

785016

ACC

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DEATH OF J. BLACK, WRITER
OCT. 1946 - JAN. 1947

224974 Wt. 30147/D8071 15,000,000 11/44 11F 51-5349

S. 1320d.
(Established—May, 1930)
(Revised—June, 1944)

ADMT: (R) CINC MED (A) CINC MED(M) FOM

ST: AUSTELL BAY.

IMMEDIATE, RESTRICTED.

MY 201650.

J. Black Writer P/MX 724753 of St: Angelo (Rome) was killed in Savona docks P.M. today Sunday.

(2) Lorry carrying headstone for late Capt: Hamilton's grave failed to stop at dock entrance and custom officials fired (?) two shots.

(3) No outbreak occurred and no further incident expected.

(4) It is hoped to transport headstone to Allassio tomorrow Monday.

.....201715A/00t.....

Dist: C-4 10 11 14 Log.

Ref: Death of Writer Black.

C&W

CODE

TOR A.M. 21st:

RF

5167

Ch. Commr.

The attached reports are submitted for information.

31-10-46
Ex 416.

E. J. Dye. Col.

E.C.

Should not report go to G-5 Olin-C Med

Wes
cc

1/10/46

Public Safety Division.

I presume Navy S/C are taking any action necessary with C-in-C Med. Please check.

I do not think it necessary to send report to G-5.

Please ensure in future that files are not minuted direct to CC but to EC in cases of this nature.

2 Nov 46.

M. Carr
M. CARR,
Brigadier,
Exco. Comm.

[Signature]

Minute 4.

19 Nov. 46.

TO : Ex. Commissioner

Precise instructions emanating from A.T.H.Q. (their letter AG. 383.5. C-2, of 2 November 1945 refers) regarding Italian Police firing at Allied personnel, were issued through the Minister of the Interior and the Commanding General CC. IV. to all Italian Police Agencies in November 1945. These instructions were detailed and specific, and there does not appear to be any necessity to re-iterate them in view of what has happened in this present case.

It is suggested the Italian Authorities be asked to inform this Headquarters of the result of the projected Court Martial proceedings against the land Excise Guard GIUSEPPE GIUSEPPE in order that the Flag Liaison Officer Italy, may be informed accordingly.

Te. Ext. 416.

E. J. Carr
L. F. Carr
Director P. S. Div.

Minute No. 5

TO: Director of Public Safety Division.

21st November, 1946

1. The following action should be taken in this case:-
 - (a) Ask the Italian authorities for the result of the Court Martial as suggested in Minute 4.
 - (b) Draw the attention of the Italian Government to the instructions issued in November 1945, and suggest to them that they should consider drawing attention to all authorities concerned to these instructions.
2. Send to AFHQ G-5 a brief report on the case, together with a copy of the finding at 8C and the following page ~~of the report~~ *but less any enclosures.*
We should also inform AFHQ G-5 of the action taken in 1 above.

M. Carr
M. CARR, Brigadier.

Minute No. 5

21st November, 1946

TO: Director of Public Safety Division.

1. The following action should be taken in this case:-
- (a) Ask the Italian authorities for the result of the Court Martial as suggested in Minute 4.
 - (b) Draw the attention of the Italian Government to the instructions issued in November 1945, and suggest to them that they should consider drawing attention to all authorities concerned to these instructions.
2. Send to AFHQ G-5 a brief report on the case, together with a copy of the finding at BC and the following page ~~of the report~~ *but let any envelope.*
We should also inform AFHQ G-5 of the action taken in 1 above.

*M. Carr*M. CARR, Brigadier.
Executive Commissioner.5210

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

file A
20

SUBJECT: Death of Writer Black.

FILE No. AG/44397/PS

TO : Navy Sub-Commission.

30 January 1947

Information has now been received from the Procura Militare that all the papers in this case were sent on the 12th December to the Ministry of Grace and Justice for authorization to proceed according to art. 16 C.P.F.

A letter has therefore been sent from the Commission to the Ministry stating that this case is of urgent interest to the Allies and asking for information as to when it is likely to be brought to trial.

H. L. W. W. W.
E. J. BYE, Colonel
Director, Public Safety
Division.

5242

FGG/ae

file 1947

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14397/PS

30 January 1947

SUBJECT : Trial of Gregorio Giuseppe.

TO : The Ministry of Grace and Justice.

1. Enclosed herewith is a copy of a letter received by this Commission from the Procura Generale Militare regarding the case against a Finance Guard Gregorio Giuseppe.

2. Higher Allied Authorities are most anxious to be informed as to the outcome of this case and it would be appreciated if you could please furnish some indication as to when this case will be brought to trial.

FOR THE CHIEF COMMISSIONER,

H. Luen
E. J. BYE, Colonel
Director.

FEG/ae

1 encl. : N. 217 P.G. dated 25 Jan.

524

18A

PROCURA GENERALE MILITARE
at the Tribunale Supremo Militare

N. 217 P.G.

17A
28 JAN 1947

Rome, 25 Jan. 1947

Ref. AC/14397/PS of the 16.1.1947

SUBJECT : G.F.T. GREGORIO GIUSEPPE

TO ALLIED COMMISSION - Public Safety S/C
R o m e

All the documents regarding the trial of
Gregorio Giuseppe have been transmitted on the 12 Dec.
1946, to the Ministry of Grace and Justice for an eventual
authorization to proceed according to art. 16 C.P.P.

We reserve further communications.

THE PROCURATORE GENERALE MILITARE

U. Borsari

MJ/

5240

PROCURA GENERALE MILITARE

PRESSO IL

TRIBUNALE SUPREMO MILITARE

N.

Prov.

Roma, li

gennaio

1947

Risposta al foglio del AC/14397/P.S. del 16.1.1947

STAMPERIA REALE DI ROMA

Oggetto: G.F.T. Gregorio Giuseppe.

ALLA COMMISSIONE ALLEATA

Div. Pubblica Sicurezza APO 794

= ROMA =

Gli atti processuali a carico della guardia di Finanza Gregorio Giuseppe sono stati trasmessi in data 12 dicembre 1946 al Ministero di Grazia e Giustizia per l'eventuale autorizzazione a procedere ai termini dell'art. 16 C.P.P.

Si fa riserva di ulteriori comunicazioni.

IL PROCURATORE GENERALE MILITARE

(U. Borsari)

M. D. 5239

17A

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14397/PS

16 January 1947

SUBJECT: Charge against G.F.T. GREGORIO Giuseppe

TO : Procura Generale Militare,
Tribunale Militare Supremo,
Roma.

16A

1. A communication has been received from the Territorial Legion of the GG.FF, Genoa, that the case against the above-named in connection with the death of a British Naval Rating at Savona on the 20th Oct. 1946 has been passed to you for action.
2. May this Commission be informed pleased of the result of the proceedings against Gregorio.
3. In view of inquiries from Higher Authorities it would be appreciated if this matter could be treated as urgent.

FOR THE CHIEF COMMISSIONER:

5238

E. J. BYE, Colonel
Director
Public Safety Division

EJB/r1k

(1°) TERRITORIAL LEGION
GG.FF. of the Superba

Command Office

16 JAN 1947
W

Genoa 11th Jan. 1947

N. 1641/1.B.

Ref. AC/14397/PS of 6/1/947

15A

TO ALLIED COMMISSION
Public Safety S/C
Rome

With reference to AC/14397/PS note of the 6th inst., we communicate that ~~as~~ the Procuratore Militare of the Tribunale of La Spezia, has recognized his own incompetency in the penal proceeding against the GG.FF. Gregorio Giuseppe thus he has ~~for~~ transmitted the regarding acts to the Procura Generale Militare in Rome for the consequent decisions of competence of the Ministry of Grace and Justice.

If your Commission thinks it opportune to urge the course of the said proceedings, please forward the solicitations directly to the Procura Generale Militare at the Tribunale Militare Supremo in Rome.

THE COMMANDER COL.
G.Montella

5237

MJ/

1710

785016

Ind. e Safety
Genova, add 11 GEN 1949

(1°) LEGIONE TERRITORIALE

DELLA

R. GUARDIA DI FINANZA
della SUPERBA

Ufficio Comando

Quartiere Generale

AI

Commissione Alleata

= ROMA =

1641/1.B.

Allegati N.

Risposta alla nota N. A/C.14397 PS del 6/1/949

Cat.

Tit.

Fasc.

MIAG - GENOVA

Oggetto: Denuncia contro il finanziere Gregorio Giuseppe.

In relazione alla lettera di Codesta Commissione n. AC.14397 PS. del 6 c.m., si comunica che avendo il Procuratore Militare del Tribunale di La Spezia ravvisato la propria incompetenza nel procedimento penale contro il finanziere Gregorio Giuseppe, ha rinesso gli atti relativi alla Procura Generale Militare in Roma per le decisioni conseguenti, di competenza del Ministero della Giustizia.

Ove Codesta Commissione giudichi opportuno sollevare il corso del procedimento in parola, potrà rivolgere ora le sollecitazioni direttamente alla Procura Generale Militare presso il Tribunale Militare Supremo in Roma.

IL COLONNELLO COMANDANTE

(G. Montella)

In relazione alla lettera di Codesta Commissione n. AC.14397 IS del 6 c.m., si comunica che avendo il Procuratore Militare del Tribunale di La Spezia ravvisato la propria incompetenza nel procedimento penale contro il finanziere Gregorio Giuseppe, ha rimesso gli atti relativi alla Procura Generale Militare in Roma per le decisioni conseguenti, di competenza del Ministero della Giustizia.

Cve Codesta Commissione giudichi opportuno sollecitare il corso del procedimento in parola, potrà rivolgere ora le sollecitazioni direttamente alla Procura Generale Militare presso il Tribunale Militare Supremo in Roma.

IL COLONNELLO COMANDANTE
(G. Montella)

L. Montella
3236

15A

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14397/PS

6 January 1947

SUBJECT: Charge against G.F.T. GREGORIO Giuseppe

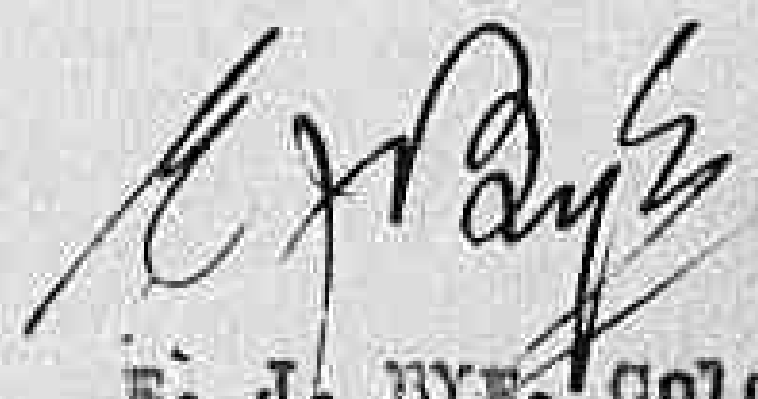
TO : Legione Territoriale dell Guardie di Finanza,
GENOA.

1. I refer to your letter 70946/1-B of 29th
November 1946. 12A

2. May this Commission now be informed please
regarding the proceedings against GREGORIO Giuseppe.

3. In view of inquiries from Higher Headquarters
it would be appreciated if this request could be treated
as urgent.

FOR THE CHIEF COMMISSIONER:


E. J. BYE, Colonel

EJB/rlk

5230

785016

14 A

MINISTRY OF INTERIOR
Public Safety-General Direction

Div. A.G.R. Sec. II
N. 442/23218

5 DEC 1946
14397
WS

30 Nov. 1946

TO ALLIED COMMISSION
Public Safety S/C
Rome

Ref. AG. 14397/PS - dated 22 Nov.

10A

SUBJECT : British sailors killed by an Italian guard.

With ref. to above ment. letter, we inform
you that the police corps have been recalled to the
strictly observance of the dispositions issued with A.G.
letter 14601/11/PS, dated 26 Nov. 1945.

FOR THE MINISTRY

all.

5234

B.

Mod. 812

Ministero dell'Interno
DIREZIONE GENERALE DELLA PUBBLICA SICUREZZA

Roma, 30 Novembre 1946

ALLA COMMISSIONE ALLEATA
Divisione P.S.

R U M A

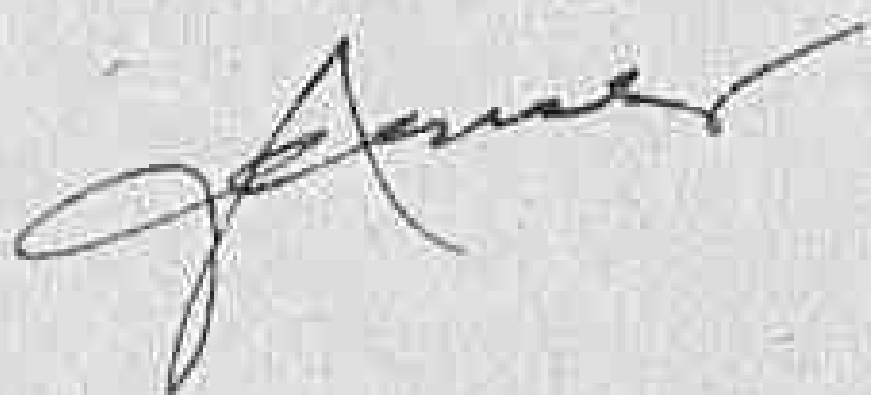
Divisione n.G.R. Sez. II^a
Prot. N. 242/23218 Allegato

Proposta del 22 corr/
Da Sez. AC/14397/PS

OGGETTO: Marinai inglesi uccisi da sentinella italiana.

In risposta alla nota suindicata, si comunica che gli organi di polizia sono stati richiamati alla scrupolosa osservanza delle disposizioni impartite in conformità delle direttive indicate nella lettera in data 26 novembre 1945, n. I4601/11/PS, di codesta On.le Commissione.

PEL MINISTRO



523-

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13^a

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14397/28

3 December 1946

SUBJECT : Death of J. Black, Writer,
P/EX 724753.

TO : Flag Officer Liaison, Italy,
Rome.

8^a

1. Reference your P.O.L.I. 77/30 dated 14 November 1946.
2. This Division is informed by the Commander, Finance Guards, Genoa, that the date of the trial of Giuseppe GREGORIO, the Finance Guard concerned, has not yet been fixed.

AIM/ae

E. J. BYE, Colonel
Director.

5234

12A

1^a LEGIONE TERRITORIALE DELLA GUARDIA DI FINANZA - GENOVA -
- Ufficio Comando -

DEC 1946
14397/2

R. 79946/1-3

Genoa 29 Nov. 1946

Ref. to AS/14397/ES of 23/11/1946

TO ALLIED COMMISSION
Rome

SUBJECT : Charge against G.P.T. GREGORIO Giuseppe -

- 1) With ref. to the a/m/
- 2) We beg to inform you that the case has not yet been heard.
- 3) We don't know yet when the trial will take place because it's up to the Tribunal to decide about it.
- 4) We will inform you of the result as soon as we know it.
- 11A

THE COLONEL COMMANDER
G. Montella

5232

bm.

I^a LEGIONE TERRITORIALE DELLA GUARDIA DI FINANZA = GENOVA =
- Ufficio Comando -

N.70946/I-B.

Genova, li 29 NOV. 1946

Risp.a n.AC/I4397/PS.del 23/II/1946

AL QUARTIER GENERALE

RISERVATA

Commissione Alleata

= R O M A =

Via Vittorio Veneto

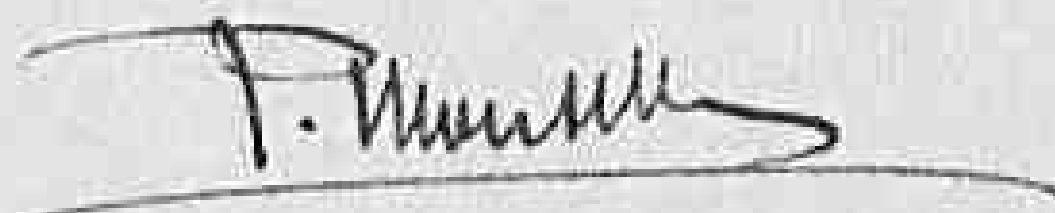
OGGETTO: Denunzia contro G.F.T. GREGORIO Giuseppe.

- 1) Mi riferisco alla Vostra lettera sopra citata.
- 2) Informo che il procedimento contro GREGORIO Giuseppe non ha ancora avuto luogo.
- 3) Non si conosce la data in cui il processo avverrà dipendendo ciò da determinazione del Tribunale.
- 4) Sarà mia premura tenere informato codesto Quartier Generale dell'esito del processo non appena esso sarà conosciuto.

5229

IL COLONNELLO COMANDANTE

- G. Montella -



785016

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
APO 794

AC/14397/P3

23 November 1946

SUBJECT : Charge against Land Excise Guard GREGORIO Giuseppe.
TO : The Legione Territoriale Guardia di Finanza - Genova,
Ufficio Comando.

1. With reference to your report R.64192/1-B of 26th October, 1946 to the Procuratore Militare presso il Tribunale Militare Territoriale di La Spezia would you please be so good as to inform this Commission whether the case against GREGORIO Giuseppe has yet been concluded and if so the finding of the Court and penalty, if any, inflicted.
2. If the case has not yet been heard, please give date when the trial will take place and subsequently inform this Commission of the result etc.

R.J. EYE Colonel
Director.

5228

FGG/ac

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MINISTRE DES COLONIES
Public Safety Division
APO 794

AC/14397/FS

22 November 1946.

SUBJECT : English sailors shot by Italian sentry.

TO : Ministry of the Interior
Director General of P.S.

