolanti di Taranto.-

- 1) Si fa riferimento al foglio ARE/47/Air. del 14 luglio 1947.
- 2) Lo Stato Maggiore dell'A.M. non ha nulla in contrario che la Società B.O.A.C. usi l'idroscalo di Taranto come base facoltativa.
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 - a) Il bacino consente l'ammarraggio di apparecchi di qualunque tipo.
 - b) Le dimensioni utili per l'ammarraggio sono:

da Nord a Sud m. 1950	da N-E a S-O m. 2730
da Est a Ovest " 3530	da N-O a S-E " 1755
da S-O a N-E " 5000	
 - c) Esistono: manica a vento, torre controllo, *(Landingside)* quadrato segnali, *Landingside* sentiero e ponte luminosi (inefficiienti), *Landingside* boe luminose nello specchio d'acqua, *Landingside* fanali rossi e luci intermittenti sui fabbricati aeroportuali, S.R.A.M., S.A.T.A.-
 - d) Esistono aviorimesse di m. 100x56x9; m. 52x33x7; m. 50x30x8; m. 66x22x6, 50; m. 100x50x12.-



d'ordine

5526

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81

FROM: AIR COMMOORE A.G. BISHOP, C.B.E., A.F.C.

ALLIED FORCE HEADQUARTERS,

AIR FORCE'S BRANCH,

A P O 794.

24th July, 1947.

AFB/47/Air.

Dear

Augusta Flying Boat Base.

Thank you for your letter of 15th July.

2. Soon after you left Rome I enquired about Met. Services at Augusta and was informed that as long as Augusta was a Customs Airport so long would the service be continued.

3. My feeling is that the Italian Air Force are quite happy about the present arrangement. For this reason I would suggest that you merely ask for confirmation (if you feel it desirable) that the service will be maintained under present arrangements leaving it to them, if they so wish, to raise the question of finance. (If they do then your alternative is a sound and reasonable offer, i.e. a flat monthly rate). We have always found it a mistake to initiate a financial question as it puts ideas onto their heads.

4. I suppose the idea of letting sleeping dogs lie is rather an untidy one for a business corporation but nevertheless that is what we are inclined to advocate.

5. About landing fees. I presume you will get this question settled in the terms of the lease. If you don't then a future D.C.A. is bound to raise the question and cause trouble at some time or another.

Best Wishes,

Yours sincerely,

81

1 6 5 2

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5. About landing fees. I presume you will get this question settled in the terms of the lease. If you don't then a future D.C.A. is bound to raise the question and cause trouble at some time or another.

Best Wishes,

Yours sincerely,



Mr. J.C.E. Luard,
British Overseas Airways Corporation,
Stratton House,
Piccadilly,
LONDON, W.1.

5020

1653

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

785017

BRITISH OVERSEAS AIRWAYS CORPORATION

STRATTON HOUSE, PICCADILLY, LONDON, W.1

Phone: MAYfair 6611 Telex, VICToria 3126 Telegrams: 'Flying' Telex, London



AG-1275

15th July, 1947

Dear Air Commodore,

Augusta Flying Boat Base

We are now submitting draft lease and Heads of Agreement for the use of Augusta Base by this Corporation to Sir John Serrao, our legal adviser in Rome, who is to complete the negotiations with the Italian Authorities.

As you will remember, while I was in Rome I spoke to you about the question of meteorological services. The present position is that the Italian Air Force maintain 1 forecaster, 2 assistants and 9 clerks at the Augusta Base and we estimate that their pay is roughly the equivalent of £75 per month. Our contribution is to provide accommodation and food for them free of cost which probably amounts roughly to the same figure.

