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LAURO ACHILLE

^{PM}
Feb. - Sept. 1945

SECURITY INTELLIGENCE

FILE

MINUTE SHEET

No. of Sheet	Date	File no. of Ans'd Ltr.	From whom	Subject
1	28 Feb		MARTIN C.I.C.	Reasons for Internment of LAURO
2	6 March		FEHR -	Report on LAURO
3	3 "		CARABINIERI	" " "
4	8 "		FIELDERS	" " "
5			DAINES	" " "
6	22 Feb		to Mac Farlane -	Requesting looking into LAURO case
7	11 March		from " "	answering to request and results of inquiries
8	28 March		" HAI-EGGID	-- letter from LAURO in ch.
9	31 "		To " "	- stating status of LAURO case -
10				LAURO, ACHILLE. translation & orig. ⁴⁰³
11				LAURO Achille
12	13 Sept.		TO: Renewing Board, 1311 R. W. Camp	LAURO, ACHILLE
13	17 Sept.			Health conditions of LAURO
14	20 Sept.			" " "
15	29 Sept.			" " "
16	5 Oct.			Covering letter
17	10 Jan		Mr. Richardson	
18	-		-	Censorship report.
19	5 MAR.			LAURO Achille -
20	14 "			" " "
21	17 Mar			Angelina LAURO (censorship report)

3	8	FIELDERS		
4	8			
5		DAMES		
6	22 Feb	to Mac Perkins -	Requesting 100 Army into LAURO case	
7	11 Mar	from "	answering to request and results of inquiries	
8	28 March	"	AAI- BG 211 -- letter from Laura inch	
9	31 "	TO "	- stating status of LAURO case -	
10			LAURO, ACHILLE. trans. from + info.	
11			Laura Achille	
12	13 Sept.	TO: Reviewing Board, 1311 P. W. Camp	LAURO, ACHILLE -	
13	17 Sept.		Health conditions of Laura	
14	20 Sept.		" "	
15	29 Sept.		" "	
16	5 Oct.			
17	10 Jan	May Richardson	Cearing letter	
18	-		Censorship report -	
19	6 MAR.		Laura Achille -	
20	14 "		" "	
21	17 Mar		Angela LAURO (censorship report)	

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GIOACCHINO LAURO

"In defence of my father,"

INDEX

Foreword	page 1
I Who is my father	• 3
II Early activities	• 6
III Formation of the «Flotta Lauro»	• 6
IV Enlistment in the Fascist party	• 20
V Second decennary	• 23
VI The Ethiopian war	• 30
VII My father and politics	• 32
VIII The Newspaper business	• 43
IX My father and the Allies	• 54
Conclusion	• 60

FOREWORD

For over a year my father, the shipowner Achille Lauro, has been in an Allied Prison Camp. No accusation was contested to him by the Allies. Those who asked for the reason for his imprisonment, got the answer: dangerous...

Is my father hostile to the Allies' cause? and therefore dangerous?

This opinion conceived by the Allies is, unfortunately the result of Italian intrigues, and I dare say Neapolitan: These are being revealed more and more clearly by a mean campaign led these days by a weekly paper, and based on false grounds which I was able to foil with a letter by the accuser himself, published by the daily papers of this town (« Il Domani d'Italia » and « Il Giornale » of January 23, 1945, and « La Voce » of January 24, 1945). At the base of each of these intrigues, there lies always some undisclosed interest.

This opinion of the Allies, moreover, had an obviously prejudicial repercussion on Italian Authorities. The Badoglio Government, in its succeeding reincarnations did not feel the necessity of asking the Allies for some clarification about the situation of this Italian citizen who stands at the center of a wide industrial activity. When, under the Bonomi Government, the High Commissariat for the sanctions against Fascism, was constituted, in a period of disorder and bewilderment of public opinion, newspapers published, now and again that my father was responsible for acts incompatible with probity and uprightness and again that he should answer for having sent ships to Japan, etc. Charges which were

— 2 —

clamorously belied by facts and documents, as we shall see below.

In July 1944 another Neapolitan weekly, which I have to believe in good faith, charged upon my father concrete facts, and above all the fact that after his ten-year fight against Fascism, in 1933 he would have accepted to enter the Party, in order to avoid failure! With a letter addressed to the papers of Naples, I publicly put at the disposition of the accusers and of others, the documented proofs of the reverse of everyone of the facts charged upon my father. I listed in my letter the big units bought and paid by my father abroad between 1931 and 1933. Not a soul made me the honour to come and see my papers.

Heaps of falsehoods, are daily served up to the Italian people by my father's enemies who have an interest to destroy him! They are these same villains who ever since the early days of the Allied landing at Amalfi and of their arrival at Naples, poured into the offices of their Police stations under the camouflage of disinterested informers, of spokesmen of public opinion, forging and spreading the most loathsome calumnies about him.

But has he ever been guilty of the slightest fault towards the Allies and the Italian people? Did he profit by Fascism or did Fascism profit by him? Did he erect his fortune upon Fascism or did not rather Fascism, through war, submerge his fortune?

Such are the queries with which is faced any honest citizen who really wants to know the truth about the case of Lauro.

Being his son, I feel that I must rise in his defence, even though this should cost me serious risks; I have to put an end to his wicked phenomenon driving at the destruction of a man who, in spite of the persecutions and diseases of which he has been a victim this last year, still represents one of the best energies of our Country, one of the highest skills in a branch in which the Ita-

— 3 —

lians of to-morrow will have to work hard to reconquer their claim to life: the sea. To well meaning men, to the unconscious, to those who have been misled but bear no malice, to the workers pure of spirit who have seen in my father their major working mate, to the Authorities who mean to judge serenely, to the other shipowners of Italy and of other Countries, who know my father and the shifting vicissitudes of seafaring life, I devote these notes.

In them, I will oppose to legend, the clear, open, proved fact; to rumours, witness; to insinuation, documentation. And right now I call to witness the thousands of sea men who, over the various seas, shared with my father the daily toil; and the hundreds officers, partowners, collaborators who for more than twenty years wore up their energies to contribute to the formation of the great shipping firm in which they found security and ease of life for themselves and their children.

I. - Who is my father

My father was born fiftyseven years ago at Piano di Sorrento of a tenacious family of sailing vessels owners. The Sorrentine peninsula at the time had an excellent sailing fleet, manoeuvred by high class sailors. These vessels sailed over all seas, in America, Australia, Antille. In the families of Sorrento, navigation was a categorical imperative. Risks were great but intrepidity was still greater. The vessels gave wealth to the peninsula; but often they also gave it death.

In his father's family, my father, who was the youngest son, saw two his brothers, Antonio and Francesco, sail away on two vessels which never came back to shore. In his mother's family, as well, two of his mother's brothers had perished with their vessels in the abyss of unknown and remote seas.

It is therefore a lie that my father was some sort of

— 4 —

an adventurer. An activity which was handed down for centuries from father to son, marked his career and his fate. My grand-father, Gioacchino Lauro, played an important part in the seafaring life of the Sorrentine peninsula. He founded together with others a Society for steam navigation in the Gulf; he covered offices at Piana; and died honoured and regretted by all.

At fourteen my father sailed on one of his father's vessels and he began his career as a ship boy. An uncommon development of his right hand forefinger, witnesses his long habit of handling the needle to sew up sails. Thence onward, except for short periods spent on land to pass examinations at the « Istituto Nautico », he spent all his life aboard the vessels on hundreds of adventurous journeys. It is not easy to realize what training of will and wait, patience and boldness, sacrifice and dedication, life on board a vessel means; and what ineffaceable marks it leaves in the spirit and character of those who have lived it long. For months one might be held at a standstill at the equator waiting for a breeze to blow, eating wormy biscuits, drinking old stinking water; but the main concern was to reach destination. One might have to fight at close quarters with death for one or more days on a stormy sea, depending on God alone and one's own courage, without hope for any human help; and then, coming out of the struggle, tired and feverish, accept life like a precious gift which was to be risked again on the morrow, sometimes on the same day.

I am convinced that my father's fifteen years of sailing navigation, impressed the most outstanding notes on his character. The audacity, for instance, with which my father, very young, presented himself to the major Italian shipowners of the time, Florio, Peirce, etc., and freighted on his own account, the finest ships they had laid up (1923-25); the boldness with which, when the crisis of charterings was extant and getting worse, 1924-32) he bought ships of heavy tonnage, whereas

— 5 —

the most expert shipowners thought wiser to get rid of them and when in the ports of all the world, thousands of ships were laid up: the immediate rapidity with which my father faces and overcomes difficulties, without the hesitation of men used to weigh on the scales of the goldsmith the pros and cons of every solution; all this my father learned on the sailing vessel.

The rough, but straightforward manners with which my father is used to deal with men of all classes, was noticed and in a certain way hurt the feelings of the orthodox of manners. Little compliments and salutations, short and cutting speeches, driving straight to the purpose and conclusion.

These manners specially displeased the most superficial categories of our society, who have sometimes judged them haughtiness. Mistake: the reason is that my father always remained deep down in his heart a seaman, in the most substantial meaning of the word. One cannot expect of him the gracious highlife manners, he never knew; nor the skilled periphrasis which the so called civilized world teaches us to conceal truth.

The breach between this superficial world and my father is perhaps incurable; and for sure it has largely contributed to spread around him an unfavourable aureola. But let the working classes be questioned: how often aboard one of the ships or among the engines of a plant have they found my father at their side, his hand reaching up to their shoulder, in a gesture of actual fraternity? How often did he spend hour after hour talking with them, listening to the unrolling of their needs, not to utter promises but to provide for them! You speak, you workers of a certain Neapolitan plant: how often, in the hours of hard-ship did you find in him, moral and material help?

— 6 —

II. - Early activities

In 1910 my grandfather died and my father, the only male survivor, had, although very young, to take over the direction of the activities. There were also liabilities, which were punctually paid.

At the outbreak of the last world war, my father served in the Royal Navy, mainly as an armed escort in the Adriatic, to ships travelling between Italy and Albania. Also in this period, together with other valiant elements of the Sorrentine peninsula, he bought and managed two ships (« Floreal » and « Mariannina ») which relatively to that times, gave conspicuous profits.

When the war was finished, my father together with some friends of the Sorrentine peninsula, set up at Castellammare di Stabia a dockyard for the building up of wooden motor vessels. Those were days, in which a great future was forecast in Italy to the motor-vessel, many illusions were bred on its possibilities in normal times.