1. I refer to your N.555/1599 of 23 October 1946 having reference to the shooting of English sailors by a Finance Guard.
2. This matter has been the subject of a Court of Enquiry by the British Naval Authorities and also it is understood that the sentry concerned will be tried for manslaughter by an Italian military Court.
3. Whatever the findings of these Courts, this tragic case again draws attention to the great care and restraint which should be exercised by Italian military and police officials when dealing with Allied personnel and I know you will agree that everything possible should be done to prevent such tragic occurrences.
4. On the 26th November 1945, a letter No. AC/14600/10/45 was sent to you from this Commission setting forth instructions for the guidance of Italian police and military personnel as to when, and under what circumstances, they would be justified in using firearms against Allied personnel, and you were requested in this letter to see that the substance of those instructions should be made known to all concerned.
5. In view of this recent occurrence, will you please again call the attention of all responsible authorities to these instructions so that all police and military services are made fully aware of them and are instructed to obey them.
6. I should be glad if you would please treat this matter as urgent and if you would be good enough to inform me of the action taken by you.

FOR THE CHIEF COMMISSIONER

[Signature]
L. J. J. Colonel
Director.

FGG/ao

HEADQUARTERS ALLIED COMMISSION
Public Safety Division
AP/ 794

9A

AC/44397/PS

22 November 1946.

SUBJECT : English sailors shot by Italian sentry.

TO : A.P.M.A., C-5.

1. At Savona on 20th October 1946, whilst on duty in the port, and engaged in transporting materials unloaded for H.M.S. "St. Austell Bay", two sailors, J. Black, Writer P/MK 724753 and A.G. Davies Leading Writer P/MK 693488 were shot by an Italian Finance Guard sentry, GIOVANNI GIUSEPPE, who was on duty in the port.

The former sailor J. Black, died from his injuries, whilst Davies was less seriously wounded.

2. A Court of Enquiry was held by the Naval authorities on the 9th November and a copy of the findings of the Court is attached herewith for your information.

3. The sentry concerned in the shooting has been charged by his Commanding Officer with manslaughter and it is understood will be tried by an Italian Military Court.

4. A letter has been written from this Commission to the Italian authorities asking to be informed of the findings of this Court: their reply will be forwarded to you when received.

5. Additionally, a letter has been written to the Ministry of Interior again drawing its attention to the instructions issued from your Headquarters, vide letter AD 384.3- C.O. of 2nd November 1945, regarding the circumstances in which Firearms can be employed against Allied personnel and the Minister has been asked to issue orders again on the lines suggested, so as to prevent recurrence of such incidents.

6. Forwarded for information.

FOR THE CHIEF COMMISSIONER

5226

R. J. SM Colonel
Director.

700/20

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8^A

THE FLAG OFFICER LIAISON, ITALY,
Rome.

14th November, 1946.

143972

No. F.O.L.I. 77/30.

THE DIRECTOR,
PUBLIC SAFETY SUB-COMMISSION,
ALLIED COMMISSION.

DEATH OF J. BLACK, WRITER, P/MX.724753.

1-1^B

With reference to my letter No.F.O.L.I.77/30,
dated 21st October, 1946, herewith is forwarded a copy
of my report to the Commander-in-Chief, Mediterranean
Station (No.F.O.L.I.77/30, dated 9th November, 1946),— 8^b
enclosing the results of investigations conducted both
by the Royal Navy and the Italian Authorities, in order that
you may examine the facts of the case and take any action
you may see fit in the interest of the Allied forces in
Italy.

Chammy

REAR-ADMIRAL.

5220

Enclosure :-

Copy of Report of Investigations conducted both
by the Royal Navy and the Italian Authorities.

THE FLAG OFFICER LIAISON, ITALY,
Rome.

9th November, 1946.

No. P.O.L.I. 77/50.

THE COMMANDER-IN-CHIEF,
MEDITERRANEAN STATION.

DEATH OF WRITER J. BLACK, OFFICIAL NUMBER P/M. 724733 AND
REPORTING OF DEATH BY WRITER A.G. DAVIES.
OFFICIAL NUMBER P/M. 592483.

Herewith are forwarded the findings and minutes of the Board of Inquiry convened to investigate the death of J. Black, Writer, P/M. 724733, and wording of A.G. Davies, Leading Writer, P/M. 592483, at Savona on 20th October, 1946 (Enclosure A).

2. Writer Black was on duty at the time of his death, having been sent to Savona with the 15 cart. truck to meet and assist H.M.S. "ST. AUGUSTINE" which was bringing the headstones for the graves of the late Captain A.G. Hamilton, R.N. (Retd.)

Leading Writer Davies was not on duty, having been granted leave in order to take the opportunity of visiting Savona in the company of Black.

Athos Anzola, the driver, is an Italian civilian employed by the Royal Navy in Rome.

3. Translations of the reports of formal investigations conducted by the Italian authorities are also enclosed (Enclosure B). These were received subsequent to the investigation by the Board of Inquiry.

4. With reference to paragraph 3 of the findings, it will be observed that the reports of the Italian authorities is at variance with the opinion of the Board as to Gregorio's intentions when he fired.

785016

2. Driver killed while truck to West and having been sent to Severn with the headstones against N.M.S. "WT. AUSTIN BURN" which was bringing the headstones for the grave of the late Captain A.C. Hamilton, R.N. (retd.)

Leading writer Davis was not on duty, having been granted leave in order to take the opportunity of visiting Havana in the company of his wife.

Athos Amos, the driver, is an Italian civilian employed by the Royal Navy in Hong.

3. Translations of the reports of formal investigations conducted by the Italian authorities are also enclosed (Enclosure B). These were received subsequent to the investigation by the Board of Inquiry.

1. With reference to paragraph 3 of the findings, it will be observed that the report of the Italian authorities is at variance with the opinion of the Board as to Gregorio's intentions when he fled.

5. The recommendation contained in paragraph 5 of the Human Rights Commission is strongly concurred in.

In answer of the legal-sub-commission, Allied Commission, states that the question of whether Allied goods are subject to Italian customs formalities, or not, is still legally unresolved for in the armistice terms now assumed to be in force, and that it is probable that this matter will be put on a firm basis when the Peace Treaty is finally settled.

6. As the relations between Allied personnel of all services and the Italian civil authorities are implicated in the case, I have forwarded copies of all the proceedings to the Director of the Public Safety Sub-Commission, Allied Commission, for his consideration and any action he may see fit to take in the interest of the Allied Forces.

17.

- 2 -

7. The incident was not widely reported in the Italian Press, the only account noticed being in the daily "Messico" which described the naval party as "trespassers", but did not comment on the facts.

REF-INITIAL.

Enclosures :-

- A. Findings and Minutes of the Board of Inquiry.
- B. Translations of the Reports of formal investigations conducted by the Italian Authorities.

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Enclosures :-
A. Findings and Minutes of the Board of Inquiry.
B. Translation of the Reports of formal investigations conducted
by the Italian Authorities.

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

785016

ENCLOSURE "A" to the
Flag Officer Liaison, Italy's
letter No. F.O.L.I. 77/30
dated 9th November, 1946.

8c
H.M.S. ST. ANGLO,
ROME.

25th October, 1946.

No.
THE FLAG OFFICER, LIAISON, ITALY,
ROME.

BOARD OF INQUIRY INVESTIGATING THE DEATH OF WRITER BLACK,
P/LX 724753, AND INJURIES SUSTAINED BY LEADING WRITER A.G.
DAVIES, P/LX 698488, AT SAVONA ON THE 20th OCTOBER, 1946.

In accordance with your instructions, we have this day held a full and careful investigation into the circumstances attending the death of J. Black, Writer, P/LX 724753, and the injuries sustained by A.G. Davies, Leading Writer, P/LX 698488, at Savona on 20th October, 1946.

2. We find that the death of Writer J. Black and injury to Leading Writer A.G. Davies were caused by revolver shots fired by an Italian Finance Guard on duty, named Giuseppe Gregorio, the events leading up to this being accurately described in the report of the Commanding Officer of H.M.S. ST. AUSTELL BAY, dated 23rd October (Enclosure 2c). We consider that every effort was made to save Black's life, but that, owing to the serious nature of his wound caused by the bullet lodging in the right latero-cervical region, this was impossible to do. The injury to Davies was not serious, the bullet entering the left lower mandible region and passing out

Leading Writer A.G. Davies were caused by revolver shots fired by an Italian Finance Guard on duty, named Giuseppe Gregorio, the events leading up to this being accurately described in the report of the Commanding Officer of H.M.S. ST. AUGUSTINE BAY, dated 23rd October (Enclosure 2c). We consider that every effort was made to save Black's life, but that, owing to the serious nature of his wound caused by the bullet lodging in the right latero-cervical region, this was impossible to do. The injury to Davies was not serious, the bullet entering the left lower mandible region and passing out through the cheek on the same side without touching the bone.

3. After reviewing all the available evidence, including the documents forwarded as enclosures, we consider that the action taken by the Finance Guard Gregorio in firing without sufficient warning, and firing to kill, was precipitate and totally unjustified in the circumstances.

4. We consider that, although the order of Lieutenant T.F.P.U. Page, P.M., to the driver to carry on was undoubtedly the factor which precipitated the incident, it was given in good faith,

/observing that.....

observing that:-

- (a) the port authorities had been forewarned and undoubtedly knew of the intention to import the memorial (see Enclosure No. 3(b)),
- (b) Lieutenant Page's previous experience in other Italian ports was that official movement in and out of port areas of Allied goods was not subject to the surveillance of the Italian Customs (see answer to Question 25),
- (c) it appeared to Lieutenant Page that the Finance Guard Gregorio, whom he took for an Italian soldier, was being obstructive for no good reason (see answer to Question 29).

5. It is recommended that H.M. Ships should be warned to take care not to infringe arbitrarily such reasonable Italian regulations as the Italians claim the right to enforce, observing that most Italian Military, Police, Customs, etc., officials carry loaded weapons which they do not hesitate to discharge when their orders are opposed.

Signed:

D.R.E. CAIR.
LIEUTENANT, ROYAL NAVY.

E.C. DAVIES.

observing that:-

- (a) the port authorities had been forewarned and undoubtedly knew of the intention to import the memorial (see Enclosure No. 3(b)),
- (b) Lieutenant Page's previous experience in other Italian ports was that official movement in and out of port areas of Allied goods was not subject to the surveillance of the Italian Customs (see answer to Question 25),
- (c) it appeared to Lieutenant Page that the Finance Guard Gregorio, whom he took for an Italian soldier, was being obstructive for no good reason (see answer to Question 29).

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Signed:

D.R.E. CAIF.
LIEUTENANT, ROYAL NAVY.

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Signed:

D.P.E. CAIF.
LIEUTENANT, ROYAL NAVY.

E.C. DAVIES.
LIEUTENANT-COMMANDER, R.N.V.P.

5221

S. N. BLACKBURN.
CAPTAIN, ROYAL NAVY.
PRESIDENT OF THE BOARD.

/ List of Enclosures.....

1 7 3 2

BOARD OF INQUIRY INVESTIGATING THE DEATH OF WRITER BLACK AND INJURIES TO
LEADING WRITER DAVIES AT SAVONA ON THE 20th OCTOBER, 1946.

List of Enclosures:-

1. Minutes of Board of Inquiry.
2. Commanding Officer, H.M.S. St. Austell Bay's report dated 23rd October -
 - (a) Covering letter
 - (b) Letter of Proceedings
 - (c) Report of Writer Black's death.
3. Copies of signals -
 - (a) T.O.L.I.....T.O.C. 161017A/Oct
 - (b) Liaison Office, Ministry of Marine.....T.O.C. 140017.
4. Report of Italian Commanding General, Service and Situation Office, dated 21st October, 1946. (No. 922/2).
5. Report of the Italian Ministry of the Interior (Public Safety), dated 23rd October, 1946. (N. 555/1599).
6. Plan of dock area.
7. Instructions to Board.

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

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7. Instructions to Board.

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ENCLOSURE 1.

MINUTES OF BOARD ON INQUIRY INVESTIGATING THE CIRCUMSTANCES ATTENDING THE DEATH OF WRITER J. BLACK, P/JX 724753, AND INJURIES SUSTAINED BY LANDING WRITER A.C. DAVIES, P/JX 690488, AT SAVANNA ON THE 20th OCTOBER, 1946, HELD AT ROME ON THE 25th OCTOBER, 1946, BY ORDER OF THE FLAG OFFICER LIAISON, ITALY.

The following composed the Board:-

President: Captain S.W. Hlemburn, O.S.E., D.S.C., R.N., (H.M.S. "St Angelo",
(one.)
Members: Temporary Acting Lieutenant-Commander (Sp.) R.C. Davies,
R.N.V.R., H.M.S. "St Angelo" (Rome).
Lieutenant D.R.H. Galf, D.S.C., R.N., H.M.S. "St. Angelo" (Rome).

Witnesses:

The Reverend E. Milner, Naval Chaplain, Questions 1 - 8.

Able Seaman Arthur Jones Mc' Piriano, P/JX 652824, H.M.S. "St. Austell Bay",
Questions 9 - 17.

Able Seaman George Henry Arnott, P/JX 566947, H.M.S. "St. Austell Bay",
Questions 18 - 24.

Lieutenant T.P.P.H. Page, R.N., First Lieutenant of H.M.S. "St. Austell Bay",
Questions 25 - 40.

Able Seaman Leonard Francis, P/JX 627332, H.M.S. "St. Austell Bay",
Questions 41 - 47.

Witnesses:

The Reverend E. Milner, Naval Chaplain, Questions 1 - 8.

Able Seaman Arthur Jones McFarlane, P/XX 652824, H.M.S. "St. Austell Bay",
Questions 9 - 17.

Able Seaman George Henry Amott, D/XX 566947, H.M.S. "St. Austell Bay",

Questions 18 - 24.

Lieutenant E.F.P.H. Page, R.N., First Lieutenant of H.M.S. "St. Austell Bay",

Questions 25 - 40.

Able Seaman Leonard Francis, P/XX 627332, H.M.S. "St. Austell Bay".

Questions 41 - 47.

Aches Amogha, Lorry Driver.

Questions 48 - 50.

Lieutenant-Commander Edward Michael Harvey, R.N., Commanding Officer
of ~~the~~ H.M.S. "St. Austell Bay" **5213**

Questions 51 - 57.

1.

MINUTES OF THE BOARD OF INQUIRY INVESTIGATING THE CIRCUMSTANCES ATTENDING THE DEATH OF WRITER J. BLACK, P/MX 724753, AND INJURIES SUSTAINED BY LEADING WRITER A. G. DAVIES, P/MX 698488, AT SAVONA ON THE 20th OCTOBER, 1946, HELD AT ROME ON THE 25th OCTOBER, 1946, BY ORDER OF THE FLAG OFFICER LIAISON, DEAMS.

The following composed the Board:-

President: Captain S.N. Macburn, O.B.E., D.S.O., R.N., H.M.S. "St Angelo" (Rome).

Temporary Acting Lieutenant-Commander (39.) E.C. Davies, R.N.V.R.
H.M.S. "St. Angelo" (Rome).

Lieutenant D.R.E. Gelf, R.N., D.S.O., H.M.S. "St Angelo" (Rome).

Lieutenant F.F.P.U. Page, R.N., First Lieutenant of H.M.S. "St.

Austell Page was called before the Board and warned as follows:

"The Board has been furnished with a statement by your Commanding Officer, which says you were Senior Officer present at the time of the incident and, therefore, as it is possible you might be involved in further proceedings which might be necessary, we want you to sit in and listen to the evidence."

Lieutenant J.M.S.V. Page, R.N., First Lieutenant of H.M.S. "St.

Austoll Bay was called before the Board and warned as follows:

"The Board has been furnished with a statement by your Commanding Officer, which says you were Senior Officer present at the time of the incident and, therefore, as it is possible you might be involved in further proceedings which might be necessary, we want you to sit in and listen to the evidence."

5213

The Reverend A. Milner, Naval Chaplain, was called and examined.

1. Question: Will you give a brief description of any events of which you know which lead up to the death of Writer Black at Savona on the 20th October, and the wounding of Leading Writer Davies at the same time?

Answer: I was in front of the lorry with the driver, and we left the jetty by the side of the ship. We proceeded a few yards when a policeman stopped us and he got on the running board of the lorry. A little argument followed in Italian which I did not understand. I gathered that he wanted us to produce an authorisation for the removing of the memorial stones from the Dockyard. The lorry went back to the ship, and I reported to the Captain that we had been stopped. We then returned and the same kind of thing happened. Lieutenant Page who accompanied us the second time, told us to drive on, and we did. A few seconds later, we had proceeded perhaps 50 yards, a shot was fired, and the driver fortunately ducked his head and immediately pulled up. A second shot was fired and went through the cab of the lorry. The first shot wounded Leading Writer Davies and killed Writer Black. I think it was the first shot. ~~Thereafter~~ My impression and looking back at the state of the lorry that must have been the case because the driver had he not ducked his head would have been hit by the other one.

Q: What was the interval between the two shots?

2. A: They just went "bang bang". Immediately we heard the first shot the driver pulled up, and the second shot was fired before the lorry came to a stand still.

Q: Can you give more detail of what happened when the lorry arrived at the Customs barrier for the second time with the Armed Guard on the running board?

3.

on, and we did. A few seconds later, we had proceeded perhaps 50 yards, a shot was fired, and the driver fortunately ducked his head and immediately pulled up. A second shot was fired and went through the cab of the lorry. The first shot wounded Leading Writer Davies and killed Writer Black. I think it was the first shot. ~~Thompson~~ by impression and looking back at the state of the lorry that must have been the case because the driver had not ducked his head would have been hit by the other one.

Q: What was the interval between the two shots?

A: They just went "bang bang". Immediately we heard the first shot the driver pulled up, and the second shot was fired before the lorry came to a stand still.

Q: Can you give more detail of what happened when the lorry arrived at the Customs barrier for the second time with the armed Guard on the running board?

A: The First Lieutenant was on the running board on my left, and the ~~52nd~~ Guard on the running board on the other side. When the truck stopped, the Guard got down, walked along in front of the lorry and appeared to be walking up a passage between the Customs House and a cafe or something.