We require to maintain the existing service and, presumably, the same staff will be necessary. This staff, of course, obtain information from other I.A.F. meteorological stations and, therefore, any fee that we pay must take this into account. Normally, meteorological services are included in an overall landing fee but in this case we are resisting any payment of a landing fee as, in fact,

3324

-continued-

- 2 -

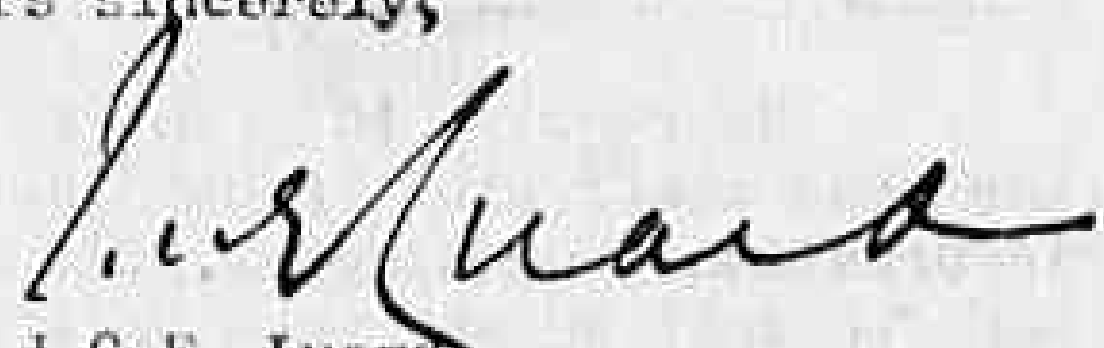
we have to provide and maintain all the facilities usually covered by such a fee, except meteorological.

Perhaps you can advise us what fee might be reasonable for the meteorological services only and obtain the I.A.F.'s views on the matter. The fee might be based on the number of services that we run, but perhaps this is not strictly fair as the forecasting station is maintained solely for our own use. Alternatively, we would be agreeable to a reasonable overall fee for meteorological services from which we would deduct an agreed figure for housing and feeding of their staff. For instance, if we offered, say, £100 per month as a fee, we would then deduct, say, £70 per month for food and lodging. Perhaps you would be good enough to advise us what you consider would be a reasonable arrangement.

For your convenience, any letters can be forwarded through the Manager, B.E.A. Administrative Offices, Piazza S. Bernardo, 15, Rome, in our own mail bag.

Yours sincerely,

Air Commodore A.C. Bishop,
O.B.E., A.F.C.,
British Embassy,
Rome


J.C.E. Luero

16551

785017

From : Air Forces Branch,
Allied Force Headquarters.
To : Italian Air Ministry.
Date : 10th July, 1947.
Ref : AFB/47/Air.

TARANTO SEAPLANE BASE

Further to our letter of even reference dated 10th July 1947,
subject as above, you are requested to give this matter your early con-
sideration and notify this office of your decision.

Chubb

for C.M.B. CHUBB, W/OCT.
Air Commodore,
Director, AFB, AMHQ.

5323

From : Air Forces Branch,
Allied Force Headquarters.

To : Italian Air Ministry.

Date : 10th July, 1947.

Ref : AFB/47/Air.

Ext. 546.

TARANTO SEAPLANE BASE

Information has been received from A.F.M.Q. that British Overseas Airways Corporation wish in the near future to carry out a survey flight with a Solent Class flying boat in order to test the emergency alighting facilities at Taranto seaplane base.

2. The exact date and particulars of the flight are not yet known but we will notify to you at least three days in advance.

3. The B.O.A.C. who are at present using the base at Augusta are contemplating using Taranto as an alternative base. They will require the minimum facilities.

4. It is requested therefore that you forward to this office as soon as possible information as to whether your Ministry has any objection to the use by B.O.A.C. of Taranto seaplane base as a diversion. You are also requested to notify to this office full particulars as to the existing facilities at Taranto.

Chubb
C.M.M. GIBSON, W/Car.
for Air Commodore
Director, AFB, AFHQ.

5522

for
D.D.
7/21/47

AIR FORCES BRANCH, ALLIED FORCE HEADQUARTERS.

AIR MINISTRY, LONDON.

UNCLES

A 506 (.)

YOUR AP 4385 of 7/7 (.) ITALIAN AIR FORCE HAVE MADE PROVISIONAL AGREEMENT FOR
THE USE ~~BY~~ BOAC OF TARANTO SEAPLANE BASE AS A DIVERSION (.) FULL DETAILS OF
FACILITIES WILL BE NOTIFIED LATER (.) BASE IS IN USE BY THE I.A.F. FOR NORMAL
DAY FLYING TRAINING AND AIR SEA RESCUE EXERCISES (.) FACILITIES EXIST FOR
REFUELLING AND REPAIRS (.)