In few months my father built the motor vessel « Nuova Italia », 700 tons deadweight, which was launched in 1920. But he was soon to realize that he was on a track which could not lead him to great results: therefore, with the rapidity of decision and the flexibility of reasoning which are his prerogatives, he sold the dockyard, he sold his share of the « Nuova Italia » and definitely put his stake on steam ships of heavy tonnage. It was necessary to enter international traffic for which sailing vessels were unfit and motor vessels, too, inadequate. This decision determined his future.

If many ex owners of sailing vessels had done the same, South Italy's merchant marine would have had a powerful development.

III. - Formation of the "Flotta Lauro."

On January 10th, 1922, before the Courts of Naples, there was an auction sale of a 5000 tons foreign ship.

— 7 —

named "Lloyd". She had come to our harbour, full of debts even towards the crew who had not been paid off for several weeks; furthermore, while she was entering the harbour, she had come into collision with another ship, and was damaged. Among the public was a vivacious group of officers of the Merchant Marine. This group was headed by my father and composed of men who had, most of them, navigated with him. I'll mention the most important names: Captain Salvatore Parturzo, who is dead, and who had long been in command of the sailing vessel on which my father embarked in his youth: an adamantine man who afterwards gained my father's full trust; Capt. Silvestro Cafiero, who had been for years commander of Guglielmo Marconi's yacht; Chief engineer Gennaro Della Gatta; the Fireman Pasquale Della Gatta, and several others.

My father spoke for the whole group, rising soon up to a market price and not a speculation price, so as to leave far behind and disarmed the other competitors. Thus the «Lloyd», purchased by this group and coming under the Italian flag with the new name of «Iris», was repaired and equipped by my father who, having the majority of the 24 shares of which a ship is constituted, according to law, became the shipowner. The crew was constituted mostly by the other part-owners.

This was the first unit. All the others were afterwards bought by my father mostly in joint property with others part-owners, all sea men and collaborators and they were manned and equipped with the same method.

Such method was not my father's invention, for it was already practiced in the little shipping firms of familiar type (at Torre del Greco, Portici, and so on); but it is remarkable that my father remained faithful to it when the number of ships became conspicuous, always refusing to conceal his own responsibility and interests behind the easy screen of a limited company.

Such method of naval joint property was one of the

— 8 —

secrets of my father's success. My father's firm, run according to such system, represents in the last twenty years of Italian life, the major practical experiment of the kind. Since, now-a-days, all democratic and left parties, feel that in whatever economic climate, it is necessary to coassociate the workers to the gains of the firm, such practical experiment should really be studied and developed and set as an example for future reconstructions. Socialists, Communists, Christian Democrats, Democrats of Labour and — I dare also say — Liberals, could find in it useful elements for their respective programs. On this point my father can be considered a forerunner.

I feel that I must dwell a moment on this point.

Oftentimes, the so called part-owner, who had been admitted to buy a share in the ship only by virtue of his working skill, had the sufficient money and paid it in; but often, he did not have it in full or in part and in this case Lauro paid it for him, getting the money back gradually on the profits of the share. Thus some of these sea men, who had paid but a little initial sum, found, themselves, after some years, owners of a considerable naval patrimony; others found themselves owners of shares without ever having paid a penny.

An important point in the system was that no one, once a part-owner was obliged to give his work to the "Flotta Lauro" and to remain in joint property with the others. He could remain Lauro's part-owner and give at the same time his work to another firm, or he could sell to whomever he pleased, his share, with full independence from all other joint owner. A ship, as it is known, is considered by law as a common fund undivided among several persons; each joint-owner can dispose with full autonomy of his own share. The case of Lauro's part-owners selling their shares was really rare. This happened when some collaborators of su-

- 9 -

perior quality, gifted of an exceptional skill and experience, felt the need, as it is natural, to constitute a shipping firm on his own. And four or five of these have really made brilliant achievements in the shipping field. I will mention, Commander Pasquale Mazzella, Ing. Agostino Lauro, Commander Aniello Lauro (these two homonyms), Commander Giovanni Longobardo, Commander Mario Starita.

I frequently heard this question: but you, Flotta Lauro, what are you? a Society? a Copartnership? Nothing of the kind. Each ship even juridically, constitutes a unity by herself, separate from the others. The 24 shares of a ship, that is to say the 24 ideal parts in which she is divided according to law, might belong, 18 to Lauro, and the other 6 to such and such other owner; the 24 parts of another ship might belong 20 to Lauro and the rest to such and such other owner. It was therefore a combination of many "naval communions" as many as the ships are, or rather were; each one economically and juridically autonomous from the others. Always by law the one who has more than half of the shares is the shipowner and manager of each communion: therefore in the great majority of cases it was my father.

It is obvious that by this method all those who were cointerested both aboard ship, and in the offices, would develop their uttermost activity, in behalf of the communion, and thus in his own personal behalf.

It is also obvious that only one, the most capable and expert, would stand at the center and give motion to the whole machinery; and all the organs responded with absolute promptitude.

Now, if a system of joint owners in a firm can bear excellent fruits in land enterprises, I hold it absolutely necessary in naval enterprises. Our fathers used to say that the real master of the ship, after God, is the Captain, I will add; and also the crew. In fact, how-

— 10 —

ever watchful the shipowner may be, it is beyond discussion that this navigating firm, operating thousands of miles away from him, evades his vigilance and lies completely in the hands of the Captain and of the crew. The technical and administrative conduct of the captain and of the crew are no less indispensable elements to the success of the naval expedition, than the directions of the shipowner.

Here I have rather clearly explained the reason why even in periods of crisis, the ships of the Flotta Lauro, navigated with margins of gain; the reason why, ships of big shipowners, compelled to lay up in the hands of their owners, became profitable in my father's hands.

Another reason is to be added, and not less clear: the greatest economy in general expenses, and the 12 and even 14 hours of work which my father devoted daily to the firm.

In an early period, which lasted for years, the offices of the Flotta Lauro had their premises in two rooms of our home in Naples on the third floor of 40, Via dei Mille; the employees were only two or three. In the first period my father used to write personally all his letters and telegrams: I also heard that he often took himself the telegrams to the post office at midnight so as to get them to destination early the following morning.

Every evening, after his working day spent on boards or in his office he used to sit with some collaborator in his study and there he personally read the telegrams which gradually arrived during the evening, analyzed the single situations, gave telegraphic instructions to his captains, communicated by phone with his agents' homes in London, Rotterdam, Genoa, Trieste, dictated letters: his office in short, was transformed in a kind of quarter deck whence in a spasm of activity he issued rapid and precise orders which through radio stations reached the ships travelling on remote seas. Those were

— II —

feverish hours. There my father lived his great constructive dream, which was later to become a reality.

Thus, in the early years of his activity he time chartered and used on his own account the following ships:

« KOEFIA »	5800 TDW
« GIOVANNA FLORIO »	8600 »
« IGNAZIO FLORIO »	9000 »
« VINCENZO FLORIO »	10000 »
« CITTA' DI MESSINA »	8500 »
« GIULIA PEIRCE »	4500 »

For these ships, which he hired from a Limited Company of Bengasi, from Florio, from Peirce, he paid to the proprietors a low rate of freight; whereas, running them on his own account, he made rather high profits.

In the first ten years he bought, on the following dates, the following ships:

10 January 1922	« IRIS I »	Tons 5000
10 May 1924	« KOEFIA »	» 5800
25 July 1925	« LIANA I »	» 7000
28 February 1926	« TAIDE »	» 4200
20 November 1926	« EDERA I »	» 7000
16 March 1927	« FRICA I »	» 7200
25 September 1928	« FELCE »	» 8600
16 July 1929	« IRIS II »	» 7600
2 October 1930	« CHIABRERA »	» 6500
3 June 1931	« EDERA II »	» 8400
20 August 1931	« LAURA LAURO »	» 8100
15 October 1931	« ERCOLE »	» 8000
20 October 1931	« ANGELINA LAURO »	» 9100
20 July 1932	« GIOACCHINO L. »	» 8300
15 September 1932	« OLIMPIA »	» 9300
15 November 1932	« ACHILLE LAURO »	» 8400
10 January 1933	« PROCIDA »	» 8300
11 June 1933	« POZZUOLI »	» 8600
8 August 1933	« ANTONIO L. »	» 8300
20 August 1933	« AIDA LAURO I »	» 8400
15 October 1933	« ANTONIETTA L. »	» 9200

— 12 —

The above mentioned ships were all bought at low prices, sometimes even far too low, owing to the crisis of charterings, which was one of the gravest crisis of the kind and which induced other shipowners to sell, as I shall show below.

The dates of purchase are revealed by the public registers of the "Capitaneria di Porto" of Naples. The same for the prices. He who really wants to know the gradual growth of the Flotta Lauro, has but to open the registers of the Capitaneria. They are ostensible to all, just like the registers of mortgage. A ship cannot be kept in a desk drawer.

My father's slanderers, those who have surrounded his activity with suspicious and legends, have not thought, in their beastly ignorance, that it was easy to detect the game. In truth, among all those who are spreading rumours, among all those who from the bottom of their moral misery, are infecting the Neapolitan atmosphere with their imprecations against those who work and create, was there ever one who gave himself the trouble of consulting those registers?

And yet the achievements of Lauro's early activity are of great importance to those who would form an opinion about him: 6 chartered units, 4 of which big and two medium, complexively 46.400 tons D. W.; 21 purchased units, almost all big, 8, 9 and 10000 tons each, complexively 161.300 tons D. W.; altogether a tonnage of 200.000 tons D. W.

They are important because Lauro, in the first ten years obstinately refused to join the Fascist party.

Such achievements would appear miraculous if they were not explained by the factors we have pointed at and we shall point: high capacity; uttermost activity on the part of all the coassociates in a perfect organization (Stakanovism of Italian brand: nothing is new under the sun); greatest economy in general expenses; low cost of ships on the international market; credit by those

— 13 —

Banks which had realized what was my father's capacity and possibility of expansion.

To this we must add another element of great importance: shipowner and partowners did not deduct their profits; but they all unanimously agreed to hoard them and invest them in other units, whenever the opportunity arose.

Is it not amazing that while petty politicians at that time were cementing the foundations of the regime Fascista, supporting and legitimating it under the pretext of order, a group of free independent men should give to their Country such a powerful instrument of work? If Naples had had six or seven groups like Lauro's the "quartieri" with their nauseous display of material and moral misery, which is unluckily offered now-a-days to soldiers of all races passing through our city, would probably exist no more.