Q: Who gave the order for the lorry to stop the second time?

A: As a result of the previous conversation, I think the driver stopped on his own accord.

Q: Did you hear anyone tell the driver to go on?

A: Yes, the First Lieutenant.

Q: In your opinion could anything have been done to save the life of
6.

Walter Black after the shots were fired?

A: No. When the first shot was fired we immediately pulled up, and the second
shot was fired before we could get out. Two men got out and went in the
direction of the Customs men. I counted looking after Davies, who was shot
in the face, and helped him out, even I saw Victor Black lying prostrate in
the trunk. I called for assistance to lift him out. He was unconscious,
and possibly dead. He had lost a tremendous amount of blood in a few seconds.

Q: Do you think that when the bullet fired the second shot he had not appreciated
7.
the fact that the car was stopping, or do you think he fired in a fit of
emotion?

A: I cannot pretend to understand the psychology of the witness there, but the
interval between the two shots was extremely brief.

Q: Did you hear any shouts from the crowd for you to stop?

A: I never heard anything.

The witness withdrew.

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I cannot know anything
and relations with her.

Able Seaman Arthur Jones McParlane, P/JX 652324, of H.M.S. "St. Austell Bay",
was called and examined.

Q: Were you riding in the lorry at the time of the shooting of Writer Black?

A: Yes.

Q: Can you tell the Board what happened after the lorry left the ship for the second time?

A: I can tell you what I heard. After leaving the ship for the second time, the lorry stopped at the first gate (sentry box), and then drove on to the second gate and stopped there. A conversation followed in Italian, which and then the First Lieutenant told the driver to carry on. We got outside and I heard a couple of shouts in Italian, and then the shots started.

Q: How far do you think the lorry travelled from the time it last stopped and the shots were fired?

A: Between 20 and 30 yards.

Q: In your opinion could anything more have been done to save the life of Writer Black after the shots had been fired?

A: No.

Q: You say you heard some shouting. Did you see who was shouting?

A: No, the canvas was in between.

Q: Did you understand what the shouting was for? Did you connect it with the conduct of the car?

A: No.

Q: What was the interval between the shots and the shouting, roughly?

15

- A: Between 20 and 30 yards.
- Q: In your opinion could anything more have been done to save the life of Writer
12. Black after the shots had been fired?
- A: No.
- Q: You say you heard some shouting. Did you see who was shouting?
13.
- A: No, the canvas was in between.
- Q: Did you understand what the shouting was for? Did you connect it with the
14. conduct of the car?
- A: No.
- Q: What was the interval between the shots and the shouting, roughly?
15.
- A: A couple of seconds, practically nothing.
- Q: You say when you arrived at the second gate there was some conversation
16. Italian - between whom?
- A: Between the sentry and someone in the cab, I could not see any thing. I only heard the conversation.
- Q: Can you say which of the two shots killed Black?
17.
- A: No. I could not say. I heard Black shout that he had been shot, and almost at the same time Davies shouted out too.
- The witness withdrew.
- Abbe Seaman George Henry Amott, D/JX 566947, of the U.M.S. 98t Austell Bay" was called and examined.
- Q: You were riding in the lorry in which Writer Black was shot on the 20th?
18.

- 5 -

Able Seaman George Henry Arnold, D/JX 566947, U.S.N., 'at Austell Bay' cont'd.

Q. at Savona?

18

A: Yes.

Q: Can you tell the board what happened after the lorry left the ship for the second time?

19.

A: We came up to the gate. Previous to this we had just joined up the Finances Guard again. The first lieutenant was talking to him. I could not hear what they were saying. I did not see the sentry go, but I saw Lieutenant Page walking back to the ship, and then the lorry started forward. We were going at a medium pace. I was sitting facing the gate as we passed by it, and I saw the Guard run out from a corner. He shouted something, but I took no notice. He took out his revolver and fired before I could say 'stop'. The writers were shot.

Q: Which shot killed Black?

20.

A: I don't know. It was very confusing. Personally, I thought they were black as he was firing. There was a loud report.

Q: In your opinion could anything more have been done to save the life of Black after he had been shot?

21.

A: I took him out of the lorry and put him into another car. The bullet had hit an artery in the neck, and there was nothing we could do. He died on the way to hospital.

Q: Did you appreciate that the Guard's shouts were to make you stop?

22.

A: I cannot speak Italian, but it seemed as if he was trying to make the car stop.

Q: Was there an interval between the shouting and the shooting?

23.

Q: What shot killed Black?

20.

A: I don't know. It was very confusing. Personally, I thought they were blind he was firing. There was a loud report.

Q:

21.

In your opinion could anything more have been done to save the life of Black after he had been shot?

A:

I took him out of the lorry and put him into another car. The bullet had hit an artery in the neck, and there was nothing we could do. He died on the way to hospital.

Q:

22.

Did you appreciate that the Guard's shouts were to make you stop?

A:

I cannot speak Italian, but it seemed as if he was trying to make the car stop?

Q:

23.

Was there an interval between the shouting and the shooting?

A:

There was no interval.

Q:

24.

Did the Guard fire in quick succession?

A:

Yes, very quick succession.

The witness withdrew.

- 6 -

Lieutenant Page was then recalled and examined.

Q: What occurred when the lorry failed to get through the Customs barrier the first time and returned to the ship?

A: When the lorry returned to the ship, the chaplain came down to the wardroom and said they had been held up by the Customs. Because I had a slight knowledge of Italian, I volunteered to go with them. As we were going to the lorry, I met Able Seaman Francis, who could speak Italian, and told him to come along also. As the lorry was going out of the Dockyard, an Italian soldier jumped on the running board. As we drew level with the Gate, the lorry stopped. I think the driver did it voluntarily. I got down. The Italian soldier came in front of the lorry. I told him I was an English officer and what was in the back of the lorry belonged to the British Government so he had to let the lorry go on, ~~and~~ He started to shout at me whilst walking up an alley way, and then he started to run, so I told the lorry to carry on, and I started to walk back to the ship. When about 10 yards away, I heard shouting, and on looking around I saw the soldier with a pistol in his hand. As the lorry reached the Pump and turned, he ~~fire~~ fired two shots. The lorry actually drew out of sight from where I was standing. I did not think he fired to hit, and believed he had fired warning rounds. When I got back to the ship, I told the Commanding Officer he had fired warning rounds. The Captain and I then went back to the lorry and on the way we met Davies, who was being brought back to the ship. The reason why I told the driver to carry on was because I did not know we had no authority over the Italians in that part of the world, also to avoid delay. I was not prepared to argue with them. I have had experience of the Italians during the war, and know it ~~was~~ ^{useless} to go on arguing with them.

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When about 10 yards away, I heard shouting, and on looking around I saw the soldier with a pistol in his hand. As the lorry reached the Pump and turned, he fired two shots. The lorry actually drew out of sight from where I was standing. I did not think he fired to hit, and believed he had fired warning rounds. When I got back to the ship, I told the Commanding Officer he had fired warning rounds. The Captain and I then went back to the lorry and on the way we met Davies, who was being brought back to the ship. The reason why I told the driver to carry on was because I did not know we had no authority over the Italians in that part of the world, also to avoid delay. I was not prepared to argue with them. I have had experience of the Italians during the war, and knew it was useless to go on arguing with them.

Q:
26.

Do you consider any thing more could have been done to save the life of Writer Black after the shooting had taken place?

A:

When I saw him being taken from the lorry and put into the Captain's car, which had been summoned to take him to the hospital, I thought he was dead then. His head was hanging loose and he had lost a great deal of blood.

Q:
27.

When you arrived at Savona there was a representative of the Italian Navy who came on board?

A:

When we arrived at Savona, an Italian officer, calling himself the Assistant Captain of the Port, came on board. We presumed it was because of the signal sent from Rome. I told him what authority we had got and he supplied workmen

for unloading. We arrived at Savona about 10 am on the Sunday, and secured up etc. by 10-30. We started unloading the cases almost straightaway - at approximately 11.15. We finished round about 1200.

Q: When you unloaded had the official gone?

28.

A:

I don't know. When we had unloaded I went to make a signal. He had been there earlier and had helped to give instructions to some of the Italians.

Q: Was he present when the lorry left the docks the first time?

29.

A:

No, unfortunately, but I thought the trouble was due to the officiousness of one Italian soldier trying to be difficult. I thought he was an Italian soldier. In view of the fact that when we arrived we had had great assistance from the Italian Port authorities in unloading the headstones, I understood that the Italian authorities had made arrangements for the stones to leave the Dockyard without any interference. I never thought of the Customs at all.

Q: The conversation you had with the Finance Guard, was it in Italian?

30.

A:

In my Italian, which is very simple. He understood perfectly well what I was saying.

Q: What was his manner?

31.

A:

Extremely aggressive from the beginning when he jumped on the lorry.

Q: Did A.B. Francis help you?

32.

A:

No, there was hardly time if there had been any Custom people there, but the Padre had previously ascertained that the Custom House was actually closed, and I had visions of the lorry being there another hour or so.

Q:

33.

Was A.B. Francis returning to the ship with you or going on with the lorry? He was going to carry on to help the Padre.

all.
 Q: The conversation you had with the Finance Guard, was it in Italian?
 30. A: In my Italian, which is very simple. He understood perfectly well what I was saying.

Q: What was his manner?
 31. A: Extremely aggressive from the beginning when he jumped on the lorry.
 Q: Did A.B. Francis help you?
 32. A: No, there was hardly time if there had been any Custom people there, but the Padre had previously ascertained that the Custom House was actually closed, and I had visions of the lorry being there another hour or so.

Q: Was A.B. Francis returning to the ship with you or going on with the lorry?
 33. A: He was going to carry on to help the Padre.

Q: At what time was the loading of the tombstones on to the truck finished?
 34. A: About 11.45 to 1200.

Q: The truck left the ship for the first time about 14.25?
 35. A: I don't know. It was shortly after dinner.

Q: Could the Finance Guard from his place of duty have seen the truck leave the ship?
 36. A: Yes, because the patrol post was only about 10 yards from the front where the ship was lying.

37.

Q: Is it reasonable to suppose he saw the truck leave the ship?

37.

A: Yes.

Q: Is it also reasonable to suppose he saw the headstones being loaded?

38.

A: No, it is not reasonable to suppose that.

Q: Do you consider the Finance Guard with whom you spoke on the second occasion when the truck tried to get out was the same man who stopped the truck on the first instance?

39.

A: I was not there, but I was given to understand it was. He was ready for us, and when we came out he automatically jumped on the running board.

Q: Had there been any vehicles on ship duties leaving the Dockyard prior to this truck?

40.

A: No.

The witness withdrew.

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The witness withdrew.

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Able Seaman Leonard Francis, /TX 627332, of the H.M.S. "St Austell Bay",

was called and examined.

Q: It is understood that you were on board the lorry when Writer Black was shot,
41. Will you tell the Board briefly what happened from the time you got on board the lorry?

A: I entered the lorry and sat down in the back. We drove along until we came to the gate. The truck stopped and there was some talking at the front of the lorry. I heard the First Lieutenant say 'carry on' and we proceeded forward. A guard rushed from an alley way and shouted, and then shot twice. He shouted "Holte" twice, I think.

Q: Do you think the driver heard?

42. A. No he could not have possibly heard.

Q: You saw the sentry come out and what happened then?

43. A. After shouting twice, he took aim with his gun and fired.

Q: What was the demeanour of the sentry?

44. A. He was very excited.

Q: Do you think any more could have been done to save the life of Writer Black.

45. A. No. He was shot through the neck, and if we had bandaged it, he would have choked with the blood.

Q: When the guard shouted "Holte", did you try to communicate with the driver?

46. A: Yes, we tried the best to make him hear us. When the shots were fired I tapped on the side and shouted as much as I could.

Q: Were you near the driver's cabin?

47. A: No.

43. A: After shouting twice, he took aim with his gun and fired.

Q: What was the demeanour of the sentry?

A: He was very excited.

Q: Do you think any more could have been done to save the life of Writer Black.

45. A: No. He was shot through the neck, and if we had bandaged it, he would have choked with the blood.

Q: When the guard shouted "Holts", did you try to communicate with the driver?

46. A: Yes, we tried the best to make him hear us. When the shots were fired I tapped on the side and shouted as much as I could.

Q: Were you near the driver's cabin?

47. A: No.

The witness withdrew.

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Athos Assogna, lorry driver, was called and examined and said: "Anything I say is purely a voluntary statement."

What happened on the first occasion when you left the ship?

I left the ship loaded with the crates. There was also the Padre and four ratings. When I was 15 metres away from the ship, I came to the Finance Guard who asked: "Where are you going". I said I was going to Allassio with cases containing marble. He said he wanted to see the contents of the cases and I should proceed to the Custom Shed. He got on the running board of the lorry and they went to the Customs House. The Guard went into the Custom Barracks. I waited for 10 minutes then got out of the lorry and looked for the duty N.C.O.. He said it was impossible for us to leave the Dockyard as it was a holiday and the Customs were closed. I explained this to Leading Writer Davies who told the Padre. I received orders from the Chaplain to return to the ship. We did so and after about 10 minutes the Chaplain re-appeared with an officer from the ship. I left the lorry with Chaplain and the Officer and we again saw the same guard who had stopped us previously.

Who gave you orders to proceed?

The Naval Officer who had come from the ship gave me orders to proceed, when we met the Guard again he jumped on to the running board. I then proceeded to the same point where I had stopped before. The Finance Guard got down from the truck and also the ships officer. They went up the passage gesticulating, but I could not hear what was said. After a few moments the officer returned and ordered me to proceed. After having covered about

52 ft

10 metres I felt something pass my face. I stopped immediately and the

Chaplain to return to the ship. We did so and after about 10 minutes the Chaplain re-appeared with an officer from the ship. I left ⁱⁿ the lorry with Chaplain and the Officer and we again saw the same guard who had stopped us previously.

Q: Who gave you orders to proceed?

49.

A:

The Naval Officer who had come from the ship gave me orders to proceed, when we met the Guard again he jumped on to the running board. I then proceeded to the same point where I had stopped before. The Finance Guard got down from the truck and also the ships officer. They went up the passage gesticulating, but I could not hear what was said. After a few moments the officer returned and ordered me to proceed. After having covered about 30 metres I felt something pass my face. I stopped immediately and the Chaplain and myself got down from the truck. I saw leading Writer Davies getting down from the truck holding a handkerchief to his face. Two other ratings were pulling their colleague from the truck. The two injured were removed in a private car and I remained by the Customs House as ordered by the officer. I subsequently made a statement which has been taken down in writing. (Statement is attached)

Q: In your opinion was everything done to save the life of Writer Black?

50.

A: I consider everything possible was done, but by the time they had got him out of the lorry he was already in a very bad way

The witness withdrew.

Lieutenant Commander Edward Michael Harvey, R.N., Commanding Officer of the

H.M.S. "ST Austell Bay", was called and examined.

Q: We have read your report and it is borne out by the other witnesses. Can you
51. tell the Board what happened the first time the lorry returned to the ship.

Did you have any contact with the Chaplain?

A: Yes. The First Lieutenant and I were in the wardroom when he came down and said
the lorry had been stopped at the gate. I asked the First Lieutenant to go
and fix it. He went out with the Chaplain and that is the only contact I had.

Q: After the accident had occurred what happened?

52. A: The First Lieutenant came back to the ship and reported that two shots had
been fired. He did not think they had hit the lorry. I immediately went
to the Customs House. We passed Leading Writer Davies, who was walking back
to the ship. Writer Black had been taken out of the lorry and was placed on
a car nearby. I summoned the van which had been placed at my disposal and
he was placed in this and taken to the hospital.

In your opinion could anything have been done to save him?

Q: 53.

A: No.

Q: Are you satisfied the Italian Authorities gave you every assistance in their
54. power after the shooting had occurred?

A: Yes. When I saw the Colonel of the Customs half an hour afterwards, I informed
him we wanted the rating who fired the shots to be placed in custody strightaway
pending investigation. He was not entirely willing to do this until an
investigation had taken place. In actual fact the Guard was placed in custody
before an investigation. 3208

Q: What was the attitude of the Guard after the shooting had taken place?

Q: Are you satisfied the Italian Authorities gave you every assistance in their power after the shooting had occurred?

A: Yes. When I saw the Colonel of the Customs half an hour afterwards, I informed him we wanted the rating who fired the shots to be placed in custody straightaway pending investigation. He was not entirely willing to do this until an investigation had taken place. In actual fact the Guard was placed in custody before an investigation.

Q: What was the attitude of the Guard after the shooting had taken place?

A: He was trying to ~~establish~~ justify himself. Everyone else deeply regretted the incident and said it was completely unnecessary.

Q: Can you justify yourself in your statement made previously that the general attitude of the (Italian) officials and others was one of deep regret and guilt?

A: When the Colonel of the Customs and his immediate superiors, the Colonel in charge of Customs, Venoa, came on board the following morning, both expressed deep regret at the incident and the shooting was entirely unnecessary. The

The soldier who fired was guilty in that he fired deliberately at the lorry and did not fire any warning shots.

Q: Do you know if that statement was established after the inquiry?

57.

A: I asked for the findings of the inquiry, but they said it was being sent here. I myself inspected the pistol and found that two shots had been fired, and one could see where both shots had hit. There was no doubt that the shots had been fired deliberately.

Witness said: "We were firmly under the impression that arrangements had been made for the lorry to leave the Dockyard. In other Italian Ports where we have been, the Customs officials had no authority over us and we have done what we liked. We were not aware that the (Allied) military authorities had moved out of Savona and that it was a civilian port."

Witness then withdrew.

This concluded the evidence taken by the Board.

Signed:

D.R.E. CAIF.
LIEUTENANT, ROYAL NAVY.

E.C. DAVIES.
LIEUTENANT-COMMANDER, R.N.V.R.

out of Savona and that it was a civilian port."