AFB/47/Air

ROUTINE

AIR I

457M
C/M GREECE W/Cdr.

5021
A.O. MERRIEN, F/O

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

785017

JJRL V JJJJ NR 3 R40/07

FROM AFHQ 071103B

TO AIR FORCES BRANCH AFHQ ROME GR110

(3)
7189

REF NO. C18159 UNCLASSIFIED PD PARA ONE PD FOLLOWING RECEIVED FROM
 AIR MINISTRY LONDON PD QUOTE PD BAKER OBOE ABLE CHARLIE WISH IN THE
 NEAR FUTURE TO CARRY OUT A RPT ABLE SURVEY FLIGHT WITH A FLYING BOAT
 TO TEST EMERGENCY ALIGHTING FACILITIES AT TARANTO PD PARA PD ACTUAL
 DATE OF FLIGHT IS NOT SETTLED BUT WE HOPE TO GIVE THREE CLEAR DAYS
 NOTICE PD PARA PD WE WOULD BE GLAD IF YOU WOULD TAKE THE NECESSARY
 STEPS TO NOTIFY THE ITALIAN AUTHORITIES ON THE ASSUMPTION THAT THEY
 WILL RAISE NO OBJECTION PD THE FLYING BOAT WILL PROBABLY BE A RPT
 ABLE SOLENT AND REGISTRATION MARKINGS WILL BE NOTIFIED ALONG WITH
 THE DATE OF FLIGHT PD UNQUOTE PD PARA TWO PD PLEASE NOTIFY ITALIAN
 AUTHORITIES ACCORDINGLY PD PARA THREE PD PLEASE PASS ~~GRPX~~ COPY TO
 FOX OBOE LOVE ITEM

RECD, 13:10

JM

Chitib.
9/7

Cof passed to F.O.L.I.

Seen by A. Harris

5520

1659

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

785017

(42) LRGF V HENK NR T 64/97 IMMEDIATE
 FROM AM LONDON 071135Z
 TO AFCE AFHQ ROME
 BT

7200

(2)

No traces.
 AP4385 7/7 U/C. REFERENCE BY AP4366 4TH JULY. PROBABILITY
 THAT SURVEY FLIGHT WILL BE ~~DE~~ DELAYED. MEANWHILE BOAC WISH TO
 HAVE TARANTO AS ALTERNATE ON FLYING BOAT ROUTE THROUGH AUGUSTA.
 GRATEFUL YOU OBTAIN CLEARANCE FROM ITALIAN AUTHORITIES FOR USE
 OF TARANTO AS A DIVERSION. MINIMUM FACILITIES REQUIRED. PLEASE
 FORWARD DETAILS OF FACILITIES WHICH WILL BE ~~BE~~
~~BE~~ AVAILABLE

BT 071135Z

SENT TO DE K

RD NR 42 AT 1640 DB AR X

Chihib.
 9/7.

AGOS.
 7/7. 38.
 42/100.

5519

NAVAL MESSAGE

FROM

TO AIR H.Q. MALTA (R) I.A.F.B. AMHQ, BRAC AUGUSTA, F.C. MALTA. FROM F.O.L.I.

Unclassified.

Your 14 2047Z May and 06 1040Z June and my 19 1725Z May. Italian naval authorities report that boat was salvaged by Italian fishermen when about to run aground near Cape Negro di Avola and towed to Syracuse where it is now in the custody of the Harbor Officer.

2. Amount of claim for salvage is still being determined by Italian authorities, who it is understood intend to hold boat until the claim has been accepted.

3. Request further communications be addressed to F.O.L.I. as authority over Allied Sub-Commission does not exist.

4. F.O.M. is requested to pass to Air H.Q. Malta.

10443/Jun

REF: (1). Lifboat stolen.

(2). MLI requesting cooperation of Italian Ministry of Defence (Navy).

(3). Request reply regarding recovery of lifboat.

DIST: O-6, 10, 11, 12. 2 H/M I.A.F.B., A.F.H.Q.

PRELIMINARY PHONE.

F/L

T.O.D. A.M. 15th

1947

13/6/47.

San
Chaplin
10/7