As to the quality of Lauro's ships, the greatest stupidities were uttered as the result of incompetence, ignorance and presumption.

One day of 1942, travelling in a train, I heard an elderly gentleman talk with a friend about Lauro's "caccia-velle" (old and ridiculous boats).

The gentleman seemed to me rather intelligent and a good talker. I smiled within myself, got out in the corridor and asked a friend who he was: alas, it was a man highly considered in Naples.

Naturally, to us Italians, deprived of large means, it was not easy to order new ships or choose the best ships on sale in the international market. The average quality of our shipping could not equal the average quality of the British or American shipping. However also in this period my father bought rather good ships like the "2nd EDERA", the "LAURA LAURO", the "ANGELINA LAURO", the "GIOACCHINO LAURO", the "OLIMPIA", the "ACHILLE LAURO", the "PROCLDA", the "POZZUOLI" and excellent ships like the

— 14 —

"ANTONIO L.", the "AIDA LAURO" and the "ANTONIETTA LAURO".

In the second ten years period my father took special care of the quality, undertaking new constructions, first among Italian cargo shipowners, soon after the maritime crisis was over. In 1938 he launched two motor tank vessels, each of 12,500 tons, "FUDE" and "LAVORO", masterpieces of perfection, built in the San Marco, dock yard of Trieste, and which are no more his property; in 1940 and 1941 he launched the two 10,000 tons motor ships "NAPOLI" and "RAVELLO", excellent under all respects; the former was torpedoed and destroyed by coast artillery off the Tunisian coast on her first journey, the latter, was captured by the Germans, in the port of Genoa, on September the 8th, 1943.

It is therefore a lie that Lauro, as an industrial man is a product of Fascism; and it is also a lie (and we shall see it further below) that in the second ten years period Lauro took advantage for his industrial purposes, by some political power, which he actually never had.

When people of good faith, who were misled by well known intriguers for whom blackmailing is a biological law, accept to believe that in the twenty years of Fascism all Italian activities flourished only when fertilized by Fascist manure, they unconsciously sanction at the eyes of the Allies, the idle story of an incurable organic inferiority of our people, to produce, to create, in a word, to live. If this were true, we should despair of the future: we should restrict ourselves to the role of innkeepers and mandoline players. Why — I'll ask of this people — in this very twenty years, the merchant marines of relatively poor countries, like Greece, Yugoslavia and others, which did not know the delights of Fascism, widely developed whereas in Italy, a strong shipping firm could not be expected to develop without the favour of the Littorio?

Did any studier of maritime economics study the phe-

— 15 —

nomenon of the formation of these enterprises and of their more or less great development in the Fascist period in Italy as well as abroad? The Norwegian merchant marine, for instance, grew from 2.600.000 tons, gross tonnage in 1922, to 4.834.902 in 1930, according to the "Lloyd's Register"; the Greek one from 668.127 tons in 1922, to 1.780.666 in 1939; the Yugoslavian one from 81.204 tons, to 611.804; the Italian one, from 2.866.335 to 3.443.453 tons (see Pino Fortini, "La marina mercantile nella depressione economica, nella ripresa e nella guerra", Istituto per gli Studi di Politica Internazionale).

Faced with these figures, we only have to observe that the Italian merchant marine, had not the same development as the other marines. This was partially due to the fact that Italian shipowners, from 1936 onwards, were dispossessed by the government of the foreign currency they earned abroad. Was it a crime to acquire here a part of the increase of the Italian tonnage? Have we also to intone the "cupio dissolvi" which seemed to be the favourite hymn of the Neapolitan middle class?

Did ever Lauro's slanderers turn their look to Genoa to see what great shipowners like Ravano, Corrado, Garavone, Barbagelata, Costa and many others, I mean all those who, at their own cost, with their personal initiative, with their own work and at their own risk, have constituted more or less important fleets, have done?

I adore Naples, and its people, so intelligent and ready to sacrifice, but sentiment cannot veil two considerations which lie at the bottom of my soul. The first is that, if my father had developed his activity in Genoa, or Venice, or Trieste, he probably would have been spared many bitter experiences; for there, the criminal assailants of industrial stage-coaches, are inexorably expelled from the circle of social life; here, they are protected by our country indulgence, by our complacent softness. The second consideration is that some classes of

— 16 —

the population still do not realize exactly the vast risks of naval industry. Therefore, when they see that a shipowner was able to collect in a certain period considerable fruits, they are induced to think that there must have been some illicit and dishonest practice. And when intriguers, unfit for any useful work, or still worse, some interested persons with a malefic imagination, fester the generic suspicion, creating and spreading "rumours" legends are created and credited, which cannot easily be discredited. These classes, for instance, ignore that the economical cycle of a naval industry is to be considered, not in the lapse of one or two years, but in the length of 15 or 20 years, and sometimes of the whole life of a ship. They ignore that big profits may be followed by great losses; the swift growth of a fleet, by its swift decay, or its destruction by war. The present war is the second in a 30 years period.

They ignore that for unforeseen and unexpected reasons deep crises are determined in the industry of navigation, which can only be coped with a great "liquid reserve fund". Such crises are determined by international factors, sometimes wordly. If rates of freight are high, shipowners will order new ships to dockyards. But how far will they do this? This is the point that no one can tell. While the new ships are being built the conditions of international market change and the demand for shipping slackens, rates of freight fall low, the shipowners who have ordered new ships cannot redeem them with their profits, they must therefore balance the deficit with the reserve of their profitable years.

A great number of shipping firms fell after world war n. I just because at the close of the war or soon after the end of hostilities they had ordered and paid very high prices for ships. This period was followed by a crisis of charterings, slow at first, and then in a precipitous rythm.

I have before my eyes the charter party of a ship

— 17 —

which my father bought together with other partowners in 1926, for Lire 468.000 from the Peirce firm. It was the "GIULIA PEIRCE", renamed "TAIDE". This firm had ordered her between 1918 and 1919 in Naples, and paid 18.000.000 lire. I can remember that after number one world war there was a great reserve of ships compared to the needs of transports. The American Shipping Board alone had for sale about 400 or 500 ships built during the war; and there was no demand. Many shipowners of all nations, laid up their ships rather than have them working with poor profits.

In order to convey an idea of the extension of the phenomenon the "Daily Freight Register" should be confronted: in 1931 there were in the whole world ships laid up for a gross tonnage of 10.953.000 tons; in 1932, for 15.238.000 tons; in 1933 for 12.020.000 tons (Fortini: see above).

Undoubtedly my father, his collaborators and other Italian shipowners as well, profited by this situation. Foreign shipowners would sell ships still in good conditions: they bought them. The former could not navigate with profit because the expenses they had to cope with were considerably higher than those of Italian shipowners. Oftentimes they disdained to navigate for modest profits. My father and in general all Italian shipowners, like the Greek and Yugoslavian, restricted to a minimum their general expenses.

This is the great public secret of the development of the Flotta Lauro. If the prices of ships bought between 1931 and 1933 are compared to those bought, for instance, in 1940, the former will appear 30 or 40 times inferior to the latter ones.

Were these illegal Fascist profits? On the contrary! Personal sacrifice, dedication, intuition.

I have no objection to listing here below the prices of my father's purchases in those years. They are consacrated in the public naval registers. Naples must know

— 18 —

them, for if a second time the wind of fortune will drive ships to her harbour, she may not look at them with horror.

- 1931 "EDERA" — Tons 8.100
 Lgs 11.250 equal to It. L. 1.086.694,55
 "LAURA LAURO" — Tons 8.650
 Lgs 10.296 equal to It. L. 1.005.770,90
 "ERCOLE" — Tons 8.000
 Lgs 4.500 equal to It. L. 368.632,—
 "ANGELINA LAURO" — Tons 9.100
 Lgs 10.750 equal to It. L. 911.656,30
- 1932 "GIOACCHINO LAURO" — Tons. 8.300
 Lgs 4.198 equal to It. L. 461.495,85
 "OLIMPIA" — Tons 9.375
 Lgs 7.118 equal to It. L. 528.691,60
 "ACHILLE LAURO" — Tons. 3400
 Lgs 4,250 equal to It. L. 415.400,—
- 1933 "PROCIDA" — Tons 8.300
 Lgs 4.505 equal to It. L. 423.250,—
 "POZZUOLI" — Tons 8.600
 Lgs 6.620 equal to It. L. 590.630,—
 "ANTONIO L." — Tons 8.300
 Lgs 17.942 equal to It. L. 1.185.791,50
 "AIDA LAURO" — Tons. 8.400
 Lgs 17.298 equal to It. L. 1.146.502,—
 "ANTONIETTA LAURO" — Tons. 9.200
 Lgs 30.541 equal to It. L. 2.309.834,—

An 8.000 tons ship, the "ERCOLE", was bought for lire 363.000! In 1943 it would have been worth 40 or 50 millions.

My father and the other partowners, perfect seamen as they were, accustomed to long waits at the sail, said: let us wait, let us hold on in spite of the crisis, the favourable wind will blow at last. It blew about 1934-35 when international charterings had a first reawakening.

— 19 —

Ships that had been paid one million or one million and a half, immediately gained value.

Actually it happened that in the period I am referring to (1922-32), some shipping firms fell: but this happened on account of the prices they had paid for their ships or for the bad characteristics and high consumption of their ships and, the most important of all, who was at the wheel? How many directors, subdirectors, inspectors etc. weighed over the firm? Did they administer their own money or rather the money of other under the easy set up of a limited company?

In that lapse of time the Government, blind and incompetent, did not understand a thing about a suitable sea policy, for our country. Twenty, thirty initiatives like Lauro's, should have been promoted, and encouraged in order to have a big cargo fleet, exporting services (the so called invisible exportations) and importing currencies home. This we must do in future if the Allies allow us. If Greece and Yugoslavia had a tenfold development in this field, we should have developed a hundred times. This would have been a source of prosperity and peace!

But, Mussolini, whose competence in seafaring did not go beyond the white beret he wore during naval parades, announced one day that he would build the "arrows of the sea". From this statement arose the necessity of building the "REX" and the "CONTE DI SAVOIA". These were two fine ships undoubtedly, the pride of Italian engineers and particularly fit for fascist display, but positively antieconomic. They cost, if I remember correctly, but a billion, and their administration always had liabilities. For the same price three or four hundred cargo ships in good condition could have been bought, and chartered monthly for some millions of pounds.

Being a poor people, we cannot afford to ride on Rolls Royces or Packards, we must stick to 18 B. L. FIAT.

— 20 —

IV. - Enlistment in the Fascist party

In 1933 my father joined the Fascist Party.