Witness then withdrew.

This concluded the evidence taken by the Board.

Signed:

D.P.E. CAIF.
LIEUTENANT, ROYAL NAVY.

E.C. DAVIES.
LIEUTENANT-COMMANDER, R.N.V.R.

S.N. BLACBURN.
CAPTAIN, ROYAL NAVY.
PRESIDENT OF THE BOARD.

5207

ENCLOSURE 2a.

From The Commanding Officer, H.M.S. St. Austell Bay.
Date 23rd. October 1946.
To The Flag Officer Liaison Italy, Rome.

Submitted:

The attached incomplete Letter of Proceedings, which will be forwarded to The Commander-in-Chief on completion, is forwarded with a report on the death of J. Black, Writer, P/M 724753 of H.M.S. "St. Angelo (Rome)".

E. M. Harvey

Lieutenant Commander,
Royal Navy.

BOARD OF INQUIRY INVESTIGATING THE DEATH OF WRITER BLACK, AND INJURIES TO LEADING WRITER DAVIES AT SAVONA ON THE 20th OCTOBER, 1945

Letter of Proceedings.

ENCLOSURE 2b.

His Majesty's Ship "Saint Austell Bay" left Malta at 2200 A on 15th. October 1945 in accordance with Commander-in-Chief Mediterranean (Malta) signal T.O.C. 141853 A. The following passengers and stores were embarked:-

- (1) His Grace The Archbishop of Malta, 2 Priests and the Administrator to His Grace.
- (2) Reverend E. Milner Royal Navy.
- (3) Mr. Hayling, Architect.
- (4) 1 Sub Lieutenant, 2 ratings and 3 Army other ranks.
- (5) Five cases containing the Needstones for the Grave of the Late Captain A.C. Hamilton Royal Navy Retired.

2. The ship arrived at Naples at 0700 on 17th. October and berthed alongside. All the passengers disembarked with the exception of the Reverend E. Milner Royal Navy.

3. The ship sailed at 0600 on the 19th. October and, carrying out a full power trial on the way, arrived at Porto di Savona at 1000 on 20th. October. A berth had been arranged alongside where it was possible to use a crane to unload the cases mentioned in paragraph 1. The cases were disembarked and loaded into the lorry sent from Rome to transport them from Savona to Asasulo.

4. As the lorry was proceeding out of the Dock at approximately 1430 on Sunday 20th. October an incident occurred which resulted in the death of J. Black, Writer P/AN 724753 and the slight wounding of A.G. Davies, Loading Writer, P/AN 688488, both of His Majesty's Ship "Saint Angelo (Rome)". This forms the subject of a separate report, a copy of which is attached.

5. Owing to the above incident all libertines were recalled to ensure that no further incidents would occur as the result of any ill feeling towards the Italians. In fact this proved to be unnecessary as there was no sign of further disturbances or incidents and normal leave was given on the two succeeding days.

6. Attempts were immediately made to inform the Consul General in Genoa by telephone of the incident. This was found to be impossible and, as there were no British Authorities in the Port of Savona, an officer was sent to Genoa by car to get in touch with the Consul General and if possible with the British Naval Authorities in Rome. At approximately 2000 communication was established with the Consul General, who arranged to send Mr. Pateman, the Vice Consul, to visit the ship the following morning. It was found to be quite impossible to telephone to Rome.

7. Sergeant Hayles of the Field Security Police came onboard late p.m. Sunday 20th October and gave me information regarding the Italian officials in the port and the general attitude of the Italians towards the British. He confirmed that nothing more could be done that evening and said that he would call for me in the morning to go

20th, October and the slight wounding of A.C. Davies, leading writer, 1/11/50. This forms the subject of a separate report, a copy of which is attached.

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7. Sergeant Hayles of the Field Security Police came onboard late p.m. Sunday 20th October and gave us information regarding the Italian officials in the port and the general attitude of the Italians towards the British. He confirmed that nothing more could be done that evening and said that he would call for me in the morning to go and visit the Italian Customs Officials.
8. At approximately 0930 on Monday 21st, October the Colonel in charge of the Customs at Savona accompanied by his Senior Officer from Genoa arrived onboard. Sergeant Hayles acted as interpreter. They expressed their deepest regret that the incident had taken place and stated that the official who fired the shots had been placed in prison pending orders for a Court Martial. These would come from the Military Authorities at Spezia. They admitted the guilt of the prisoner in firing deliberately at the lorry; this was in direct contravention of their orders which state that a warning shot should be fired in the air and the second shot at the tyres of the car.

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9. Arrangements were made for the lorry to proceed with the headstones to Allassio. The Reverend Milner and four ratings accompanied the lorry which left at 1000. Mrs. Hamilton was met at Allassio and the regrettable delay was explained to her. The headstones were unpacked and placed around the grave of the late Captain Hamilton Royal Navy; arrangements were made for a memorial service to be held the following day. Mrs. Hamilton was overjoyed at the arrival of the headstones and very grateful for all the assistance which had been given to her. She was very shocked at the tragedy which had occurred the previous day and expressed her deepest regret that it should have occurred whilst bringing the headstones to her.
10. Mr. Bateman, the Vice Consul at Genoa, arrived onboard at 1015. After he had received a full account of the incident, he was invited, with the Commanding Officer, the Customs Officials and later the Prefect of the town. All the Italian Officials were unanimous in expressing their regret of the incident and assured us that the Official who fired the shots was completely in the wrong and would be court martialled when orders were received from the Military Authorities at Suez.
11. The Military Authorities expressed the wish that they might be allowed to make all the necessary arrangements for the funeral and to send contingents from their forces in the port. Their requests were approved.
12. The funeral party left the Mortuary at 1100 on Tuesday 22nd. Pall bearers, Mourning Party and Funeral Wining Party were provided by His Majesty's Ship "Saint Austell Bay". Mr. Bateman represented the Consul General from Genoa. The Prefect of the town, several Officials and Senior Officers of the Italian Forces attended as well as contingents from the Army, Navy and Customs Service. The Burial Service took place in the British part of Savona Cemetery, the Reverend E. Milner Royal Navy officiating. On completion of the service three volleys were fired over the grave of the deceased. All the arrangements made were very satisfactory and the whole service was carried out simply and impressively.
13. Wreaths were placed on the grave on behalf of the following:-
 Flag Officer Liaison Italy and Staff.
 The Consul General, Genoa.
 Officers and men, R.N. Barracks Rome.
 The Captain and Officers, H.M.S. "St. Austell Bay".
 The Ships' Company, H.M.S. "St. Austell Bay".
 Four more wreaths were placed by Official Italian bodies.
14. A party consisting of the Commanding Officer, Lieutenant Page Royal Navy, Reverend E. Milner Royal Navy and 12 ratings proceeded to Allassio at 1330 on Tuesday 22nd. October. A car was provided by the Italian Authorities for the officers free of charge. The party was joined by Mrs. Hamilton at her hotel and then proceeded to the cemetery.
15. A White Design had been placed over the grave, which was surrounded by the headstones sent out from England. Standards of the Union Jack and British Legion, which Mrs. Hamilton had kept hidden in Italy throughout the war, were carried to the

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The Captain and Officers, R.N.S. "St. Austell Bay".

The Shipping Company, R.N.S. "St. Austell Bay".

Four more were placed by Official Italian bodies.

14. A party consisting of the Commanding Officer, Lieutenant Page Royal Navy, Reverend W. Milner Royal Navy and 12 ratings proceeded to Allassio at 1330 on Tuesday 22nd October. A car was provided by the Italian Authorities for the officers free of charge. The party was joined by Mrs. Hamilton at her hotel and then proceeded to the cemetery.

15. A white flag had been placed over the grave, which was surrounded by the headstones sent out from England. Standards of the Union Jack and British Legion, which Mrs. Hamilton had kept hidden in Italy throughout the war, were carried to the graveside, where the Reverend W. Milner Royal Navy conducted a service. Two wreaths were placed on the grave on behalf of the Officers and Ship's Company.

16. Mrs. Hamilton was overwhelmed in her gratitude to all the Authorities who had made possible the transport of the headstones to Allassio. She repeatedly said ⁵²⁹ ~~528~~ ⁶ ~~5~~ ⁷ ~~6~~ ⁸ ~~7~~ ⁹ ~~8~~ ¹⁰ ~~9~~ ¹¹ ~~10~~ ¹² ~~11~~ ¹³ ~~12~~ ¹⁴ ~~13~~ ¹⁵ ~~14~~ ¹⁶ ~~15~~ ¹⁷ ~~16~~ ¹⁸ ~~17~~ ¹⁹ ~~18~~ ²⁰ ~~19~~ ²¹ ~~20~~ ²² ~~21~~ ²³ ~~22~~ ²⁴ ~~23~~ ²⁵ ~~24~~ ²⁶ ~~25~~ ²⁷ ~~26~~ ²⁸ ~~27~~ ²⁹ ~~28~~ ³⁰ ~~29~~ ³¹ ~~30~~ ³² ~~31~~ ³³ ~~32~~ ³⁴ ~~33~~ ³⁵ ~~34~~ ³⁶ ~~35~~ ³⁷ ~~36~~ ³⁸ ~~37~~ ³⁹ ~~38~~ ⁴⁰ ~~39~~ ⁴¹ ~~40~~ ⁴² ~~41~~ ⁴³ ~~42~~ ⁴⁴ ~~43~~ ⁴⁵ ~~44~~ ⁴⁶ ~~45~~ ⁴⁷ ~~46~~ ⁴⁸ ~~47~~ ⁴⁹ ~~48~~ ⁵⁰ ~~49~~ ⁵¹ ~~50~~ ⁵² ~~51~~ ⁵³ ~~52~~ ⁵⁴ ~~53~~ ⁵⁵ ~~54~~ ⁵⁶ ~~55~~ ⁵⁷ ~~56~~ ⁵⁸ ~~57~~ ⁵⁹ ~~58~~ ⁶⁰ ~~59~~ ⁶¹ ~~60~~ ⁶² ~~61~~ ⁶³ ~~62~~ ⁶⁴ ~~63~~ ⁶⁵ ~~64~~ ⁶⁶ ~~65~~ ⁶⁷ ~~66~~ ⁶⁸ ~~67~~ ⁶⁹ ~~68~~ ⁷⁰ ~~69~~ ⁷¹ ~~70~~ ⁷² ~~71~~ ⁷³ ~~72~~ ⁷⁴ ~~73~~ ⁷⁵ ~~74~~ ⁷⁶ ~~75~~ ⁷⁷ ~~76~~ ⁷⁸ ~~77~~ ⁷⁹ ~~78~~ ⁸⁰ ~~79~~ ⁸¹ ~~80~~ ⁸² ~~81~~ ⁸³ ~~82~~ ⁸⁴ ~~83~~ ⁸⁵ ~~84~~ ⁸⁶ ~~85~~ ⁸⁷ ~~86~~ ⁸⁸ ~~87~~ ⁸⁹ ~~88~~ ⁹⁰ ~~89~~ ⁹¹ ~~90~~ ⁹² ~~91~~ ⁹³ ~~92~~ ⁹⁴ ~~93~~ ⁹⁵ ~~94~~ ⁹⁶ ~~95~~ ⁹⁷ ~~96~~ ⁹⁸ ~~97~~ ⁹⁹ ~~98~~ ¹⁰⁰ ~~99~~ ¹⁰¹ ~~100~~ ¹⁰² ~~101~~ 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BOARD OF INQUIRY INVESTIGATING THE DEATH OF WRITER BL. S. AND INJURIES TO
LEADING WRITER DAVIES AT SAVONA ON 20th OCTOBER, 1946.

ENCLOSURE 2c.

Death of J. BLACK, Writer, P/MX 724753.

His Majesty's Ship "Saint Austell Bay" arrived off Savona at 1000 on 29th October 1946. The Assistant Harbour Master and an interpreter boarded the ship, which then entered harbour and berthed alongside.

2. The Assistant Harbour Master was aware that we had some cases to land and arrangements were made to unload these immediately into the Naval Lorry, which had been sent from Rome to transport these cases, containing Headstones for the Grave of the late Captain Hamilton Royal Navy Retired, from Savona to Allasio.

3. The Lorry left the ship at approximately 1410. The Chaplain, Reverend E. Milner Royal Navy, and the following ratings went with the Lorry.

A.G. DAVIES, Leading Writer, P/MX 693488 "Saint Angelo (Rome)"

J. BLACK, Writer, P/MX 724753 "Saint Angelo (Rome)"

A.J. McAPLANE, Able Seaman, P/JX 652624 "Saint Austell Bay"

G.H. ARMOTT, Able Seaman, D/JX 566917 "Saint Austell Bay"

The driver was an Italian.

4. The Lorry was stopped at the Dock Entrances by an armed Customs Official, who informed them that they could not proceed as the Lorry had not been inspected by the Customs Authorities, who would not be on duty till the following morning. The Lorry then returned to the ship.

5. The above facts were reported to me by the Chaplain and I instructed the First Lieutenant, Lieutenant T.P.M. PAGE Royal Navy, to go with the Lorry to the Gate to see if he could arrange for it to be allowed through. I was under the impression that the Italian Authorities knew that we were landing these cases, as the Assistant Harbour Master was aware of the presence of our Lorry and of the fact that we wished to transport the headstones to Allasio that afternoon.

6. The Lorry left the ship for the second time at approximately 1425. Lieutenant Page Royal Navy and L. FRANGIS Able Seaman P/JX 627332 went with the Lorry as well as the Chaplain and the four ratings mentioned in paragraph 3. On the way to the Dock Entrance an armed Customs Official jumped on the Running Board. The Lorry stopped, as requested, at the Dock Entrance. The Customs Official got off the Running Board and Lieutenant Page Royal Navy got out of the Lorry. The latter attempted to explain to the Customs Official that the contents of the Lorry were headstones for a grave, and a short argument ensued. The Customs Official then proceeded to run up a side burning to the offices. When the Official was about ten yards up the side burning, Lieutenant Page told the Lorry to carry on.

7. The Lorry moved off and started to turn the corner. Lieutenant Page assumed that everything was in order and started to walk back to the ship.

1766

first Lieutenant, Lieutenant T.P.V. Vice Royal Navy, to go with the lorry to the Gate to see if he could arranged for it to be allowed through. I was under the impression that the Italian Authorities knew that we were landing these cases, as the Assistant Harbour Master was aware of the presence of our lorry and of the fact that we wished to transport the headstones to Allasio that afternoon.

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7. The lorry moved off and started to turn the corner. Lieutenant Page assumed that everything was in order and started to walk back to the ship.

8. As soon as the Customs Official heard the lorry accelerate, he ran back to the road and shouted to it to stop. Though the ratings in the back of the lorry tried to make the driver stop, they were unable to make themselves heard above the noise of the engine.

9. At the same time as shouting to the driver to stop, the Customs Official ⁵²⁸⁴ fired two deliberate shots into the back of the lorry. The first passed through the cab and windscreen, narrowly missing the driver. The second went straight into the back of the lorry, through the neck of the deceased and grazed the jaw of Loading Writer Davies. Both shots were deliberately aimed to hit, without a previous warning shot being fired in the air or at the tyres.

10. The lorry immediately stopped and Writer Black, who was unconscious, was transferred to another car and taken to hospital. He died on the way, without regaining consciousness, not more than ten minutes after the shot was fired. Loading Writer Davies was taken back to the ship for First Aid and later up to the hospital.

11. The whole incident took place in a very short space of time without any previous great excitement or flaring up of tempers, which might have served as a warning of trouble. No signs of hostility were shown by either side and there was no indication of any further outbreak or further incident. To avoid any chance of another incident, all leave was cancelled and libertymen were ordered to return to the ship. This was done orderly and quickly.

12. After some delay the Colonel in charge Customs Officials arrived and started an investigation. This was entirely one sided as all the British Witnesses had by then returned onboard. The Italian lorry driver was however interrogated.

13. The General Attitude of the Italian Officials and Civilians was one of deep regret and guilt. The official who fired the shots was put into Custody by the Italian Authorities pending Court Martial. It was fully admitted by the Italian Colonel that firing at the lorry was in direct contravention of their standing orders which state that a warning shot must be fired in the air and, if a second shot is necessary, that it should be fired at the tyres. In this case the two shots were fired in quick succession direct at the lorry. The pistol was later examined and it was confirmed that only two shots were fired.

BOARD OF INQUIRY INVESTIGATING THE DEATH OF WRITER BLACK, AND INJURIES
LEADING WRITER DAVIES AT SAVONA ON THE 20th OCTOBER, 1946.

COPY

ENCLOSURE 3a.

MINISTRY OF MARINE

FOLI

U/C

H.M.S. ST AUSTELL BAY expects to arrive Savona AM 20th October.
Request local authorities may be informed that berth alongside
is required a gravestone packed in 5 cases, of which the heaviest
weighs 350 kilograms, will be disembarked. Ship will probably
leave Savona about PM 21st October.

.....161017A/Oct.....

O-4 10 Log.

H/M

F/L

AM 16th

IN

16/10

5201

BOARD OF INQUIRY IN ESTIGATING THE DEATH OF WRITER BLACK, AND INJURIES
TO LEADING WRITER DAVIES AT SAVONA ON 20th OCTOBER, 1946.

ENCLOSURE 3b.

COPY

From: Liaison Office, CABINET. Ministry of Marine.
To : Marina - Genoa
Maridipart - La Spezia
Date: 17th October, 1946.

MARINA 106566 - Destination Marina Genoa, Maridipart La Spezia for information. You are informed that arrival of H.M.S. ST AUSSELL BAY is expected in the port of Savona in the morning of the 20th inst. Request reservation of quayside berthing as a tombstone will be unloaded in five cases of which the largest weighs 350 kgs. On the 19th inst. a British truck will arrive in Savona with two naval personnel, for removal of the above cases for further destination by land. Request that all possible assistance be given.

MICHELL 171400

JLE/P.
22

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BOARD OF INQUIRY INVESTIGATING THE DEATH OF WHITEY BLACK AND LADDER MASTER DAVIES
AT SAVONA ON THE 20th OCTOBER, 1946
Translation M.B.

CC. PR. GENERAL COMMAND,
Service and Situation Office.

COPY

ENCLOSURE 4.

Nr. 922/2

Rome, 21/10/46

To: ALLIED COMMISS ION,
Public Safety S/C.
ROME.

SUBJECT : SAVONA. A British Sailor killed by a Finance Guard.

At Savona, on the 20th inst. at 3 p.m., in the "Porto" district, the Finance Guard, GIUSEPPE GIUSEPPE, summoned a British lorry, driven by the Italian Civilian, Athos ASSOGNO, to stop. On board were a British Officer and 6 sailors.

As the driver did not obey the order, the Guard fired two pistol shots at it, thus killing the British Sailor BLACK, John, and wounding another sailor, DAVIES, Alan, liable to recover within 20 days.

The lorry had been loaded shortly before with some cases containing marble disembarked from the British Torpedo Boat N. 634, and destined to the building of a British Military Monument at Alassio (Savona).

Recd. 23/10
Trans 23/10.

The General Commander,

(sgd) B. RAVENETTI.

785016

5199

Recd. 23/10
Trans 23/10.

The General Commander,

(s.d) B. BOWEN.

1 7 7 2

BOARD OF INQUIRY INVESTIGATING THE DEATH OF WALTER BLACK, AND INQUIRY TO DETERMINE
WHETHER DAVIES AT SAVONA THE 20th OCTOBER, 1946.

MINISTRY OF THE INTERIOR
P.S. Direction General

COPY

ENCLOSURE 5.

N. 555/1599

25 October 1946.

TO : The Allied Commission
Public Safety S/C.

Transcribed herewith, for your information, is cable n.29819 today's
date, sent by the Prefect of Savona to this Direction General:

"Referring to today's phone request and cable n.08729 of the 20th inst.
I inform you of the results of the enquiry into the reported incident between
a Finance Guard and English sailors:- At about 15.00 hours of the 20th inst.
an English Navy vehicle n.531464, after having loaded 5 cases from the English
torpedo boat S.T. Austell Bay which had arrived that morning, was proceeding
to leave the Customs area. In the vehicle, driven by the Italian driver, Assogno
Athos, there were the English Military chaplain seated beside the driver, and
4 sailors in the back. The G.G.F.F., Gregorio Giuseppe, on duty at the Customs
post, stopped the vehicle to check its load, escorting it to the Customs post.
As it was closed being Sunday, the G.G.F.F. applied to the N.C.O. in charge of
Customs inspection at the neighbouring barracks, who made the vehicle turn
back, adding that it was impossible to effect customs operations for the a/m
reason and the vehicle returned to the torpedo-boat's side. After a minute
or two, by order of an English officer who had meanwhile seated himself in the
same vehicle, it started off. The Finance Guard again intervened and mounted
on to the foot board of the vehicle so as to escort it to the barracks.
Arriving there, the English officer descended to follow the G.G.F.F., who intend-
ed to bring him to the N.C.O. Inspector for Clearance. But after a brief
discussion, the officer made it understood that he did not intend to go to the
barracks and ordered the driver to proceed. The vehicle started again in the
direction of the town, while the officer walked in the opposite direction so
as to return to the ship. The G.G.F.F. then summoned 'halt' and, as the vehicle
did not stop, he fired two pistol shots; the first one went through the right
side of the driver's cabin and windshield; the second struck the two English
sailors Davies, Alan, aged 21, of Ayr (Scotland), and Black John, aged 19, of
Gateshead. They were immediately transported to this civilian hospital,
shortly after the sailor Black died from wounds caused by a firearm in the
right laterio-cervical region where the bullet was lodged, while the sailor
Davies bore wounds caused by a firearm, the bullet having entered the left
lower mandible region and gone out through the cheek on the same side. The
latter curable in 20 days is greatly improving. The Procuratore della Repubblica
intervened immediately and informed the English Consul and the Allied Police
of Genova who came on the spot. The G.G.F.F., Gregorio Giuseppe, has been held

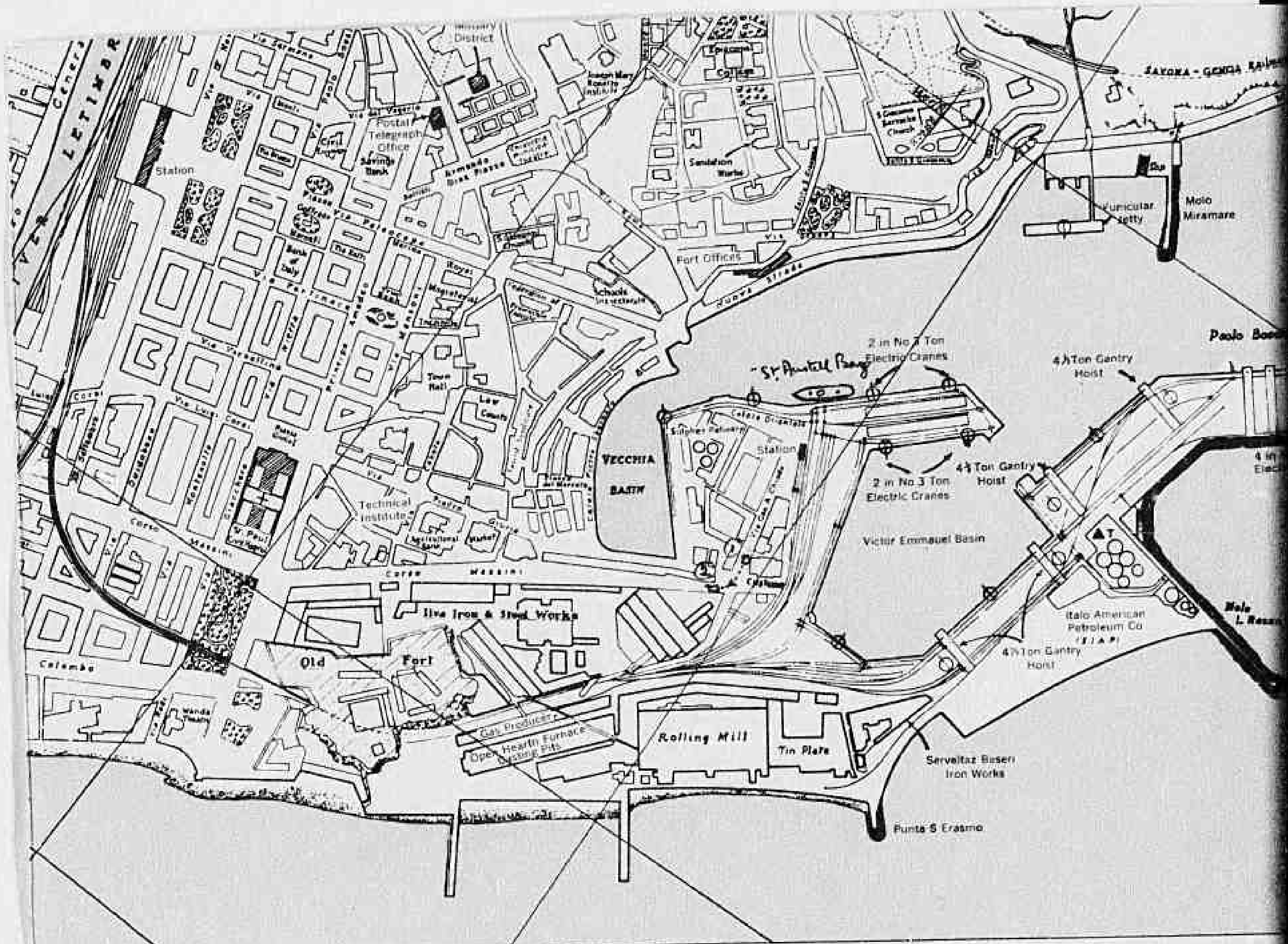
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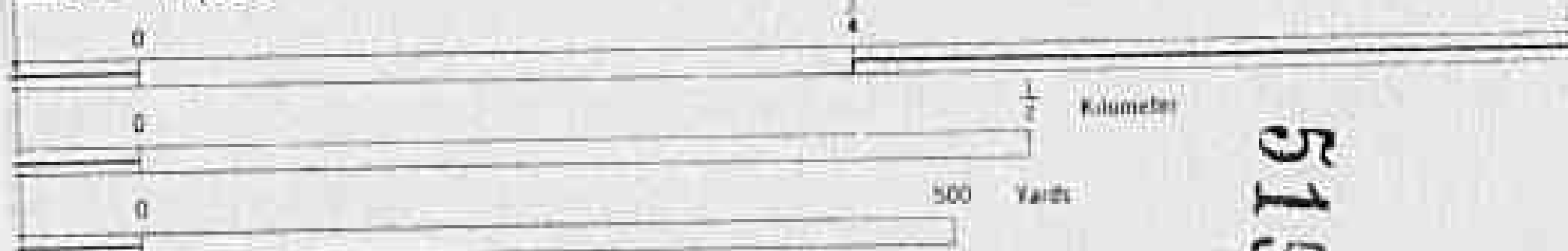
As it was closed being Sunday, the G.C.F.F. applied to the M.C.O. in charge of Customs inspection at the neighbouring barracks, who made the vehicle turn back, adding that it was impossible to effect customs operations for the a/m reason and the vehicle returned to the torpedo-boat's side. After a minute or two, by order of an English officer who had meanwhile seated himself in the same vehicle, it started off. The Finance Guard again intervened and mounted on to the foot board of the vehicle so as to escort it to the barracks. Arriving there, the English officer descended to follow the G.C.F.F., who intended to bring him to the M.C.O. Inspector for Clearance. But after a brief discussion, the officer made it understood that he did not intend to go to the barracks and ordered the driver to proceed. The vehicle started again in the direction of the town, while the officer walked in the opposite direction so as to return to the ship. The G.C.F.F. then summoned 'halt' and, as the vehicle did not stop, he fired two pistol shots; the first one went through the right side of the driver's cabin and windshield; the second struck the two English sailors Davies, Alan, aged 24, of Ayr (Scotland), and Black John, aged 19, of Gateshead. They were immediately transported to this civilian hospital, shortly after the sailor Black died from wounds caused by a firearm in the right laterio-cervical region where the bullet was lodged, while the sailor Davies bore wounds caused by a firearm, the bullet having entered the left lower mandible region and gone out through the cheek on the same side. The latter curable in 20 days is greatly improving. The Procuratore della Repubblica intervened immediately and informed the English Consul and the Allied Police of Genova who came on the spot. The G.C.F.F., Gregorio Giuseppe, has been held back by the respective G.C.F.F. Command at the disposition of the territorial Military court of Spezia. The load in the vehicle was made up of blocks of marble and granite, addressed to Alasiao to erect a monument to a British officer. This morning the funeral of the English sailor took place with the attendance of the civilian and military authorities and representatives of all the armed forces.

Translation ac/

The Head of the Police 5193
(sgt) Ferrar



SCALE 1:7,500



Projection Approximate

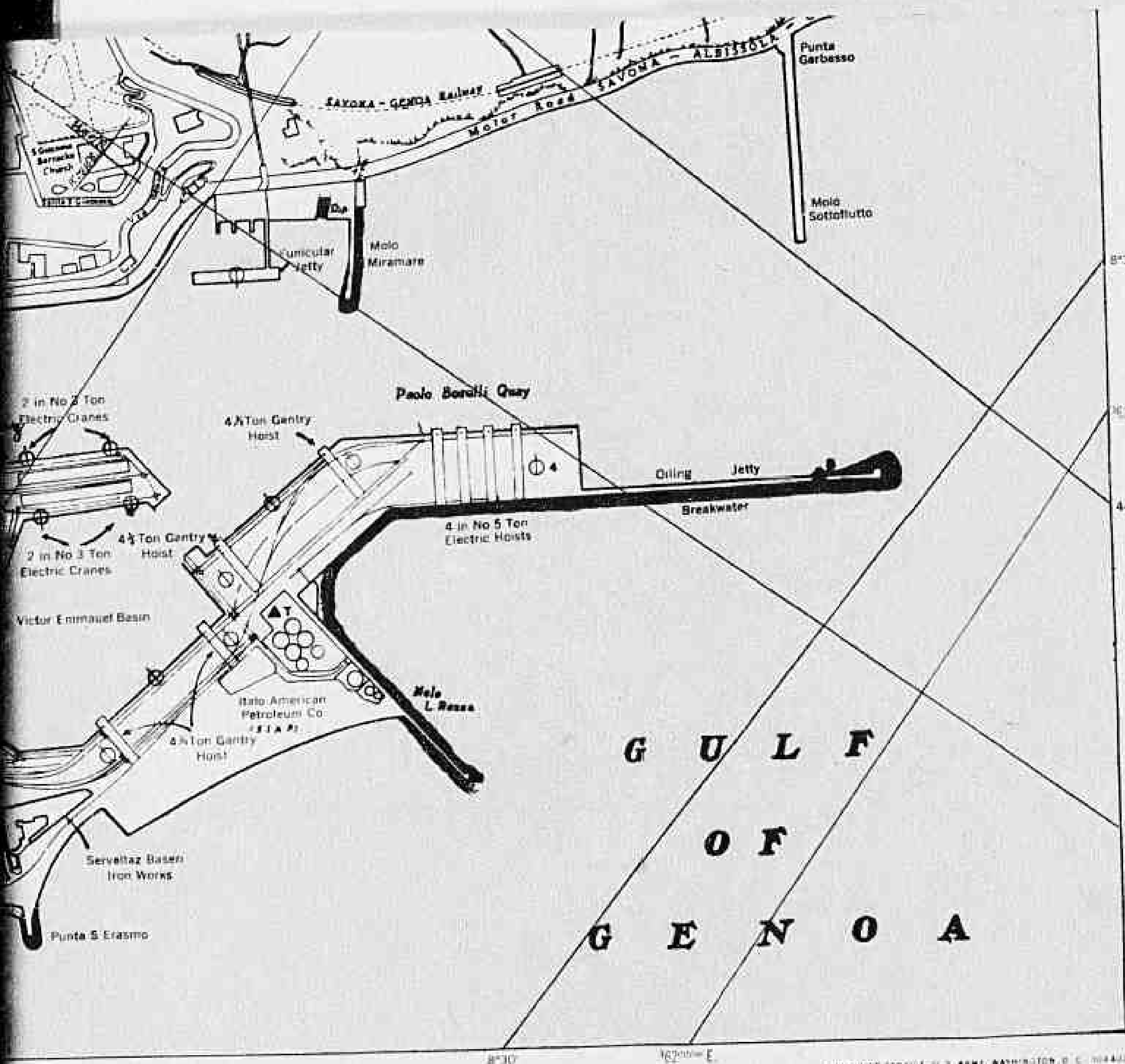
Map was revised from 1944 and 1945 editions and is based on the latest available information.

5191

- ① The position of the lorry
- ② The position of the trolley

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BOARD OF INQUIRY INVESTIGATING THE DEATH OF WRITER BLACK, AND SUPPLIES TO L. WTP.
DAVIES AT SAVONA ON THE 20th OCTOBER, 1946.
ENCLOSURE 6

REPRODUCED BY 648TH ENGR BN, OCT/1945

The position of the lorry halted at the Customs barrier
The position of the lorry when the shots were fired

ARMY MAP SERVICE, U.S. ARMY, WASHINGTON, D. C. 10025
1:40,000
1945
REPRODUCED BY 648TH ENGR BN, OCT/1945

S.—1360. (Established March, 1933.)
(Revised—December, 1939.)

THE FLAG OFFICER, LESTON, ITALY
Rome.

ENCLOSURE 7.

22nd October

194...

MEMORANDUM.

You are to assemble ~~on board H.M.S.~~
at ~~my office in Rome~~ on
as a board of inquiry whereof ~~Captain R.N. Blackham, C.B.E., D.S.O., R.N.~~
of H.M.S. ~~THE ARCADIA (Rome)~~ is to be the
president and hold a full and careful investigation into the circumstances attending
the death of J. Black, Writer, P/M. 736753 and injuries sustained
by A.G. Davies, Landing Writer, P/M. 69483, at Scapa on 20th
October, 1946.

calling before you such witnesses as are necessary to enable you to form a correct
conclusion. Recommendations should be put forward, if appropriate, which might
prevent similar occurrences in the future whether on account of failure of personnel or
matériel.

2. The inquiry is to be conducted in accordance with the directions contained in
King's Regulations and Admiralty Instructions, Chapter XI.

3. The report of the board is to be accompanied by the minutes of evidence
taken, and is to contain an expression of opinion on the merits of the case as
disclosed by the evidence, including a statement of the causes of the occurrence.

4. The questions in the minutes are to be numbered consecutively, and the name
and rank or rating of each witness are to appear at the head of each page of his
evidence.

5. The report and minutes are each to be signed by the members of the board,
and are to be in triplicate.

To the President only. 6. The original report is sent herewith for the purpose of the inquiry, and is
to be returned with the report of the board, together with this memorandum.

7. The Commanding Officer, H.M.S. ~~THE ARCADIA (Rome)~~
has been informed and directed to afford the board all the necessary facilities.

8. Unless the president has something to communicate he is to send the reports
when completed, not to bring them.

9. A shorthand writer has been detailed from my offices.

To: ~~Captain R.N. Blackham, C.B.E., D.S.O., R.N.~~

~~H.M.S. THE ARCADIA (Rome)~~

~~Signature of A.G. Davies~~ (Signature)

~~H.M.S. THE ARCADIA (Rome)~~

~~Mr. D.E.P. Galt, D.S.O., R.N.~~

(Rank)

~~H.M.S. THE ARCADIA (Rome)~~

CAPTAIN, ROYAL NAVY
FOR HEAD-QUARTERS
(on leave).