Till then, consistent with his persuasions, which thereafter remained unchanged, he had resisted pressures and invitations. In Fascism he loathed dictatorship; he loathed scenography, he loathed war, he could not stand the vacuity and incompetence of its men.

All Italian shipowners, who came in touch with him, politicians of the old regime, collaborators, dependants, personalities of the English world, journalists, they can all witness of his unchanged state of mind.

Why did he join the party?

A very badly informed paper recently published that he did it because he was on the brink of failure and had to save himself. Nothing could be more incorrect. His Shipping Firm was soundly set up already and had a strong power of expansion. In those days (1931-33) my father had bought twelve heavy ships abroad (See above list of purchases). I keep the documents at the disposition of whomever wants to see them.

The actual President of the "Associazione Armatori dell'Italia Meridionale", Mr. Pasquale Mazzella, who was at that time an intimate collaborator of my father and afterwards became a fierce adversary, in a polemizing letter published by some papers in Naples ("L'Azione", "Il Popolo", "Il Paese") loyally stated that he had personally bought those ships in the name of the Lauro Firm which, in those years (such are his words) still had intrinsic reasons of life and expansion.

What induced him, then? To those who will not ignore life conditions in our Country, the answer is obvious. My father was no longer in condition to resist "from outside" to the vexations and retaliations, he underwent just because he was not a member of the Party.

Secret investigations were carried out against him by the General Direction of Public Security, because he

— 21 —

was suspected of working with British capitals and for the British, a crime which hurt the haughty Fascist sciovinism at heart; he was also suspected of being a British agent of high rank, and this suspicion remained even after his joining the Party. Among the records of the "Regia Questura of Naples" and of the Italian Consulates abroad, very instructive documents on this subject could be filed. An investigation on the matter, by the High Commissariat, would be a deed of justice. I will explain later our relations with the British.

Administrative inquests were made against him on the most absurd grounds.

The claim of some employee dismissed or unsatisfied on some unfair request, was a good reason to open an inquest. The records of the "Direzione Generale della Marina Mercantile" might be usefully confronted. One of his fiercest adversaries was the Chief of the Fascist Seamen Syndicate, Mr. Davide Lembo.

It must be realized that my father, owing to his industry could not retire to his country house and lead the life of a private citizen or expatriate; every day he had to be in touch with organs of the State and of the Party. No activity on land is controlled by the State as much as a ship at sea. Control is carried out at every compulsory call at harbours, or bays. The ship cannot put in nor leave a harbour without visits and orders by the Captain of the Harbour in national ports, by the Royal Consuls, in foreign ports; she cannot be bought nor sold abroad without the consent of the Ministry of Communications. Even for foreign charterings the government prescribed to require each time an authorization by the Direzione Generale della Marina Mercantile. Then, in 1936, the Fascist Government, which, by its folly of the rate of exchange at 90 and of autarchy, had brought all business activity to a standstill, set up a hateful police control on the currency which shipowners earned with their

- 22 -

foreign charterings: a new source of vexations and threats.

My father had to protect his firm. The system of Commissaries to private firms was not introduced by the Allies nor invented by the actual Government: it was already widely practiced by Fascism.

Elements for a monography on the matter, can be largely provided by the shipping firm "Società Rimorchiatori Napoletani" which had the honour and privilege of more than one Commissary of Fascist stock.

But there was another point of high importance. Liabilities had dragged the major Shipping Companies for passengers into the hands of the "Istituto per la ricostruzione industriale" (I. R. I.). This was a sort of State body meant to be a sort of convalescent hospital for diseased industries. Theoretically, when the industries were healed, they were to come back to their private owners: practically, the doctors in charge, either for incapacity or speculation, would cultivate the germs of the disease. To all this another conception was added, badly borrowed of the Soviet regime, according to which the so called key industries, including ship building and navigation, had to be in the hands of the State. This new conception produced a tendency to centralize in the state also the merchant marine, a tendency supported by some of those who were at the head of the above said companies, called of preminent national interest. (Italia, Lloyd Triestino, Tirrenia and Adriatica). With this tendency, free shipowners could not cope unless they joined some corporative organization, (trade unions, federations, etc.). Lauro had to protect his relatively free activity. If he should be convicted just because he enlisted in the fascist party after ten years of obstinate resistance, when one day an undersecretary to the Merchant Marine, lectured him on the utility and opportunity of Commissaries, action should be brought against almost the totality of Italian industrialists who,

— 23 —

except for very rare exceptions, joined the party long before Lauro.

No: this would make neither history nor justice. It would only bring about greater confusion in the country, adding to the destructions operated by the Germans the destruction of the few industrial organizations which will possibly survive to the immense disaster.

Historically, it is a fact that in 1933, when enlistments in the party were closed down, the intellectual and active part of the Country was essentially adverse to Fascism. The illusions of the capitalistic middle class who had seen in Fascism, their own armed guard against bolshevik trends, had fallen ever since 1925. My father had never shared them, he had never felt them necessary to encourage his creative work, little caring whether he was working and creating for himself or for a collectivity.

In 1932-33, the fascist membership card was like a pass port for the interior, necessary to one who would circulate on the roads of some activity. Nothing more; Italian life was but a huge strage effect of membership cards, uniforms, parades of flags: and applause and admiration were frequently tributed by the foreign world to the statemanager. Yet, deep down in their soul, the people of all classes, were diffident, often hostile, waiting for the day of liberation. Few could or were able to keep out of the monstrous scenography: Those were the privileged and the elect.

V. - Second decennary

Between 1933 and 1943, the "Flotta Lauro" developed for other 223.000 tons D. W., including four big units built in Italy ("FEDE", "LAVORO", "NAPO. LI" and "Ravello").

Of this period are 24 small units, between 1000 and 2000 tons, some of them up to 3000 tons, bought for the

— 24 —

Mediterranean, Black Sea and Danubian traffic. If the number of units is considerable, the rythm of increase only surpasses of one third that of the former period. According to a famous law of economics, great firms, are inclined to develop rather in a geometrical progression, than in an arithmetical progression. This second period is different from the former because it is characterized by the reawakening and progressive increase of freights in the international market.

Towards 1933 or 34 the crisis of excess of tonnage was gradually disappearing by virtue of the double factor: no more cargo ships had been built, a great number of preexisting ships were demolished. The 15.000.000 tons of wordly shipping laid up in 1932 shrank in 1934 to about 7.000.000, in 1935 to about 5.000.000 (Fortini above quoted).

To make it absolutly clear to the eyes of the profane, I'll give some actual figures on the rise of freights, as they appear from Charter Parties and Bills of Lading in my possession.

To understand the development of Lauro's firm, which was, I dare say common to all shipowners in the world and not peculiar of Italian shipowners, we must concentrate our attention on this point.

Let us consider for instance one of the most frequent routes of the Flotta Lauro: from ports of the Far East (India, Madras coast, Indochina) to British and French ports. On this route (Indian Ocean, Suez, Mediterranean sea, Gibraltar, Atlantic Ocean) the biggest riches of the world are carried; cerals, oilseeds, rice, etc. bound for Great Britain and a part of Europe. The freight is quoted in shillings.

In 1934 the rate of freight was 20 or 21 shillings per ton; in 1940 which was the last year, it went up to 130 shillings per ton.

It is right, that all shipping expenses had risen; but the increase on the net amount of freight was still consi-

— 25 —

derable. It was a general phenomenon. According to figures figured out by the Lloyd's List the average amount of freights in the world rose from 65,93 in 1933 to 116,90 in 1940.

By virtue of the reputation which his ships had deserved in the shipping world, (in foreign charter parties the name of the ship was not required: the indication "Lauro's ship" was enough); by virtue of the trust he had gained in the foreign world, my father's ships undertook frequent journeys to the Indies and Indo-China.

I keep, at the disposition of the public, the Charter-Parties.

It is a fact that the Fascist Government, through the fictitious rate of exchange of the pound at 90, punctually defrauded the shipowners of a considerable amount of their profits (the speech at Pesaro was a real disaster for our Country!) but it is also a fact that when this dishonest tax was exacted, another part of the gains still remained.

Thus it happened that during the period of the sanctions against Italy, some of Lauro's ships still called at British and French ports, to unload wheat, rice, etc. coming from the Far East. In British ports they took cargos of coal and came back to Italy. During that period at the French house of deputies Mr. Candace, former undersecretary to the French Merchant Marine, one day interpellated the Government to know how these Lauro's ships happened to have such an important role in the traffic from the Far East, in preference to the French flag. The reply was that the market of freights is necessarily international.

Later my father conquered another route to the Near East: from Rumanian and Bulgarian ports (Braila, Galatz, Varna, Burgas) to the ports of North Europe, for the exportation of those 20 or 25.000.000 tons of cereals which every year Rumania supplied to European countries. This market was in the hands of German shipow-

— 26 —

ners and Genoese shipowners. My father got into it boldly, taking at first parcels of cargoes, and then full cargoes of 10,000 tons, finally absorbing a preeminent part of the Rumanian exportation.

One day at Braila, main center of Rumanian exportation, while on the Danube 5 big ships of the Lauro Firm were loading wheat to North Europe, there was a public manifestation of appreciation at the address of the Flotta Lauro, by the chief exporting agencies (Dreyfus, Bunge, Rally, etc. of worldly fame), and by the Rumanian authorities, with a large echo in the press. That was one country definitely conquered to the national flag.

I will not dwell on other international traffics to which my father participated. He handled 57 units and could undertake journeys to Australia, Plata, Argentine, North America, Mexico, South Africa, Chine, etc. No route of international traffic was unknown to Lauro's ships. Tracing on a globe all the routes on which at a certain moment, Lauro's 57 units were travelling, we can see how they embraced a really considerable portion of the world. Now, success depended on the linking up of all those lines in one single nimble mind, which was like an electric power station of so much activity.

I am not immodest: Lauro's success was vast, it soared on the oceans: it could have been wider, but for the defraudation the government effected on all cashed foreign currencies (from 1936), and after in consequence of the war.

Our sweet Naples, was littler aware of the vastity of the phenomenon and of the always greater possibilities it afforded. Naples did not realize that thousands and thousands of families were getting from the Flotta Lauro, ease and security for the future. One part of the middle class did not seem to realize that at last one of their sons was meeting success in the wide world navigation, just as great English, Swedish, Norwegian and Genoese navigators had done before.

— 27 —

Wicked and suspicious persons kept check in the streets to see whether my father's car had 4 or 6 cylinders; and they were ready to criticize his agonistic weakness on a football team; and investigated in his private life to charge upon him some moments of admiration devoted to the fair sex. The "Chief of the Government" himself, at Trieste, upon the launching of the tank ships "FEDE" and "LAVORO" over which as a merely apparent stage manager he wanted to preside, sent for Lauro, (who had formerly been excluded from his presence, by disposition of the authorities, because he was considered a rebel) and told him that for years "he had been following him" abroad, through his informers. Three times he asked whether Lauro was really a southerner. He could hardly believe it, for the general opinion was that southerners are only fit to make women's shoes or to carve souvenirs of Sorrento.

Here I have brought evidence, to both friends and enemies, of the pure sources of Lauro's patrimony. I understand that many among you were ignorant of the situation: But these enemies in good faith, should not have raised with their complacence the little trees of wickedness and calomny which later filthy blackmailers offered to the Allies at their arrival.

But do the people of Naples realize that, striking at Lauro they are striking at one of Naples' best sons. Do they realize that, whether or not Lauro will resume his activity, he is the man who together with a small but capable group of free shipowners of the south, has prepared for them one of the way leading to economic redemption?

Emigration is closed; agriculture, except for a small area around Naples, offers no great possibilities, heavy industry in our town has little chances; navigation is the great resource. Greece, a country of rocks and olive trees, has lived and will live on navigation.

Having documented the reasons of the development

— 28 —

of the fleet, I will now refer to a legend which was disseminated in Naples by interested people. According to this legend my father would have determined the loss of ships to speculate on insurances. Stupidity here surpasses wickedness.

Cards down. I will not let anyone cheat.

To begin with, what were my father's naval losses in the last 24 years since the launching of his first motorvessel that is to say since the beginning of his activity (1920) to the last year? Let us open the registers of the Capitaneria di Porto: the 6.000 tons ship "KOEPIA" in 1933, in the Mediterranean sea, off Oran; the 6.550 tons ship "EDERA" who was stranded near the Dutch coast in 1930; the ship "AIDA LAURO" stranded on the coast of Cornwall in 1937; the ship "TAIDE" wrecked in the Gulf of Biscay in 1934, and finally the ship "GIANICOLO", wrecked with all her crew in the Gulf of the Lion in 1938. Of little importance was the case of the small ship "MESSAPIA" who was abandoned at Braila on the Danube after her sinking for absolute lack of refloating means. Anyhow, five or six it makes no great difference.

How many ships of his own did Lauro operate in these 24 years?

Beginning in 1920 and gradually developing, in the last years he managed about 60 units: an average of thirty per year between the first and the second period. Insurance Companies, every year make an estimate of sea damage probabilities at the rate of one percent in order to figure out the yearly amount which every insured party has to pay.

For this reason the so called internal insurance, between ships of the same flotta was not possible, unless the fleet reckons at least one hundred units. Had it been possible with less than a hundred units, Lauro would have, in many years, saved several millions of premiums.

— 29 —

If the average number of ships annually operated by my father (30) is multiplied by the number of years (24), the result is a complexive handling of 720 ships. Now, the 5 ships actually and definitely lost, compared to the total number of ships, represent an average far inferior to the average of one percent, forecast by the underwriters: it only constitutes 0,69%.

Second consideration: out of the five ships lost, four at least were lost either when the crisis was getting to an end (Koefia) or when the crisis was ended and freights were in full flourish and vigorous reawakening (Taide, Gianicolo, and Aida Lauro). This means that their value was getting every day greater, so as to reach, in the years of war, fabulous summits, and gave great margins of gains. They were, generally, excellent ships, in their category.

When the "TAIDE" perished, her boilers had just been changed at Marseilles with an expense of L. 1.000.000: she was a young ship (of 1921). The "AIDA LAURO", bought in England, where she was built, as one of the first of the fleet on account of her characteristics and age. The "GIANICOLO", built in 1923 and bought at a public competition had undergone costly transformations in the dockyards of Trieste. Her loss was a horrible tragedy; in Naples we only had a cable announcing a tremendous storm: and that was all we knew. All the crew perished. I will add that only those who are obliged to lay up their ships, owing to their liabilities, those who are hopeless or gone bankrupt or on the brink of failure, may have an interest in losing their ships. Lauro, indeed, in no time laid up his ships, he worked at all times: he always collected profits.

If you are still unsatisfied, let me tell you that at Orano, as well as on the Dutch coast, and on the Coast of Cornwall, foreign eyes and ears watched and listened carefully and they were the eyes and ears of the agents

— 30 —

of the English great Insurance Company, "Lloyd", into which in the form of reinsurance, Italian insurances ended: let me tell you that my father was the most sought for client by all major Italian as well as foreign insurance Companies whereas he remained faithful to two well known Companies of Genoa which may incidentally document all situations: let me tell you finally that in Italy, according to the law, since the "Veniero" accident, every sea accident is followed by an administrative inquest carried out by a Governmental Commission which includes also Magistrates and Officers of the Royal Navy. Go and see the chief of the "Compartimento Marittimo" of Naples and ask him to show you the pages on the reports of the inquests on the ships that perished before Lauro's enlistment in the party and afterwards.

So much on this point.

VI. - The Ethiopian war

I have not forgotten the Ethiopian war. A very ill informed newspaper published that my father had avoided requisition of his ships by the Government.

I publicly explained (See my letter published in the papers "Il Paese", "Il Popolo" and "L'Unità", July 1944) how this was wrong. Actually, at the time, the government did not as a rule effect requisitions: it imposed charterings. In other words, the government ordered the shipowners to put to its disposition such and such ship at a rate of freight which it quoted, equal for all.

All this means that chartering to Ethiopia were not exactly great bargains. Add to this that, as the majority of ships were bound for Massaua, the unloadings proceeded very slowly and sometimes they had to wait months before they could begin. (Our ship "FELCE" for instance waited six months to unload cement and tim-

— 31 —

ber). East Africa is a huge country, but the two only ports of call Massana and Mogadiscio are absolutely insufficient. If the Ethiopians had had arms, our situation owing to transport difficulties could have become dangerous.

And yet in Naples rumours were spread that the "Flotta Lauro" developed on Ethiopian profits. I have listed above, all the ships that my father owned and managed as far as 1933: 21, between 8 and 10,000 tons, each, for a total of 161,300 tons. To these, other 8 ships have to be added for a total of 68,200 tons, bought between 1934-35 (records can be found at the Capitaineria). Therefore the Fleet was largely developed before the Ethiopian adventure; 29 big ships for 230,000 tons.

I have at the disposition of any public or private inquirer, the records of those journeys and bills of expenses, among which, the heaviest were those for the Suez Canal dues which were paid twice for the going down and for the return passage as well even though the last was effected without cargo. The truth is that my father never made great profits by the Ethiopian war; but he carried on important charterings abroad, in that same period and afterwards.

I'll make this point clear. His ships, starting from Italy sailed to Massana and Mogadiscio, where they unloaded their cargo. Then instead of coming back empty to Italy they proceeded to the ports of the Far East for which they had previously been chartered. There they took cargos of cereals for North Europe, travelled back on the same route, (Indian Ocean, Suez, Mediterranean) passed in the Atlantic Ocean and after reaching destination and unloading the goods, started again on a journey to English ports to load coal for Italy. Thus they carried out a combination of three journeys. Out of three journeys two were poor and the third was profitable: the journey from the East. Thus the ships did not come

— 32 —

back empty to Italy and did not pay in vain the Suez Canal dues for the return passage.

My father was the first to conceive and carry out this scheme in Italy. Then the well known company Cooperative "Garibaldi", copied it. The number of ships which he could reckon, enabled him to do it: for he could always cope with the imperious demands of the Government, with other ships than those which had proceeded from the Ethiopian ports eastwards. It is obvious that shipowners who had but few ships, or ships unfit for long journeys, could not carry on those combinations and were obliged to return back to Italy in ballast.

Moreover, to save waste of time and expences in Massana and Mogadiscio, my father collected and sent there all the barges and tow-boats he could find in Italy, for a tonnage of some thousand tons. It very likely that such facilities are still there. On this point, too, I can prove my statements with documents (charter parties with the Gondrand Bros., who were in charge of un-loadings at Massana, and with the S.I.M.A.O. (Società Imprese Marittime Africa Orientale).

VII. - My father and politics

My father in the twenty years of Fascism never carried out any political activity.

Relations by Public Security, point him out as of socialist trends.

Rude, frank, impulsive, a sailor in the deepest sense of the word he is not and cannot be a man of politics. He could easily have become a State Under Secretary to the Merchant Marine, for his competence, but he never planned it. That office was succeedingly held by a lawyer, a journalist, a trade unions chief, a technician dentist and only in 1939 by a Captain of the Merchant Marine.

My father indeed, devoted his activity to the technical

— 33 —

problems of the merchant marine, in the "Sindacato Armatori dell'Italia Meridionale e delle Isole" (South Italy Shipowners Syndicate), of which he became President in 1939 by virtue of his importance in the shipping world, and also in the "Federazione Nazionale degli armatori" (National Federation of Shipowners), in which he only became a simple member of the Giunta, while the President and Vice President were appointed by the Minister and the Party.

With the politicians of the regime and with the "gerarchi" (big fascists) he seldom came in touch, restricting his relations with them to what was strictly indispensable in his corporative functions. He belonged to none of those cliques which gathered around such or such other "gerarca" (Big Fascist) and whose habitues loved to settle down their headquarters in the great hotels of Rome (Excelsior, Palazzo, Ambasciatori, Grande Albergo, etc.). Often my father's meetings with some Gerarca, became encounters, because in spite of his enlistment, he did not refrain from shouting openly the truth just as he felt it, and from using of his right to criticise, anywhere and against any one.

All those who, in that period, happened to meet my father in some train or restaurant, or in any other public place, have seriously feared to be brought before the Commission of Confinement, on the ground that they had been listening to his harsh criticism against the duce and Fascism.

Among other episodes I'll recall how a meal at the "Roma" restaurant in Rome, cost my father 1.000.000 of liras. This is authentic: I am still keeping the coupons of the drafts he had to pay in.