519

N. 100/33.
N.L. 4616/37.
Sta. 208A/39.

8d
LEGIONE TERRITORIALE GUARDIA DI FINANZA - GENOVA.

- Ufficio Comando -
Genova, li 26 ottobre, 1946.

N. 64192/I-B.

AL PROCURATORE MILITARE
presso il Tribunale Militare Territoriale
di

LA SPEZIA.

Subject: Charge against Land Excise Guard GREGORIO Giuseppe
"-20". Manslaughter and wilful bodily harm due to
wilfully exceeding the legitimate use of arms.

Part I.

As stated in the attached report No. 26628 dated the 22nd instant a few heavy cases were discharged in the afternoon of the 20th instant in Genova from a British destroyer, and these were later loaded on to a truck. After loading these cases, the truck was boarded by a military chaplain and four British sailors, as well as the driver, one Assogna Athos, a civilian from Rome, who began to drive it in the direction of the city. The Excise Guard, Gregorio Giuseppe, who was on duty at the "Varco Binari", halted the truck for the normal control, and informed the driver that before he could continue his journey it would be necessary to carry out the customs formalities as required by law.

The driver was unable to state precisely what the contents of the cases were, but only described them vaguely, nor was he able to present documents which would have authorised the entry of the cases into the city through the customs barrier, and for this reason Gregorio accompanied the truck to the building in which the customs offices are situated.

As it was a holiday no officials were available, and consequently the customs examination could not be carried out. The truck was therefore obliged to return to its point of departure.

1778

British sailors, as well as the driver, one Assegna Athos, a civilian from Rome, who began to drive it in the direction of the city. The Excise Guard, Gregorio Giuseppe, who was on duty at the "Varco Binari", halted the truck for the normal control, and informed the driver that before he could continue his journey it would be necessary to carry out the customs formalities as required by law.

The driver was unable to state precisely what the contents of the cases were, but only described them vaguely, nor was he able to present documents which would have authorized the entry of the cases into the city through the customs barrier, and for this reason Gregorio accompanied the truck to the building in which the customs offices are situated.

As it was a holiday no officials were available, and consequently the customs examination could not be carried out. The truck was therefore obliged to return to its point of departure.

A few minutes later an English officer who had come off the ship intervened to enable the truck to resume its journey. Gregorio again pointed out the situation, and once more accompanied the truck to the nearby barracks in the hope of being able to find there some superior who could make a decision.

However, as soon as they arrived in front of the Barracks the English officer, after a brief discussion and a few words in Italian, let it be understood that he had no intention of entering and, having lost patience, without further ado ordered the driver to carry on. He, in his turn, walked away in the opposite direction towards his ship.

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The truck having moved off at a fair speed, Excise Guard Gregorio dashed after it at once and, intending having his orders obeyed, shouted "Halt" several times. However, in spite of his shouting at the top of his voice, and because the truck continued its course, Gregorio followed after it and, moving towards the middle of the road at a slight angle to the course of the truck, drew his Glisenti pistol. The truck had already drawn about 50 metres ahead of him, and had turned to the right to enter Corso Mazzini when Gregorio fired a warning shot, which according to his statement it was his intention to fire in the air.

/a

- 2 -

A few seconds later, when he saw that the driver had disregarded this other warning, he fired a second shot, which, according to the accused's statement, was intended to hit the wheels of the truck, but which was found to have been fired at roughly the same height as the first.

The truck stopped, unfortunately not because it had been hit in the wheels, but because two sailors had been wounded, and by an unfortunate chance the bullets, contrary to the intention of the Excise Guard, had struck the outside of the driver's cab and two of the four sailors who were sitting side by side on the lateral seats.

The wounded were taken immediately to the Civil Hospital in Savona for the necessary attention, but one of them, a certain BLACK John, aged 19, who had been wounded in the right lateral-cervical region, where the bullet had lodged, died as soon as he arrived there, whilst the other, a certain DAVIES Allan, aged 21, received treatment for his wound, described as being due to the bullet having entered the region of the left lower jaw, and having come out through the left cheek. It is expected that he will be discharged in 20 days, provided no complications set in.

The cuses were afterwards found to contain worked marble slabs intended for the graves of deceased British soldiers. (sic).

Part II.

These are the unfortunate facts described in their essential outline. It is felt necessary in connection with them to draw attention to the following:-

- 1) Excise Guard Gregorio Giuseppe, being on duty at a Customs barrier, should not have left his post under any circumstances. Twice, however, he tried to help the English. Instead of letting the truck go back he endeavoured to find a solution to the problem of the carrying out of customs formalities to enable the load to be taken into the city. He escorted the truck first to the Customs in the hope of finding an official there, and

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Part II.

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- 1) Excise Guard Gregorio Giuseppe, being on duty at a Customs barrier, should not have left his post under any circumstances. Twice, however, he tried to help the English. Instead of letting the truck go back he endeavoured to find a solution to the problem of the carrying out of customs formalities to enable the load to be taken into the city. He escorted the truck first to the Customs in the hope of finding an official there, and on the second occasion to the Barracks, which are situated in the same building as the Customs.
- 2) Gregorio had instructions not to allow any goods to pass the Customs barrier unless they were accompanied by the appropriate documents. Therefore, in accordance with Art. 40 of R.D. 6 November 1930, No. 1643, it was his duty "resolutely to prevent any action which did not correspond to the terms of his instructions or which in any other way he considered harmful to the interests of the Excise" and "to have recourse also to force as prescribed by Art. 92 of the aforementioned R.D. - 28.9.34" he found himself obliged to do so through his inability to obtain respect of the law in any other manner."

However, in the legitimate use of firearms as laid down in Art. 41 of the peacetime military penal code, he exceeded the limits established by Arts. 94 and 95 of the

/aforementioned

mentioned R.D. 6 November 1930, by not having used the necessary prudence, the intention of these limits being not to endanger human life, and he must therefore be charged with wilful manslaughter (Art. 589 of the Penal Code) and of wilful bodily harm (Art. 590 of the Penal Code) due to wilfully exceeding his orders (Art. 45 of the peacetime military penal code.)

So far as the English officer is concerned, however, it is necessary to point out that, because he did not probably appreciate the goodwill of the Excise Guard to facilitate, within the limits of his power, the introduction of the five cases into the city through the customs barrier, his sudden order to the driver prevented our Guard from carrying out his intention, and forced him to act in accordance with his instructions. If the misunderstanding due to the probable language difficulties, and the conviction on the part of the officer that the load on the truck was intended for a pious cause for which the formalities required by the Italian soldier seemed to him to be superfluous - if all this is not taken into consideration, then the officer himself would, by his action, place himself open to a charge under Art. 140 of the peacetime military penal code.

Part III.

In view of the foregoing, Customs Guard Gregorio Giuseppe is being charged with wilful manslaughter and wilful bodily harm, due to wilfully exceeding the legitimate use of arms.

So far as the English officer is concerned - whom it was absolutely impossible to interrogate, even for the purpose of obtaining his personal details, as he had returned to his ship - the Judge will consider the circumstances connected with the irregularity which he committed, in order to exclude or otherwise, in weighing up the actual facts, the existence of a chargeable offence.

Customs Guard Gregorio has been under precautionary arrest since the 20th October at the Brigata Stanziale di Savona.

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Customs Guard Gregorio has been under precautionary arrest since the 20th October at the Brigata Stanziale di Savona.

Part IV.

(Not translated - contains details of enclosures).

Signed: C. Montella.
Colonel Commanding.

519d

1 7 8 3

COMANDO DI CIRCOLO DELLA GUARDIA DI FINANZA DI SAVONA

N. 23628 di prot.
(?)

Savona, 11 22 ottobre, 1946.

AL COMANDO LEGIONE TERRITORIALE GUARDIA DI FINANZA
= GENOVA =

e, in senso informativo,

AL PROCURATORE DELLA REPUBBLICA = SAVONA.

Subject: Report on the use of arms whilst on duty -
Land Excise Guard GREGORIO Giuseppe.....

At about 1440 hrs. on 20th October 1946 a British Naval truck, No. 5319464, was about to be driven out of the customs zone after it had taken on board 5 cases discharged from the British destroyer H.M.S. St. Austell Bay, which had arrived that morning.

It was driven by an Italian, AGOSTINO Athos, from Rome, and on board there were a military chaplain, who sat by the side of the driver, and four sailors on the side-benches

Excise Guard Gregorio Giuseppe, who was on duty at the Varco Binari (Via Chiado), halted the truck to check the load.

As the driver was unable either to explain the exact contents of the cases or to produce the appropriate customs documents, he escorted the truck to the nearby Customs.

As it was a holiday the Customs was closed, and he therefore referred the matter to the Duty NCO of the nearby Barracks, who ordered that the truck be driven back as no customs formalities could take place.

The truck, therefore, was driven back to the ship's side. A few minutes later an officer, who in the meantime had climbed on board the truck, ordered it to be driven off.

The Excise Guard intervened again and jumped on the running board to escort the truck to the barracks.

On arrival there the officer got down in order to follow the Guard, who wished to accompany him to the Duty NCO in order to clear up the question. However, after a brief discussion and a few words in Italian he let it be understood that he did not.

Excise Guard Gregorio Giuseppe, who was on duty at the Varco Elnari (Via Chiodo), halted the truck to check the load.

As the driver was unable either to explain the exact contents of the cases or to produce the appropriate customs documents, he escorted the truck to the nearby Customs.

As it was a holiday the Customs was closed, and he therefore referred the matter to the Duty NCO of the nearby barracks, who ordered that the truck be driven back as no customs formalities could take place.

The truck, therefore, was driven back to the ship's side. A few minutes later an officer, who in the meantime had climbed on board the truck, ordered it to be driven off.

The Excise Guard intervened again and jumped on the running board to escort the truck to the barracks.

On arrival there the officer got down in order to follow the Guard, who wished to accompany him to the Duty NCO in order to clear up the question. However, after a brief discussion and a few words in Italian he let it be understood that he did not intend going into the Barracks, and, with a determined gesture, ordered the driver to proceed.

The truck was driven off at a fair speed in the direction of Corso Mazzini, whilst the officer set off on foot, in the opposite direction, to return to the ship.

Excise Guard Gregorio then repeatedly shouted 'Halt' and as the truck showed no sign of halting he fired a first shot from his 'Glisenti' pistol, intentionally in the air as a warning shot, which had no effect, and a few seconds later a second shot, also intentionally aimed at the rear wheels of the vehicle.

After the second shot the truck, having gone on a few metres, stopped.

Gregorio, and immediately afterwards, Public Safety Agents ROSSI Giorgio and ZANDIGIACOMO Alessio and Excise Guard CACCAMISI Santo, who were on duty at the nearby Varco Darsena, observed that a bullet had struck the exterior of the right-hand side of the driver's cab and the windscreen, and

/that

that at the back of the truck, on the left, a sailor lay dying, blood streaming from his head, and another had been wounded in the right jaw.

In the meantime, the chaplain, the driver and the other sailors had got off the truck.

The two wounded men, identified as the sailors DAVIES Alan aged 21 and BLACK John aged 19, were immediately taken to the civil hospital.

Davies' wound, described as having been caused by a firearm, the bullet having entered the left side of the lower jaw and come out through the left cheek, was judged healable in 20 days' time, provided no complications set in.

Black, who died on arrival at the hospital, had been wounded by a firearm in the right lateral cervical region, the bullet having lodged there.

The writer, who proceeded immediately to the scene, carried out the first enquiries together with the Commander of the ship.

He also arranged for the immediate notification of the incident to the British Consul, to the HQ of the Allied Police and to the local State Prosecutor.

As has already been stated, the episode may be divided into two phases; the first begins at the first departure of the truck from the quayside and ends with the uneventful return of the truck, the other begins at the second departure of the truck from the ship's side after an officer had boarded it, and ends with the unfortunate tragic conclusion.

The scrupulousness of Excise Guard Gregorio in insisting on the observance of his orders, which forbid him to permit goods to be taken through the barrier without their being first verified, is also explained by the circumstance that he had been informed by Public Safety Agent CARBONE Antonio that an attempt would be made to take contraband cigarettes into the city together with the cases, which it was reasonable to suspect in view of previous attempts of this nature.

However, although he did not at once sense that he was

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However, although he did not at once sense that he was dealing with an operation that was entirely legitimate, he did not immediately prevent it, but accompanied the vehicle to the Barracks HQ where the matter could have been settled.

In spite of his laudable intention to facilitate, ~~as much~~ as lay in his power, a solution to the question, he was ~~prevented~~ from doing so by the sudden and authoritarian order to proceed given by the officer to the driver.

There is no doubt, and statements by witnesses prove, that Excise Guard Gregorio gave the prescribed warnings.

Driver Assogno states that he did not hear them and to have been made aware of them only by the first shot, because the bullet narrowly missed his head.

It is probable that this was so, owing to the noise of the engine and the boisterous behaviour of the sailors.

Gregorio states that he fired the first shot in the air as

/a

- 3 -

a warning shot, whilst he was running after the vehicle and moving into the middle of Via Chiado, and therefore at a slight angle to the right of the vehicle, and that the latter might have been at a distance of some fifty metres at the moment that it took a slight turn to the right to enter Corso Mazzini.

He declares, moreover, that he fired the second shot - after the first shot had had no effect - aiming at the rear wheels when the truck had gone on about fifteen metres beyond the turn.

This statement has been substantially confirmed by the driver in regard to the position of the truck at the time that the shots were fired.

Taking into consideration, however, the targets hit by the two bullets, the exterior of the right-hand side of the driver's cab and the two sailors who were seated on the sidebenches, it would appear that Gregorio did not act with due care and with the necessary precautions in putting his intentions into effect, which were to carry out a purely warning action for the sole purpose of immobilising the vehicle.

In fact, when he fired into the air, had he pointed his firearm at the sky there would have been no dangerous deflection of the bullet. This also applies to the second shot, for though he fired low at the wheels, he did not take into account the obvious probability of hitting the persons in the truck, a probability also due to the possible deflections of the bullet on account of the ballistic defects of the weapon.

In the writer's opinion Gregorio's behaviour was both inconsiderate and imprudent, and I feel he should be charged with wilful excess of zeal.

To be noted that the cases loaded on to the truck contained marble intended for the erection of a tombstone to the memory of the late brave English captain Hamilton in Allassion.

Nothing of contraband was found on the truck, which had been brought up purposely from Rome and had arrived in this port concurrently with the destroyer in order to carry out the transport of the above-mentioned material.

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In transmitting the enclosed statements by witnesses it is pointed out that it has not been possible - owing to the Commander of the ship not granting permission to do so - to obtain a statement from the wounded man, from the officer, and from the sailors who were on the truck.

.....
.....
.....

Excise Guard Gregorio has been under preventive arrest since the 20th instant at the disposal of the Military Prosecutor of La Spezia.

(Sgd.) A. Cutillo.
Lt. Colonel,
Commanding the Group.

Interrogation of Excise Guard GREGORIO Giuseppe.

I began my tour of duty to-day at 12 o'clock at the Customs barrier of Via Chiodo. The tour of duty was for six hours and I was armed with a 'Colicenti' pistol belonging to the Customs Administration and loaded with five bullets.

At about 1440 hours I saw a truck, which had been standing by the hut near a ship flying the English flag, move in the direction of the barrier under my control, and about to leave the port. I stopped it at the barrier and asked the driver what goods were on board. I would here point out that in addition to the driver there were on board the truck an Englishman in the cab and three or four other Englishmen seated in the back of the truck. The driver replied that he was carrying a few cases, but was unable to describe their contents. I asked if any Customs documents were available but the driver, after consulting the Englishman sitting by his side, replied that he had none. I therefore jumped on to the running board of the truck to escort it to the Customs. As this was closed I asked the Duty MCO for instructions regarding the exit from the Customs zone of the truck and the described cases. He replied that as it was a holiday the Customs was closed and the truck would therefore have to return to the port. I pointed this out to the driver and he then turned the truck around and returned to his point of departure. I returned to my post.

A few minutes later I was approached by a uniformed Public Safety Agent who told me to be careful because he had only a few minutes before heard from the jackals (the smugglers in the port) that on board the truck there were, among other things, two or three cases of cigarettes.

Whilst the agent was talking to me the truck again moved towards the customs barrier, having on board in addition to the persons already mentioned, an English officer seated in the cab.

I again stopped the truck and the driver told me the officer wished to be accompanied to one of the customs offices.

I jumped on to the running board and escorted the truck as far as the entrance to the Barracks in the Via Chiodo, which was about 100 metres distant from my post. When we arrived there the officer got down with me and then, gesticulating and grumbling angrily in English, putting in a word in Italian here and there, made me understand that he did not wish to follow me inside. After this the officer shouted in a loud voice to the driver to proceed. The truck, whose engine was

therefore have to return to the port. I pointed this out to the driver and he then turned the truck around and returned to his point of departure. I returned to my post.

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Whilst the agent was talking to me the truck again moved towards the customs barrier, having on board in addition to the persons already mentioned, an English officer seated in the cab.

I again stopped the truck and the driver told me the officer wished to be accompanied to one of the customs offices.

I jumped on to the running board and escorted the truck as far as the entrance to the Barracks in the Via Chiado, which was about 100 metres distant from my post. When we arrived there the officer got down with me and then, gesticulating and grumbling angrily in English, putting in a word in Italian here and there, made me understand that he did not wish to follow me inside. After this the officer shouted in a loud voice to the driver to proceed. The truck, whose engine was still running, started off at high speed in the direction of Corso Mazzini. The English officer, after having given the order to drive on, turned round and walked off quickly down Via Chiado in the direction of the port.

As soon as the vehicle started off I shouted various times in a loud voice to the driver to stop, accompanying my shouts with gestures, and at the same time running after the vehicle.