The Minister of Communications of those days, Mr. Stefano Benni, (1937), had issued a scheme for cargo ship buildings, which was to be carried out by shipowners at the National dockyards, as a tribute to autarchy. But indeed this building up of ships in Italy turned out to

— 34 —

cost 40% more than abroad, for obvious reasons (especially more than in England). Naturally no Italian shipowner would have made such a deal which involved in international traffics a condition of inferiority to competitors of other countries. In shipping economics, accounts begin with the amortisation of the cost of the ship. The smaller the sum to amortise (say 6.000.000 instead of 10.000.000) the better. The ship is not everlasting; her life lasts between thirty and 35 years; then the ship is only reckoned as material for demolition, with the revenue the capital must be renewed. What remains is the profit. To induce Italian shipowners to build ships, the Minister announced that, in line with what the Government of other Countries had done, he would have proposed to our Government a series of measures, which were afterwards contemplated in the Law Decree 10-3-1938 n. 330, in behalf of those who would be building ships of certain types (fiscal exemptions, premiums, etc.) measures which however did not make up for the disadvantage mentioned above.

Not for greed of gains but for professional pride, even before the Decree was issued, my father ordered two big motor tanks to the Cantieri Navali Riuniti dell'Adriatico, upon a written assurance by the Minister of Communications, that such moto tanks were to be included in the measures to be issued. Italy had great need of tank ships. But indeed at the eve of the publication of the decree, it seemed that the Minister had forgotten the assurance he had given. My father protested with the Undersecretary to Merchant Marine of that time, Mr. Host Venturi, and openly asked him whether a Minister's word could still be reliable.

Mr. Host Venturi dismissed him bluntly and, still indignant, my father went for lunch to restaurant called "Rome." There, after lunch he was offered a cup of coffee by a little group sitting at another table. Among this group were an Undersecretary, who after became

— 35 —

a Minister, a Senator of high fascist feelings and a shipowner of Genoa. Since the little scandal was already public, they all asked Lauro for details. And my father raising his voice, harshly criticized the Minister for the unfair exclusion.

Who picked up my father's words? I cannot say. Actually 24 hours later, a stenographic account of his words was on the Minister's desk. My father was excluded from the offices of the Merchant Marine, and threatened with other and graver measures.

Thus the Minister considered his office a personal feud and a shipowner could only talk to the officials of the Merchant Marine through intermediaries. This was a hard blow.

My father protested, advanced claims, all in vain. The "band" lasted about 2 months. Then Mr. Host Venturi, undersecretary to the Merchant Marine, in the presence of the President of the "Federazione Armatori", and assuming the attitude and the tone of a Supreme Judge, received my father to inflict on him the most solemnizing reproaches and intimating that he was to report to the Direzione del Partito (Direction of the Party) and pay 1,000,000 of lire for reparation, and in order to prevent other and graver measures. It was the whole Party against one man, the Government against one single shipowner.

What was there to do? To appeal? and to whom? To refuse? and what about the Commission for Confinement, the typical police instrument meant to deal with the actions disagreeable to the government and to get rid of those persons who dare to rebel? And what about some Commissary waiting and coveting, ready to lay his hands on my father's fine work to disgregate it and dissolve it?

In the few hours which were left to him for decision, the blood throbbed in my father's temples. He sought advice and all advised him to pay. With a wounded

— 36 —

heart, not for the money, but for the injustice, he paid. Mr. Starace (the Secretary of the Party) lectured him and set forth to him that it is never befitting to criticize ministers: Mr. Marinelli cashed the money.

On another occurrence, which did not only affect his purse, but Italy's naval honour, my father resisted a crazy order by Mussolini. A unique example in the 20 years of the regime. He wrote a marvellous page in the history of his country's marine. Why is this ignored by the High Commissary? My father's slanderers tried to misconstrue the facts that I am going to expose and have spread a rumour which was credited by some sections of the press some months ago: ships and arms to Japan. All this, beside being wicked, is also stupid.

Documents at the hands, here is the truth:

It happened towards the close of 1937, in the period of the friendliest relations between Italy and Japan, at least in official reports (Antikomintern pact). In Genoa a Jewish shipbroker, Mr. Achille Avigdor, who had already made business of the same kind with other Italian shipowners, asked to my father whether he had any ship available for the transport of a cargo of arms to the Chinese, from Italy to Hong-Kong (main port of supplies for the Chinese).

Arms to Chinese: My father accepted with enthusiasm. But what about our Government's authorization to let the ship out? Mr. Avigdor replied that the authorization would be given: he could vouch for it. Thus the charter-party for the ship "ISCHIA" was laid down. The ship was loaded with tanks in Genoa and with explosives in Naples and then started on her destination.

Italian Authorities showed a great concern and offered great assistance to hasten the process of embarking the cargo. The ship had already travelled most of her way, when on the 25th of December 1937, Christmas day, Mr. Host Venturi, at the time undersecretary of the Merchant Marine, towards 1 o'clock p.m. telephoned

— 37 —

to Lauro and asked him to go at once to Rome on a grave matter.

In Rome, where Lauro arrived that same day, he did not find Mr. Host Venturi, who had wisely left for a ski excursion. He found in his stead the General Director of the Merchant Marine, who, in great secret, and on a specific order by the Undersecretary, with a deep sense of reluctance, communicated to him that by order of the Chief of the Government, the "ISCHIA" was, by no means, to reach Hong-Kong. The arms, in other words, were not to reach the Chinese; the ship was either to disappear or to unload the cargo in a Japanese port, or to carry it back to Italy.

Instinctively my father rebelled to that order. By no means he could comply with it. He was faced with a proposal of barratry which would for ever have discredited the Italian flag in international traffics. The Director, always by order of the Undersecretary, insisted, stating to Lauro the gravity of the sanctions against him in case he persisted in his refusal. My father was inflexible: "I'll rather be shot than do what you are asking of me". More pressures were answered with more refusals. The Director invited him, then, not to leave Rome and in the meantime sent him to the Undersecretary to the Royal Navy. The latter was surprised at my father refusing to carry out an order, which he said, was "so simple", when other transactions of the kind had been carried out during the Spanish war. My father explained to His Excellency what would have been the consequences of such a behaviour and to his pressures he opposed a refusal which admitted no arguments.

The Undersecretary to the Marine, being a real seaman, realized that there was nothing to do and changed his tack.

The following day, Lauro maintained his refusal at the "Direzione della Marina Mercantile" (Merchant

— 38 —

Marine Direction), but his suggestion to the Director was that he should explain in a memorandum to the Chief of the Government the consequences of the suspension of the transport of arms to Hong Kong: a big scandal in the international, political and shipping world: above all discredit for the Italian flag. No foreign freighter would have entrusted again a ton of freight to the Italian Flag. And, apart from all this, his own irreparable ruin, for the consignees of the cargo would have seized all his ships in foreign ports, to make up for the damages.

Mussolini, who in spite of his daily display of omniscienze at Palazzo Venezia, was frightfully ignorant, obviously did not know that all shipping business is based on the absolute trust of the freighter towards the captain of the ship, with regards to the goods being carried to destination.

He must have been struck by the serious consequences of his order, and on the morning of the 3rd of January 1938, the Director of the Merchant Marine called my father and told him that the order was withdrawn.

Such are the facts. With the same words all this could be stated by the Direttore Generale della Marina Mercantile (General Manager of the Merchant Marine), the President and the Secretary of the Federazione Armatori, my father's collaborators and dependents and many others.

The ship "ISCHIA" regularly reached Hong Kong on the 5th of January. Between this date and the 11th, the Captain of the ship, Mr. Pidatella, unloaded and delivered to the legitimate owners of the bills of lading the complete 1495 tons of tanks and explosives, loaded in Genoa and Naples. On the 11th she sailed for Aiphong (Indo China) to take a cargo of coal due to Shanghai, always to the Chinese.

But what was behind all this?

Our Government, short of valuable currencies, had

— 39 —

authorized the "Ansaldo" and the "Dalmine", two companies depending on the Istituto di Ricostruzione Nazionale (for National Reconstruction) and therefore to be considered as two State companies, to sell in secret to Chinese respectively arms and explosives: while between Rome and Tokio, sweet expressions of friendship were exchanged. But business is business, and this meant foreign currency equal to 50 millions of Italian lire. Our Government, in his onanism of antarchy, was always avid of dollars and pounds.

It seems however, that a Chinese Minister in a European capital, forgetful of Buddha's wisdom, said one evening at a party: Italy marching with Japan? Far from it! Italy is supplying arms to us.

This caused the fiercest protest by the Japanese minister in Rome to Mussolini. Serious embarrassment, just like the discovery of a first infidelity in love and soon after, the order of stopping by all means the delivery of arms to the Chinese.

Previously, however, Genoese shipowners had already made journeys of this kind. It was all a governmental scheme to make currencies.

By his courage and self control, my father was successful: he brought the insane back to reason. It is a fact that Mussolini was a man who would dare anything, so long as he did not find someone who would say: no.

I am keeping documents witnessing that the arms carried by the "ISCHIA", were unloaded at Hong Kong. Namely, the receipt of the captain of Hong Kong's harbour for the amount of port duties paid; the authorization by the same captain to unload in unscheduled hours; the bill of unloading expenses for the amount of unloaded tons, which correspond to the amount embarked in Naples and Genoa (See the "Manifest of cargo" of which the Royal Custom House of Naples certainly retains the original, etc.) I can call to witness the captain and all the crew of the "I-

— 40 —

SCHIA", and Mr. Walter Williams, who was at the time in charge of the Office for foreign traffic in my father's firm, and who is now-a-days chief of an important British war transport Office in Naples (in the Navy House); and our London agent who at that time received all the bills of unloading in foreign ports, paid them and forwarded them to Naples.

For months I have been insisting on the examination of these documents and witnesses so that the stupid legend of "arms to Japan", originated in the filthiest sections of Naples, may be for ever discredited. I call it stupid and I have good reasons for it: it should be understood that had the arms not been delivered to the Chinese consignees, the latter would have brought against Lauro scandalous suits of international resonance which could be ignored neither in Italy nor abroad.

In december 1943 I sent to the Allied Police Offices, the photographic copies of the above mentioned documents, for I felt sure that this ignoble accusation was brought against Lauro as the fittest one to cause a sense of hostility against him: now, if, as I believe, they have had the time to examine those documents, they must necessarily have realized that the reverse of what was suggested is true. They should therefore do justice to my father and, I dare say, also to the Italian shipping world.

My father's feelings were anything but fascist. Whoever happened to speak also only once with him cannot say the contrary. Officers of the marine, directors of the various branches of the State, foreign personalities, they all can state it. He never concealed his dislike of dictatorship and its systems. Dynamic and impetuous, his spirit is impatient of fetters.