For the reason that in spite of my warning shouts of 'Halt' the vehicle still carried on, and thinking that the driver had not heard because of the loud noise made by the sailors, I fired one shot in the direction of the truck when it had already travelled some 50 metres - which was the same direction as that taken by me - but aiming straight up in the air. Not even then did the truck appear to halt, so I therefore fired a second shot, aiming this time at the rear right wheel, with the object, however, of holing the tyres.

I would point out that I fired when I was in the middle of the Via Chiado, in front of the door to the Inspection Office

/of

of the Customs. At my first shot the truck was rounding Piazza Rebagliati towards Corso Mazzini. At my second shot it was in Corso Mazzini, about fifteen metres further on. After the second shot it travelled on for a few metres and then stopped. On nearing it I saw that a bullet had pierced the cab; another had wounded two sailors who were seated inside the truck at the back of the cab.

The two wounded men were taken off in a car to the hospital.

Immediately after the incident some Public Safety Agents and the Excise Guard Warrant Officer PONGIOVANNI Ignazio, together with several other Excise Guards who were in the Barracks, rushed out to the scene.

I cannot myself explain how I managed to hit the two persons.

My intention was to attract the attention of the driver so that he could stop the vehicle.

I believe that the recoil of the pistol caused my shot to be deflected.

Moreover, as the trigger of the pistol is extremely stiff, I believe the effort to press it caused my arm to deviate.

I have nothing further to say.

.....

(Sgd.) Gregorio Giuseppe.

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I have nothing further to say.

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(Sgd.) Gregorio Giuseppe.

5180

1794

Declassified E.O. 12356 Section 3.3/NND No. 785016

Interrogation of Assogno Athos - driver.

At about 1430 hours on 20th October 1946 I was driving a British naval truck from quay No. 9 of the port of Savona, with five cases on board containing marble slabs. When I arrived at the Customs barrier of Via Chioldo I was halted by an Excise Guard on duty, who asked me what I had on board. I replied that I had some cases containing marble which were to be taken to Allassio on behalf of the British Navy. The Excise Guard asked me to follow him with the load into the Customs, and with him standing on the right-hand running board, we drove along Via Chioldo towards the Customs Inspection Office. However, as this was closed on account of the day being a Sunday, the Guard told me to wait while he went into the nearby Excise Guards' Barracks to find the Duty NCO. The latter ordered the truck to return because no customs operations were being carried out. In accordance with this order I returned to my point of departure on quay No. 9.

On arrival there the English Officer Chaplain who was on the truck informed the officer on board the ship of what had happened. The officer came off the ship, climbed on to the truck together with the Chaplain and ordered me to return to the Customs. When we arrived at the Customs barrier of Via Chioldo the same Excise Guard who had been on duty there, having jumped on to the right-hand running board, again directed me to the gate which opens on to the narrow alley leading to the Excise Guards' Barracks. At this spot the Excise Guard and the British Naval Officer got off the truck. Both walked off in the direction of the entrance door to the Barracks and stopped a short distance away from it. I noticed that they were discussing and gestulating. A few minutes later I was ordered by the Naval Officer, the same one who had been on board the truck, to drive on to Allassio.

In accordance with that order I drove off. After having gone about fifty metres, and exactly at the beginning of Corso Mazzini, I heard two shots from a firearms. At the same moment a bullet just missed my right temple, piercing the cab of the truck (on the right-hand side) and the glass of the windscreen. I cannot say what the second bullet hit. On hearing the first shot, thinking that a tyre had burst, I pressed the foot brake and after having travelled a few more metres the truck stopped.

On getting down to see what the trouble was I heard moans coming from the interior of the truck. I then saw that the sailors who were escorting the truck were lifting two wounded men into a

truck together along the Customs barrier of Via Chiado Customs. When we arrived at the Customs barrier of Via Chiado Customs, the same Excise Guard who had been on duty there, having jumped on to the right-hand running board, again directed me to the gate which opens on to the narrow alley leading to the Excise Guards' Barracks. At this spot the Excise Guard and the British Naval Officer got off the truck. Both walked off in the direction of the entrance door to the Barracks and stopped a short distance away from it. I noticed that they were discussing and gestulating. A few minutes later I was ordered by the Naval Officer, the same one who had been on board the truck, to drive on to Allassio.

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On getting down to see what the trouble was I heard moans coming from the interior of the truck. I then saw that the sailors who were escorting the truck were lifting two wounded men into a small van together with an English officer, and that they were being taken to the local hospital.

I would point out that before the shots were fired I heard no shouts of 'Halt Driver' from the Excise Guard on duty on account of the noise of the truck.

I have nothing to add except that when the truck was searched no contraband was found in it.

5187

(sgd.) Assogno Athos.

MINISTRY OF THE INTERIORP.S. General Direction

N. 300/50597.4.

*Not required by
S/C
Navy
6/1/76*

SUBJECT : SAVONA - Port - Frontier incident - death
of the English sailor REACH John and wounding
of the English sailor Davies Alan.

TO : Public Safety S/C A.C.

For your information attached herewith
is copy of the report on the incident mentioned in
subject, written by the Director of the P.S. Office
at the port of Savona.

For the Minister
/s/ Vernari.

5180

Translation as/

COMMISSARIATO DI P.S.
Scalo Marittimo
S A V O N A

COPY

22 October 46

M. 001063

SUBJECT : Incident between a Finance Guard and a sailor of the British Navy.

TO : Ministry of the Interior
 P.S. General Direction.

Following the cable of the 22nd inst. we communicate what has been found out from further investigations made on the incident mentioned in subject:

On the morning of the 20th inst. the British torpedo-boat S. Austell Bay K.634, arrived in this port, anchoring at quay N.9.

The Commander of the British vessel referred to the officer of the Capitaneria di Porto, who went aboard, that he had to unload some cases containing blocks of marble and granite, which were to be used for the erection of a monument in Allassio, to the English captain Hamilton, who had died there in the concentration camp during the war.

In the early hours of the afternoon, a small truck of the English navy n.m. 5319464 R.M., carrying the sailors Blair John, born 28/1/1927 from Gateshead (England) - Davies Alan di Edward and Boyd Ethel, born 3/5/1925 at Hy (Scotland) and the Italian driver Assogno Athos fu Pasquale and fu Innocenti Assunta, born in Rome 9/6/1906 - residing there in Viale Eritrea 65, also reached Savona.

The vehicle which was to transport the cases with the blocks of marble and granite actually stopped alongside the torpedo-boat.

At about 14.45 hrs, 5 cases were unloaded from the boat and placed on to the truck.

Six persons got onto the vehicle. In front with the driver Assogno there was a chaplain in uniform.

Behind, sitting on benches placed on either side of the truck, were four sailors in uniform, two on either side.

The vehicle went towards the city.

When it reached the Customs pass of Via Chiado, the CG.PP. Gregorio Giuseppe on duty, imposed the driver who obeyed, to stop and, upon the CG.PP.'s request, referred that he imagined that the cases contain blocks of marble.

The CG.PP. accompanied the vehicle right up to the entrance of the Customs offices situated in Via Chiado and once there, not having found said offices opened it being a holiday, approached a n.c.o. on duty at the CG.PP. barracks nearby.

He, adding that it was impossible to affect any customs operations on account of said holiday, sent the vehicle back, which returned to where it came from i.e. alongside the torpedo-boat.

The chaplain spoke with an officer of the vessel, who, mounting the vehicle had it go towards the exit.

At the pass, it was again stopped by the CG.PP. who jumped on to the foot-board and again escorted it to the customs office where the driver stopped.

-2-

The G.C.F.F. and the officer alighted and discussed between themselves.

The G.C.F.F., as he has stated, summoned the officer to follow him to the barracks, but he refused.

After this brief discussion, the English officer ordered the driver to proceed towards the town.

The vehicle left following Corso Mazzini.

The G.C.F.F., always according to his statements, repeatedly summoned halt.

Then, since the vehicle did not stop, with the arm in dotation, a revolver Clisenti calibre 12, he fired two shots, as he says, the first in the air to intimidate the driver and the second against the tyres of the vehicle.

But the first shot struck the driver's cabin on the right and the glass of the wind-screen above the head of the driver who was miraculously uninjured, whilst the second struck the two English sailors Davies and Black, who were seated beside each other on the bench placed on the left side.

The driver immediately stopped the vehicle which had gone about 30 metres far.

The sailors descended and helped to place the two wounded ones on to another car which happened to be there on the spot, taking them immediately to the local civil hospital, where shortly afterwards, moreover Black died from a wound caused by a firearm on the right side of his head, with retention of the missile.

Davies, the other sailor, was wounded by a firearm on his left chin, judged curable in 20 days.

The Procuratore della Repubblica was immediately informed of the matter and he, intervening at once gave the first instructions.

The British Command and the Allied Military Police of Genova were informed, they arrived in Savona the following day for their necessary investigations.

The G.C.F.F. Command has made an enquiry and has kept the military to barracks, at the disposition of the Procuratore Militare of the Territorial Tribunal of La Spezia, to whom the facts will be referred.

The a/m command has ascertained that the G.C.F.F. before firing, had repeatedly intimated the driver of the vehicle to stop, who, deafened by the noise of the engine, had not heard.

It has also appeared that the soldiers at the passage-ways have the charge of not letting any goods pass thru the customs posts, on feast days.

The cases, as has been verified by the G.C.F.F. Command contained pieces of marble and granite.

On the 22nd inst. at 11.00 hrs the funeral of the sailor solemnly took place, with the participation of the English Consul, Civil and Military authorities of all the armed forces in Savona.

The English torpedo-boat left the port on the following morning 23rd inst. for Civitavecchia.

The Commissario 5183
/s/ Ziniti

785016

MINISTRY OF THE INTERIOR

P.S. General Direction

14397^e

N.300/50597.4.

1 November 46.

SUBJECT : SAVONA - Port - Frontier incident - death
of the English sailor BLAIR John and wounding
of the English sailor Davies Alan.

TO : Public Safety S/C A. G.

For your information attached herewith
is copy of the report on the incident mentioned in
subject, written by the director of the P.S. Office
at the port of Savona.

For the Minister
/s/ Ferrari.

Translation ac/
5/11/46

5183

785016

COMMISSARIATO DI P.S.
Scalo Marittimo
SAVONA

COPY

22 October 46

N.001063

SUBJECT : Incident between a Finance Guard and a sailor of the
 British Navy.

TO : Ministry of the Interior
 P.S. General Direction.

Following the cable of the 22nd inst. we communicate what has been found out from further investigations made on the incident mentioned in subject:

On the morning of the 20th inst. the British torpedo-boat S. Austell Bay K.634, arrived in this port, anchoring at quay 14.9.

The Commander of the British vessel referred to the officer of the Capitaneria di Porto, who went aboard, that he had to unload some cases containing blocks of marble and granite, which were to be used for the erection of a monument in Alassio, to the English captain Hamilton, who had died there in the concentration camp during the war.

In the early hours of the afternoon, a small truck of the English navy n.M 5319/64 R.N., carrying the sailors Blac John, born 28/1/1927 from Gates-Head (England) - Davies Alan di Edward and Boyd Ethel, born 3/5/1925 at Ty (Scotland) and the Italian driver Assogno Athos fu Pasquale and fu Innocenti Assunta, born in Rome 9/6/1903 - residing there in Viale Eritrea 65, also reached Savona.

The vehicle which was to transport the cases with the blocks of marble and granite actually stopped alongside the torpedo-boat.

At about 12.45 hrs, 5 cases were unloaded from the boat and placed on to the truck.

Six persons got onto the vehicle. In front with the driver Assogno there was a chaplain in uniform.

Behind, sitting on benches placed on either side of the truck, were four sailors in uniform, two on either side.

The vehicle went towards the city.

When it reached the Customs pass of Via Chiado, the CG.FF. Gregorio Giuseppe on duty, imposed the driver who obeyed, to stop and, upon the CG.FF.'s request, referred that he imagined that the cases contained blocks of marble.

The CG.FF. accompanied the vehicle right up to the entrance of the Customs offices situated in Via Chiado and once there, not having found said offices opened it being a holiday, approached a n.c.o. on duty at the CG.FF. barracks nearby.

He, adding that it was impossible to effect any customs operations on account of said holiday, sent the vehicle back, which returned to where it came from i.e. alongside the torpedo-boat.

The chaplain spoke with an officer of the vessel, who, wanting the vehicle had it go towards the exit.

At the pass, it was again stopped by the CG.FF. who jumped on to the foot-board and again escorted it to the customs office where the driver stopped.

5182

-2-

The G.C.F. and the officer alighted and discussed between themselves.

The G.C.F., as he has stated, summoned the officer to follow him to the barracks, but he refused.

After this brief discussion, the English officer ordered the driver to proceed towards the town.

The vehicle left following Corso Mazzini.

The G.C.F., always according to his statements, repeatedly summoned halt.

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But the first shot struck the driver's cabin on the right and the glass of the wind-screen above the head of the driver who was miraculously uninjured, whilst the second struck the two English sailors Davies and Blacr, who were seated beside each other on the bench placed on the left side.

The driver immediately stopped the vehicle which had gone about 30 metres far.

The sailors descended and helped to place the two wounded ones on to another car which happened to be there on the spot, taking them immediately to the local civil hospital, where shortly afterwards, moreover Blacr died from a wound caused by a firearm on the right side of his head, with retention of the missile.

Davies, the other sailor, was wounded by a firearm on his left chin, judged curable in 20 days.

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The British Command and the Allied Military Police of Genova were informed, they arrived in Savona the following day for their necessary investigations.

The G.C.F. Command has made an enquiry and has kept the military to barracks, at the disposition of the Procuratore Militare of the Territorial Tribunal of La Spezia, to whom the facts will be referred.

The a/a command has ascertained that the G.C.F. before firing, had repeatedly intimated the driver of the vehicle to stop, who, deafened by the noise of the engine, had not heard.

It has also appeared that the soldiers at the passage-ways have the charge of not letting any goods pass thru the customs posts, on feast days.

The cases, as has been verified by the G.C.F. Command contained pieces of marble and granite.

On the 22nd inst. at 11.00 hrs the funeral of the sailor solemnly took place, with the participation of the English Consul, Civil and Military authorities of all the armed forces in Savona.

The English torpedo-boat left the port on the following morning 23rd inst. for Civitavecchia.

The Commissario G.P.S.
/s/ Riniti 5181

Mod.840

A.

*Ministero dell'Interno*DIREZIONE GENERALE DELLA P.S.
Divisione polizia Frontiera Trasporti

300/58597.4.

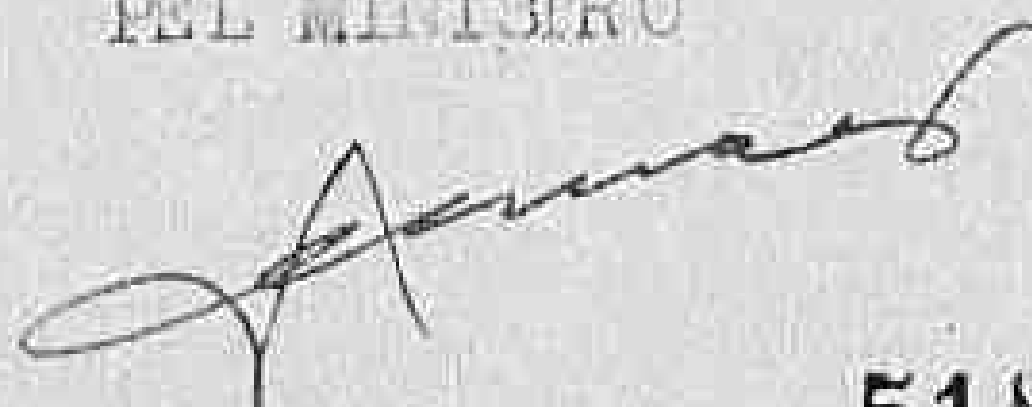
Roma 1 novembre 1946

vedi 4/11/46
OGGETTO: Savona - Scalo marittimo - Incidente di
frontiera - morte del marinaio inglese
BIAER John e ferimento del marinaio in-
glese DAVIES Alan.ALLA COMMISSIONE ALLEATA
Sottocommissione per la P.S.ROMA

=====

Per opportuna conoscenza si trasmette co-
pia del rapporto relativo all'incidente in
oggetto, redatto dal funzionario dirigente
l'Ufficio di P.S. dello scalo marittimo di
Savona. -

PEL MINISTRO



5189

C O P I A

Savona 22 Ottobre 1946

COMISSARIATO DI P.S.Scalo MarittimoS A V O N A

AL MINISTERO DELL'INTERNO

Direzione Generale della P.S.

Divisione Frontiera e Trasporti

N°001063

R O M A

OGGETTO: Incidente tra una guardia di Finanza e militari della marina da guerra inglese.

Di seguito al telegramma in data 22 corrente si comunica quanto è risultato dagli ulteriori accertamenti sull'incidente indicato in oggetto:

Il mattino del 20 corrente giunse in questo porto, attaccando al molo n°9, la torpediniera inglese S. AUSTELL BAY K.634.

All'Ufficiale della Capitaneria di porto che si recò a bordo, il Comandante della nave inglese riferì di dover scaricare alcune casse contenenti blocchi di marmo e di granito, che dovevano servire per erigere ad Ilassio un monumento alla memoria del capitano inglese HAMILTON, colà deceduto in campo di concentramento durante la guerra.

Nelle prime ore del pomeriggio giunsero pure a Savona, provenienti da Roma con una camionetta della marina da guerra inglese targata M 5319454 R.R., i marinai BLAIR John, nato il 25.1.1927, originario da Gates-Head (Inghilterra) - DAVIES Alan di Edward e BOYD Ethel, nato il 3.5.1925 a Ky (Scozia) e l'autista italiano ASSOMMO Athos fu Pasquale e fu Innocenti Assunta, nato a Roma il 9.6.1903, ivi residente in viale Eritrea 65.

La camionetta, che doveva servire a trasportare le casse con i blocchi di marmo e granito, si fermò infatti sotto bordo alla torpediniera.