People ask: why did he become Consigliere Nazionale? (National Counsellor). We all know how the members of the "Camera dei Fasci e delle Corpora-

— 41 —

zioni" (Corporative Chamber) were appointed some by the "Corporazioni" (Corporations) and the other by the Party. Those appointed by the Party were political members, depositaries of the fascist doctrine. My father was appointed by the *Corporazione del Mare* (Sea Corporation) by virtue of the outstanding place he held in Italian shipping activities. He flattered himself that he could discuss at the "Camera" (Corporative Chamber) the technical problems of the Merchant Marine. Only once he attended a meeting, and he realized but too well that Councillors and Government were totally deaf to such problems, yet so important to a large part of the life of our Country. Upon the so called discussion of the budget of Communications, he rose to speak and expressed his views about the possibilities of development of our Merchant Fleet, in discordance with those of the Government. The technical and not the political problems was involved. He thought that objective criticism might be welcome by the Government since the Government did not dispose of sound capacities in this field. My father was not extemporizing. He was reading what he had long studied and considered. He was repeatedly interrupted and finally from several seats, voices came to hush him and stop him: Enough Lauro; enough Lauro!

The president intervened, not to call to decency the Councillors but to silence the speaker!

My father, deeply disappointed, swore that he would never again enter the Chamber and he kept his oath sending every time he was summoned to a meeting a certificate of infirmity.

This was my father's parliamentary life.

For a man like him, brought up on the vast sea, such procedure was nauseous. If up on high the little teacher of Predappio, transformed into a giant at the eyes of the crowd, by the daily crazy propaganda of the photographers, the petty writers, was tyrannizing,

— 42 —

down below the Italians were growing sceptic, indifferent even to the most vital problems, and they lived in an atmosphere intoxicated by systematic lying. It is possible that these people's servile attitude may have gone beyond their master's intention and that the problems of a technical character might have been discussed with a certain decency. And perhaps, from the discussion of the technical problems, which were very serious and wanted a solution, a less insane political conscience could have arisen. "Our powerful Army", our "invincible Airforce", our "great Navy", were the conventional lies which, except for the undoubted valour of our soldiers, were of legal tender in our country.

The mistake, which deserves little excuse, by a section of public opinion, lies in the fact that they mix up my father's personality with that of profiting "gerarchi" (Big Fascist) of ineffective people suddenly transformed into industrials, of improvised undertakers of innumerable public works, of military suppliers of the State; in short, of all those people, who but for Fascism would probably have never appeared on the stage of Italian industrial life, or would have remained in the limbo of small business.

What can be the relation between this sort of people and my father? My father had an industrial life of his own, impetuous, ardent, exciting, which did not hesitate before any difficulty: he had proved it in the years between 1922 and 1933, setting up not only a big fleet, but also a powerful organization of human energies doomed to enlarge and manoeuvre such fleet in the world. Those other people on the contrary, were living in symbiosis with Fascism, like mushroom at the foot of a tree. My father had a passion for industry and the sea, in his blood, whereas these other people, in most cases, from the "manganello" and castor oil adventure had stopped into the adventure of under-

— 43 —

taking or supplies, or even of a portfolio in the ministry, which was a source of big business. My father had developed his career by large but gradual stages, from the oceanic sailing vessel he had received from his father, to a national fleet of steamers and motor ships. Whereas these people appeared on the industrial scene like fulmineous "revelations". For my father, the qualification of National Councillor was but a pale appendix (which he had received without applying for it), to his luminous situation in side Italy and abroad. For those other people this appointment and other qualifications of the kind were reasons of life.

VIII. - The Newspaper business

It was suggested that my father, eager of political power, bought half of the shares of the publishing firm "IL MATTINO" (Società Editrice Meridionale, S.E.M.), from the Banco di Napoli and that he took over the management of the business for 10 years.

Nothing is falser than this rumour. It was also suggested that he did it by will of Galeazzo Ciano, with whom he would have been in business relations. This is false as well. The fact was really very simple. It is time that public opinion should realize how Naples could have had a long range press industry and how it missed this chance.

In 1928 the Fascists planned to have the Neapolitan press in their hands although ever since 1925, it was completely fascisticized. They therefore constituted a Società Editrice Partenopea "S.E.P." (Neapolitan Publishing Firm) to which they allotted several millions at different times. This Firm bought from the owners, after months of dealings and starting with an offer of 12 millions, all the shares of the S.E.M. for lire 23.000.000.— that is to say the whole newspaper business. Since they had no sufficient money, they obtain-

— 44 —

ed for the purchase a partial financing by the Banco di Napoli to which among other warrants, they handed over in guarantee the shares of the S.E.M.

But the S.E.P. was not able to return the money they had borrowed from the Bank, and the Bank, to guarantee its credit, some years later, ascribed the shares to itself.

Thus the business passed into the hands of the Bank.

The fact that a Bank owns a newspaper business may not be absurd: in some cases it may even be wholesome. But problematic is the expectation of profits from such a firm, which requires great care, when the business cannot be directly managed by the owner.

Thus the Bank of Naples lost every year a considerable sum. And as these losses had no justification for an organization like the Bank they came to the determination of selling the shares of the S.E.M.. Sell them to whom?

Groups from North Italy transacted the purchase: Fiat, Breda, Giovannini, etc. but the Bank was reluctant to hand over the Neapolitan press to a group from the North.

Then Lauro's name began to circulate. Why should they turn to northerners when a powerful organizer existed in the South? Had he not been already requested to provide the money to offer every Sunday, football matches to the Neapolitan public? At first, to the director of a daily paper (who used to come every day to the office of the Flotta to bring the news of the clandestine radio) my father answered with an energetic refusal to his first proposal. He was spiritually stranger to such an enterprise. At that time he did not read political newspapers. He only read the «Gazzetta dello Sport» which gratified his passion for foot ball.

Later, upon new entreaties, in behalf of Naples and the South of Italy, my father, though without enthusiasm, began to consider the thing from the industrial

— 45 —

side, on the inventories and balance-sheets of the Society: he realized that a sound industrial business could be set with the S.E.M.. The formula was simple: during the Fascist period, Rome's newspapers, particularly the mephitical "Giornale d'Italia" had invaded the south to the detriment of "Il Mattino". It was necessary to overturn the situation and draw the utmost advantage of the 240 km. separating Roma from Naples.

It was also necessary to set up the business on new bases: purchasing new rotatives capable of 150,000 copies an hour; renewing machinery as soon as possible; building a Home for the Press in the healthiest district of Naples; selecting the journalists and giving them a substantial economical improvement in order to obtain the highest efficiency from this class of people who have in Naples exceptional qualities of intelligence and rapidity; finally coassociating this class and the workmen to the profits, as it had been done for the ships. Such were the plans which were obviously not published out in the streets of Naples but were in Laure's mind.

My father dreamed of a great newspaper business of the kind of those which thrive in all civilized countries. In those days (the middle of 1942) people were entitled to hope that the end of the Fascist regime was at hand and consequently they could breed hopes for the freedom of press. This played in the moral and industrial reckoning.

All printed sheets now-a-days meet success.

These reasons at last induced my father to buy half of the amount of shares of the S. E. M.: he was very glad that the other half remained to the Bank; so that the shareholders of the society were two: the great Bank and himself. The partnership with the Bank was the safest warrant of the protection of the interests of Naples and South Italy.

So large and well grounded was his confidence in success that in his written agreements he accepted definitely

— 46 —

to manage by himself the business, for a ten years period, assuming responsibility for all eventual losses, and taking the engagement to devolve the profits to the S. E. M., namely to the common fund.

This appened in November 1942. Naples, not knowing these agreements and this programme, could not value things exactly. Whereas my father felt that he was engaged towards Naples and the Bank, to cure the existing business and to create on it a great firm: he personally devoted to this task many hours a day. We must remember that in those days a great part of his fleet was destroyed and therefore he had time to spare; we must also remember that another person, who enjoys all my father's trust and who during the Fascist period had meant to keep out of all appointment or task which might imply contacts with organs of the Regime, had declined the invitation to administer the S. E. M.

At this point the misunderstanding between my father and one section of public opinion may have began. Here and there the voice of some very ill informed persons was heard: would Lauro with his money try and buy public opinion?

The suspicion was absurd. In agreement with the Bank of Naples, my father had only one ambition: he wanted to make of newspapers the flag for the defence and propaganda, not of his own interests, but chiefly of the industrial interests of Naples and the South. Every word written here by me, is weighed.

Naples and the South suffer from scarcity of industries: our people, quick and clever, find themselves economically and socially handicapped, compared to the people of the North; because in most cases the ruling classes only supplied them the shovel and the artisan tools. Why after 75 years from the unification of the Kingdom, do we still have to get our engines, our tools, our tissues and materials and even our shoes and furniture, from the North? Why must our savings through

— 47 —

bank operations go and fertilize northern industries, rather than our own?

God forbid that we should suggest an industrial and commercial separatism which would cause a grave breach in the peninsula; but the problem of the industrialization of the South must be faced and solved, if we really want to create a better future for our people. Now this problem always allured my father's mind. He has already shown that it is possible to do in Naples what is done in Genoa and Milan: why not do it? Press is a powerful means for the discussion and promotion of this noble idea.

In this conception no personal interest played. No paper had followed him in his development. His industry did not require the help of the press.

Possessed only his dream of redeeming Naples and the South, my father, taking over the newspaper business had no personal political ideas to offer or impose to the public.

In fact, as far as July 25th, were only printed the opinions that were allowed in Italy, the opinions of the "Ministero della Stampa e Propaganda", which were sent every morning from Rome, under the form of "notes of service".

Everybody knows how the last but one "federale" of Naples, lawyer Siniscalchi, in the last 4 months preceding July 25th, when my father was already managing the Business, used to come at night, with his adepts, to supervise the work and examine every syllable, being possessed with fury against my father whom he accused of antifascism, and of being a friend and agent of the Allies. His reports must be filed at the ex direction of the Party in Rome.

After July 25th, my father printed the liberal and democratic opinions of the new editorial staff. Although he participated of bold democratic ideas, when the Directions of the daily papers were constituted, in agree-

— 48 —

ment with the Banco di Napoli, he did not intervene in political matters. The directors and chief editors who were appointed after that period, can state whether they ever received any political instruction from my father. On the other hand, (something that Neapolitan public does not know) the Banco di Napoli, by reserving for itself by contract the authorization for the appointment of directors, had implicitly reserved to itself the political control of the Business. According to the contract, my father could only appoint directors upon consent of the Bank. Could you call this, press monopoly? Far from it.