Verso le ore 14,45 furono scaricate dalla nave e messe sulla camionetta cinque casse.

Sull'automezzo montarono sei persone. Nella cabina di guida l'autista ASSOMMO ed un cappellano militare in divisa.

Nel cassone, sedendo su due panche poste lungo i fianchi della camionetta quattro marinai in uniforme, divisi in due per panca.

La camionetta si mosse diretta in città.

Quando giunse davanti il varco doganale di via Chioldo, la guardia di Finanza GREGORIO Giuseppe, colà di servizio, impose il fermo all'autista all'ordine e a richiesta del finanziere, riferì che nelle

auto in campo di concentramento durante la guerra.

Nelle prime ore del pomeriggio giunsero pure a Savona, provenienti da Roma con una camionetta della marina da guerra inglese targata M 5313464 R.M., i marinai BLAIR John, nato il 28.1.1927, originario da Gates-Head (Inghilterra) - DAVIES Alan di Edward e BOWD Ethel, nato il 3.5.1925 a NY (Scozia) e l'autista italiano ASSONNO Athos fu Pasquale e fu Innocenti Assunta, nato a Roma il 9.6.1903, ivi residente in viale Eritrea 65.

La camionetta, che doveva servire a trasportare le casse con i blocchi di marmo e granito, si fermò infatti sotto bordo alla torpediniera.

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La camionetta si mosse diretta in città.

Quando giunse davanti al varco doganale di via Chiado, la guardia di finanza GREGORIO Giuseppe, colà di servizio, impose il fermo all'autista che ottemperò all'ordine e, a richiesta del finanziere, riferì che nelle casse riteneva fossero dei masai di marmo.

Il finanziere accompagnò l'automezzo fino davanti l'ingresso degli Uffici Doganali posti nella stessa via Chiado, e quindi non a 5173 Provato, per la giornata festiva, aperti gli uffici doganali, si rivolse ad un graduato di servizio alla vicina Caserma delle Guardie di Finanza.

Questi, adducendo l'impossibilità di effettuare le operazioni doganali, per la detta chiusura festiva, rimandò indietro la camionetta, che ritornò al posto di prima, sotto il bordo della cacciatorpediniera.

Il cappellano conferì con un Ufficiale della nave, il quale salito sulla camionetta, la rifece mettere in moto verso l'uscita.

Al varco l'automezzo fu nuovamente fermato dalla guardia di finanza che salì sul predellino e lo scortò ancora fino agli uffici doganali dove l'autista si fermò.

Ne scesero la guardia di finanza e l'Ufficiale che discussero brevemente tra di loro.

..

Il Financiere, come ha dichiarato, avrebbe intimato all'Ufficiale di seguirlo in caserma, ma questi si sarebbe rifiutato.

Dopo questa breve discussione, l'ufficiale inglese diede ordine all'autista di proseguire verso la città.

L'automezzo si avviò imboccando Corso Mazzini.

La guardia di Finanza, sempre secondo le sue dichiarazioni, avrebbe intimato ripetutamente l'alt.

Successivamente, siccome la camionetta non si fermava, con l'arma in dotazione, una rivoltella a tamburo, marca Glisenti calibro 12, tirò due colpi, a suo dire, il primo in aria per intimidire il conducente ed il secondo contro le gomme del veicolo.

Senonchè il primo colpo forò la cabina di guida, sul lato destro, ed il vetro del parabrezza all'altezza della testa del conducente, rimasto mirabilmente incolonne, mentre il secondo colpì i due marinai inglesi DAVIES e BLAIR che erano seduti l'uno a fianco dell'altro, sulla pancia posta alla sinistra del cassone.

L'autista arrestò immediatamente la macchina che aveva percorso una trentina di metri.

Ne scesero i marinai che provvidero ad adagiare i due marinai feriti su di un'altra automobile che casualmente si trovava sul posto, trasportandoli subito al locale ospedale civile, dove poco dopo, purtroppo, il BLAIR decedette per ferita d'arma da fuoco con foro d'entrata alla regione latero cervicale destra e ritenzione del proiettile.

All'altro marinaio, il DAVIES, fu riscontrato una ferita d'arma da fuoco con foro d'entrata alla regione sottomandibolare sinistra e foro d'uscita alla guancia sinistra, giudicata guaribile in venti giorni.

Del fatto venne data immediata notizia al Procuratore della Repubblica che intervenne subito compiendo i primi atti istruttori.

Turono informati il Comando Inglese e la Polizia Militare Alleata di Genova, che si recarono il giorno successivo in Savona per gli accertamenti di loro competenza.

Il Comando Circolo della Guardia di Finanza ha condotto un'inchiesta ed ha trattenuto il militare in caserma a disposizione del Procuratore Militare del Tribunale Territoriale di La Spezia cui riferirà i fatti.

Il predetto Comando, avrebbe accertato che il finanziere prima di sparare aveva reiteratamente intimato l'alt al conducente del veicolo, che assordato dal rumore del motore, non aveva sentito.

E' pure risultata che i militari ai varchi hanno la consegna di non lasciare uscire nuovi dagli spazi doganali, nei giorni festivi.

dell'esplosione al locale espellere civile, dove poco dopo, si verificò un altro
decedette per ferita d'arma da fuoco con foro d'entrata alla regione late-
ro cervicale destra e ritenzione del proiettile.

All'altro marinaio, il DAVIES, fu riscontrato una ferita d'arma da fuoco
con foro d'entrata alla regione sottomandibolare sinistra e foro d'uscita
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Del fatto venne data immediata notizia al Procuratore della Repubblica
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sordato dal rumore del motore, non aveva sentito.

E' pure risultato che i militari ai varchi hanno la consegna di non la-
sciare uscire merci dagli spazi doganali, nei giorni festivi.

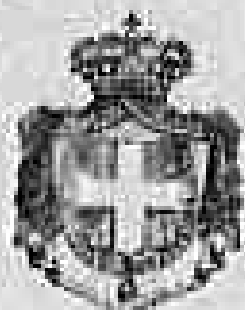
Le casse, come è stato verificato dal Comando della Guardia di Finanza,
contenevano pezzi di marmo e granito.

Il 22 corrente, alle ore 11, hanno avuto luogo, in forma solenne, i fune-
rali del marinaio con la partecipazione del Console Inglese, delle Autori-
tà Civili e Militari e di rappresentanze di tutte le forze armate in Savo-
na.

La torpediniera inglese ha lasciato il porto nelle ore antimeridiane
del 23 corrente diretta a Civitavecchia.

IL COMMISSARIO DI P.S.

F.to ZINETTI dr.Fr?



Ministero dell'Interno

IL CAPO DELLA POLIZIA

Roma, 11 23 ottobre 1946 -

Caro Colonnello,

Le invio per sua informazione, in via del tutto riservata, copia del telegramma del Prefetto di Savona, relativo al luttuoso incidente verificatosi nel porto di Savona il giorno 20 u.s.c., tra alcuni marina inglesi ed una guardia di finanza Italiana.

Mi riservo di inviarle più precise notizie non appena mi sarà pervenuto un completo rapporto informativo del Prefetto.

Cordiali saluti. =

~~~~~

Al Colonnello EYE  
Capo della Sottocommissione  
Alleata per la P.S.

= R O M A =

5178

COPY

SB

Cable n.35582

from Savona 20/10/1946 - 22 hours - cap.hour 9/15 of 21st.  
to Min. Interior and Cabinet - Rome.  
P.S. Gab.

08729 - At about 15 hours of today an English Navy vehicle having on board an officer and six military of the same nationality driven by an Italian driver, after having unloaded some cases from the torpedo-boat K MS "St Rastell Bay" also of the English navy which had arrived in this port this morning, went towards the town. The GG.FF. Gregorio Giuseppe at the customs pass stopped the vehicle escorting it to the customs office to control its load. Arriving there it went off again without observing the order of stop, for the usual check, given by the a/m guard who therefore fired two pistol shots against the vehicle wounding the English sailors Blacr John age 19 from Gates Head and Davies Alan age 21 from Ayr (Scotland).

Of the above wounded transported to the local hospital the first died and the second was declared curable within 20 days. The English Authorities of Genova were immediately informed. It has been ascertained that the cases contained marbles for Alassio to erect a military monument. Enquiries are continuing on behalf of the competent organs.

Prefect Mazzanti.

5177

Translation ac/

C O P I A  
=====

Telegramma n. 35582

Da Savona 20/10/1946 - ore 22 - cap. ore 9/15 del 21

D D

INTERNI SIC ET GAB = ROMA  
(Gab. P. G. B.)

08729 - Verso ore 15 di oggi camionetta marina inglese con a bordo ufficiale et sei militari stessa nazionalità guidata da autista italiano dopo aver scaricato alcune casse sbarcate da torpediniera K MS" St Rastell Bay" pure della marina militare in lese giunta stanane questo porto, dirigevansi città. Guardia di Finanza Gregorio Giuseppe at valico doganale fermava camionetta scortandola fino al ficio doganale per controllo carico. Ivi giunta riprendeva marcia senza ottemperare ordine sosta per rituale visite dato da detta guardia che perciò esplodeva contro automezzo allontanatosi due colpi pistole ferendo Marinai inglesi Blac John anni 19 da 3178. Head et Davies Ala anni 21 da Ajr (Scozia).

Dei feriti trasportati locale ospedale primo decedeva et secondo veniva dichiarato guaribile gr. 20. Autorità inglese Genova subito veniva dichiarato che casse contengonoarmi destinati Alausio per

08729 - Verso ore 15 di oggi camionetta marina inglese con a bordo ufficiale et sei militari stessa nazionalità guidata da autista italiano dopo aver scaricato alcune casse sbarcate da torpediniera "K.S" St Rastell Bay" pure della marina militare inglese giunta stanane questo porto, dirigenvasi città. Guardia di Finanza Gregorio Giuseppe et valico doganale fermava camionetta scortandola fino ufficio doganale per controllo carico. Ivi giunta riprendeva marcia senza ottemperare ordine sosta per rituale visite dato da detta guardia che perciò esplodeva contro automezzo allontanatosi due colpi pistola ferendo Marinai inglesi Blair John anni 19 da Head et Davies Ala anni 21 da Ajr (Scozia).

Dei feriti trasportati locale ospedale primo decedeva et secondo veniva dichiarato guaribile 55.20. Autorità inglese Genova subito informata. Accertato che casse contengono armi destinati Alasio per erigendo monumento militare. Segue inchiesta da parte organo competente. =

Prefetto Mazzanti

ALLIED [REDACTED] COMMISSION  
INTER-OFFICE MEMORANDUM

HA

SUBJECT: British Naval Rating killed  
at Savona Docks.  
TO : Navy S/C.

FILE No. AC/14397/PS

24 October 1946

1. Reference your F.O.L.I. 77/30 of 21st October 46.
2. Forwarded for your information are two reports on the incident from the Director General of P.S., Ministry of Interior, and the CC.RM. English translations are attached.

*E. J. Dye*  
E. J. DYE, Colonel  
Director, Public Safety  
Division.

EJB/ae

4 encls.

*Originals sent to Navy S/C*

5170

MINISTRY OF THE INTERIOR  
P.S. Direction General

N.555/1599

23 October 1946.

TO : The Allied Commission  
Public Safety S/C.

Transcribed herewith, for your information is cable n.29819 today's date, sent by the Prefect of Savona to this Direction General:

"Referring to today's phone request and cable n.08729 of the 20th inst. I inform you of the results of the enquiry into the well known incident between a Finance Guard and English sailors:- At about 15.00 hrs of the 20th inst. an English Navy vehicle n.531464, after having loaded 5 cases from the English torpedo-boat S.T. Austell Bay which had arrived that morning, made for the outside of the customs spots. In the vehicle, driven by the Italian driver Assogno Athos, there were the English Military chaplain seated beside the driver, and 4 sailors in the back. The GG.FF. Gregorio Giuseppe, on duty at the passage way, stopped the vehicle to check its load, escorting it to the customs spot. As it was closed being Sunday, the GG.FF. turned to the rank on inspection of the neighbouring barracks, who made the vehicle turn back, adding that it was impossible to effect customs operations for the a/m reason and the vehicle returned to the torpedo-boat's side. After a minute or two, by order of an English officer who had meanwhile seated himself in the same vehicle, it started off. The Finance guard again intervened and mounted onto the foot-board of the vehicle so as to escort it to the barracks. Arriving there, the English officer descended to follow the GG.FF. who intended to bring him to the n.c.o. inspector for clearance. But after a brief discussion, the officer made understand that he did not intend to go to the barracks and ordered the driver to proceed. The vehicle started again in the direction of the town, while the officer walked in the opposite direction so as to return to the ship. The GG.FF. then summoned 'halt' and, as the vehicle did not stop, he fired two pistol shots; the first one went through the right side of the driver's cabin and windshield; the second struck the two English sailors Davies Alan, age 21 of Ayr (Scotland) and Blacr John, age 19 of Gates Head. They were

-2-

immediately transported to this civilian hospital, shortly after the sailor Blacr died from wounds caused by firearms on the head, while the sailor Davies bore wounds caused by firearm on his left jaw. The latter curable in 20 days is greatly improving. The Procuratore della Repubblica intereved immediately and informed the English Consul and the Allied Police of Genova who came on the spot. The GG.FF. Gregorio Giuseppe has been held back by the respective GG.FF. Command at the disposition of the territorial Military court of Spezia. The load in the vehicle was made up of blocks of marble and granite, addressed to Alassio to erect a monument to a British officer. This morning the funeral of the English sailor took place with the intervention of the civilian and military authorities and representatives. of all the armed forces."

The Head of the Police

/s/ Ferrari.

Translation ac/

5170

3A.  
Translation M.B.CC.RR. GENERAL COMMAND.  
Service and Situation Office.

Rome, 21/10/46

Nr. 922/2

To : ALLIED COMMISSION,  
Public Safety 3/C.  
ROME.

SUBJECT : SAVONA. A British Sailor killed by a Finance Guard,

At "Porto" (Savona District), on the 20th inst. at 3 p.m. the Finance Guard GREGORIO Giuseppe summoned a British Jeep, driven by the Italian Civilian Athos Assogno, to stop. On board were a British Officer and 6 sailors.

As the vehicle did not stop, the Guard discharged two pistol shots against it, thus killing the British Sailor BLACK, John, and wounding another sailor, DAVIES, Alan, liable to recover within 20 days.

The jeep had loaded shortly before with some cases containing marble withdrawn from the British Torpedo Boat K. 634 and destined to the building of a Monument for the Allied soldiers at Alassio (Savona).

The General Commander,

(sgd) E. BRUNETTI.

Recd. 23/10.  
Trans 23/10.

Note :- On Col. Rye's instructions the Italian copy was passed to Mary S. B. on 24/10/46.

*Robinson*  
24/10

21.

785016

*return taken by hand*

2A

HEADQUARTERS ALLIED COMMISSION  
Public Safety Division  
APO 794

AC/14397/PS

22 October 1946

SUBJECT : British Naval Rating  
killed Savona Docks.

TO : Ministry of Interior,  
Director General of P.S.

1/ In confirmation of telephone conversation  
Dr. Ferrari - Commissario Rodriguez on 22.10.46.

2/ On Sunday, 20th Oct., a British Naval Rating  
J. Black, was riding in a naval lorry, driven by an  
Italian civilian in the docks at Savona.

The lorry failed to stop at the Dock entrance.  
The Police on duty fired at the lorry with the result  
that the above named was killed.

3/ It would be greatly appreciated if a report  
of the facts could be furnished to this Commission at  
the earliest moment possible to assist a naval Court of  
Enquiry.

FOR THE CHIEF COMMISSIONER,

EJB/ae

*[Signature]* 5171  
R. J. BYE, Colonel  
Director.

sd  
1A

Office of the  
Flag Officer, Liaison, Italy.  
ROME.

21 OCT 1946

21st October, 1946.

14397

NO.F.O.L.I. 77/30.

A DPS

DIRECTOR, PUBLIC SAFETY SUB COMMISSION,  
HEADQUARTERS, ALLIED COMMISSION.

DEATH OF J. BLACK, WRITER P/MX 724753.

The attached copy of a signal from H.M.S. "St. Austell Bay", now at Savona, reporting the death of J. Black, Writer, P/MX 724753 is forwarded for your information and any action you may see fit to take.

2. Black was a passenger in the lorry which was a Naval 15CWT truck driven by an Italian civilian named Athos ASSOENIA, who is employed by the Royal Navy in Rome.

3. A Naval board of inquiry will be held in accordance with K.P. and A.I. Article 1136 as soon as the result of investigations by the responsible Italian authorities becomes available.

517

St. Aubrey

for REAR ADMIRAL

734914 V/L 30147/08071 15.000.660 11/44 MP 51.5347

S. 1320d.  
(Established—May, 1910)  
(Revised—June, 1944)

AMT (P) CINC MED (A) CINC MED(M) POLI

ST: AUSTELL BAY.

IMMEDIATE. RESTRICTED.

MY 201650.

J. Black Writer R/MX 724753 of St: Angelo (Rome) was killed in Savona docks P.M. today Sunday.

(2) Lorry carrying headstone for late Capt. Hamilton's grave failed to stop at dock entrance and custom officials fired (2) two shots.

(3) No outbreak occurred and no further incident expected.

(4) It is hoped to transport headstone to Glasgow tomorrow Monday.

.....201715A/Crt.....

Dist: O-10 11 14. Leg.

Ref: Death of Writer Black.

CAY

CONE

TOM A.M. 21st

BY

21/10

5163

785016

Office of the  
Flag Officer, Liaison, Italy.  
ROME.

21st October, 1946.

NO.F.O.L.I. 77/30.

DIRECTOR, PUBLIC SAFETY SUB COMMISSION,  
HEADQUARTERS, ALLIED COMMISSION.

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by the responsible Italian authorities becomes available.

for REAR ADMIRAL

1819