In the early months of 1944, when the reasons for which the Allies would not authorize the publication of any other newspaper beside the first "Risorgimento", were extinguished, the officials of the S. E. M. proposed and insisted at the Psychological Warfare Branch, on the publication at the same time of a liberal "Mattino", a democratic "Roma" and a catholic "Corriere di Napoli", entrusting the management of each paper to a Society set up to this purpose, with managers chosen by the respective parties. The task of the S. E. M. was in such way reduced to print and diffuse the newspapers. I still have the letter written on this subject. They also declared that they were ready to print and diffuse the communist and socialist papers. This scheme seemed to meet approval by the Allies, when for reasons still unknown, instructions were issued to make of the first "Risorgimento" an Allied Italian paper and to give to each party only a weekly portion of press.

Thence the weekly papers in Naples have grown and thriven. When Rome began to publish its papers, we got from the capital rivers of printed sheets. Presently 4 daily papers are printed in Naples.

The legend of monopoly is therefore discredited.

Could you call this defence of industrial interests?

No: for all the writing of the best journalists in the

— 49 —

world would not change of a penny the rate of international freights. The press may defend local positions, but not worldly positions; the suspicion would be clumsy.

Was it Ciano's desire? Ciano's pressure?

This is another legend created and spread to serve ambiguous interests.

My father met Ciano in 1942 when the latter was still foreign minister) when he was obliged to turn to him for aid in order to prevent that the Undersecretary to the Merchant Marine, Mr. Riccardi, should sell in Spain to foreigners (probably to the Germans) the motor tank of the Flotta Lauro, "LAVORO", one of the few units which, just because she was in a neutral port, at Algiers, could survive to the general destruction. In fact she survived. The Allies have found this motortank in a Spanish port after the armistice, they have equipped her and now they are using her for war purposes. The Italian public may not know that the Fascist Government had got into the habit of selling the ships of Italian shipowners without as much as asking their opinion and without paying them a penny. It had already sold four of Lauro's best ships which had put into Bresilian ports, without any notice to Lauro and without paying any price to him. Mr. Ciano was acquainted with the situation of the "LAVORO" motortank, since the transactions for the harratry were carried out through the Italian Embassy in Madrid.

Later there were other occasional contacts. They talked of our merchant fleet which was day after day submerging under the inexorable blows of the Allies; of the impossibility of our government to cope with the situation. They talked of the deficiency of transport defences which caused that very often a ship that could reach a speed of ten or twelve miles an hour, and therefore, thanks to her speed, better avoid enemy torpedoes, had to share in the same convoy the same fate as a ship only

— 50 —

able of six or seven miles an hour and that therefore made an easy target. Mr. Ciano, born of a seamen family, was willing to talk of sea matters. The technical subject led to conversations upon the responsibility of the declaration of war which Mr. Ciano openly charged to his father in law.

My father was exasperated because he could see that his country was running towards ruin. He had already lost two thirds of his fleet. He had always been adverse to war, and in the years preceding 1940 he had never believed it possible, otherwise, instead of lining out ships at sea, he would have accumulated tenements, buildings or, still better, bars of gold on land. His exasperation had violent and dangerous manifestations.

If a political trial should be carried out against my father I should not hesitate to call to witness of this state of mind personalities of high standing, ministers of the old democratic regimes, all Italian shipowners, the ex president of the Federazione Armatori, directors of banks, directors of newspapers and (why not?) ex fascist "gerarchi". My father used to speak out his opinions everywhere and in a loud voice. Absolutely absurd and inexisting connections of interest and business, were forged in Naples on the sporadic relations between Mr. Ciano and my father.

My father would have bought the shares of the newspapers business to comply with a request by Mr. Ciano. This legend too was created to serve ambiguous interests and it was afterwards exploited by several categories of parasites. The "Ciano interest" in newspapers was the fittest element to hurt the sensibility of the Allies who have never, not even after his execution, forgiven to Mussolini's son in law, a rebel of the last moment, the preeminent part he played in Fascism and in foreign policy. It was done to the purpose of creating a so called "political platform" for a vicil judgement which has no foundation either juridical or moral. Na-

— 51 —

ples knows this case; it was even too much spoken of in newspapers lately. But few elementary considerations are enough to discredit the legend. Mr. Ciano was already owner of other newspapers. He owned "Il Telegrafo" often quoted also abroad; and he was almost allpowerful. If he had fancied to have the Neapolitan press in his hands he would not have found any difficulty in doing it publicly, openly, without scruples, and reserves, in line with the Fascist system.

Besides, Mr. Ciano would not have been content with a press shared with the Banco di Napoli, which had also reserved to itself the right of authorizing the appointment of newspapers' directors. In Italian organizations, directors make the paper, not the manager of the publishing firm.

Moreover: could any director, editor or reporter assert honestly that Lauro ever interfered with the contents of the papers or gave suggestions? Let us look at the files of the papers: they will provide evidence to my statements in all the numbers of the "Mattino", "Roma" and "Corriere di Napoli", published since December 1942 to the last day of their publication, September 11th, 1943, there is not one line which may possibly refer to any personal, political interest of Mr. Ciano.

Other transactions with him or in his behalf? It is but too obvious that my father had no need for Mr. Ciano to set up a sound, steady and long-range business. And that Mr. Ciano had no need for my father for his own transactions which could always have more or less a political appearance. In 1940 my father, especially by his foreign traffics, had reached the summit of industrial and economic power. He had 57 ships: some others were in preparation: he enjoyed an unlimited credit inside Italy as well as abroad. What need could he have for Mr. Ciano? But it is suggested that Mr. Ciano, having a political power, could help Lauro. To advance such an hypothesis it should be proved that my father ever received so-

— 52 —

me favour or concession by the government or its organizations. He never applied for anything, never wanted anything. He was always exploited and compressed by the government and the party.

Lauro would have lent his name to Mr. Ciano on some business? This is an absurd hypothesis like all others. All my father's transactions dealt with purchasing, building up or chartering ships, and but for the newspaper business they were all connected with the sea.

Now, all the ships are recorded in the registers of the "Capitaneria di Porto" with the names of all owners and joint-owners. Let us examine these registers which are open to the public: for every ship, beside the name of Lauro and the name of the other part-owners, all well known seamen and collaborators, there is no other name that might raise the suspicion of being alien.

I have already pointed out that my father never wanted to conceal his own business as well as that of all his part-owners, behind the screen of a limited company. Now then, if Mr. Ciano had been a secret shareholder, the limited company would have perfectly suited the purpose at least until November 21th, 1942, when the law decree on the compulsoriness of registered shares was issued. As far as that date, any individual could participate to trade or industrial companies and yet remain absolutely unknown to the public and even to the other shareholders. Any individual in full safety could keep his bearer-bonds in the drawer of his desk. How is it that my father never chose to set up a limited company? He always obstinately avoided this form, although he had to give up the indubitable fiscal advantages deriving from it.

Talking of the newspaper business, some people in Naples believe that if my father had not bought the shares of the S. E. M., he would not have been sent by the Allies to an internment Camp. Of this confinement I will speak later.

— 53 —

Now I'll ask why and how should newspapers be connected with this detention?

I do not know and I have no way to learn what infamies have been reported to the Allies and to what they have given faith, for all this is locked up in the archives of secret offices. No contestation is brought against my father and there is no possibility of defence.

But an episode of these days has shed an unexpected light on my father's position as regards the newspapers business. While before the Civil Courts of Naples a strange suit brought by the Scarfoglio brothers against the Banco di Napoli and my father on a so called vindication of the shares of the S. E. M. for which as we saw, they had been paid 23 millions of good lire in 1928, is in course, suddenly Mr. Paolo Scarfoglio in his weekly paper "Il Giorno", accuses my father and the Banco di Napoli of having given their collaboration to the Germans in Naples, by the publication of the paper "Roma" to serve their purpose, after the armistice: with a Catonian tone he asks how they still dare to maintain the legitimacy and morality of their holding the shares in their hands also how Prof. Forti, a jurist and unstained man, still defends my father.

Such accusation in view of its source and of the purpose confessed by the accuser himself, of taking the shares away from the hands of the accused, only amused Naples, for everyone knows Mr. Scarfoglio and every one remembers that in those days there was no printing of the Roma but only of a sheet which assumed the name of "Roma" and which was almost entirely edited by German officials, while my father was absent from the management.

But sometimes fortune assists also the disinherited. I find and publish in the newspapers a letter by Mr. Scarfoglio, of October 26th, 1943, by which as director of the "Mattino" he informed Mr. Emilio Scaglione, director of the "Roma", that the little sheet was pu-

— 54 —

blished under the immanent threat of German officers to blow up the plants; and that the editors as well as the administrative personnel who were present, in order to prevent the destruction of the establishment, were obliged to comply to the publication of the sheet.

This letter has caused in the public a feeling of indignation.

Now, if we were to think that the accusations brought to the Allies against Laure, are of the same kind or of the same stock or have the same or similar purposes, we should feel deeply humiliated to live.

IX. - My father and the Allies

But why have the Allies interned your father in a prison camp? is the query.

I'll answer immediately: the Allies have incurred in a mistake and when a mistake of this kind takes shape in the rear of a fighting army, the clarification, the rectification are extremely difficult. The Allies tell you; this man may represent danger to us; he may be innocent but it is better that he should remain isolated.

We must realize two facts, very painful and inconsistent with all principles of justice and liberty which I can, only through an effort, justify by the consideration that a war like the present with the consequent upsets, always creates innocent victims. Proof of this is the fact that while the Allies were making plans to send my father to a prison camp, Radio Roma was imprecating against him denouncing him as an antifacist and anti-nazi. What would have actually been my father's lot if by some unexpected accident (lack of a car, of petrol, etc.) he had remained on the other side, when on September 18th, 1943 he went to Rome to take back my mother and my sister who were evacuated there?

The first of the two facts, which I have referred to,

— 55 —

is the bursting out of little private grudges stored up for twenty years: no wonder that at the arrival of the Allies, ten, fifteen persons have sent denunciations of imaginary facts and episodes sometimes anonymous. Among these persons were certainly those who had to take revenge of Lauro for some rejected application (many wanted a job in the shipping firm, in the newspapers business); for dismissals (very few in a crowd of thousands of seamen); for the rough manners of which I have spoken above. But this is the low class. Then, there were blackmailers of better breeding who have insinuated and enriched the suggestion that Lauro might have had relations with the Germans. I do not know how many collaterals have been induced by these same persons to act to the same purpose.

The second point is this: what are the elements on which the Allies have based their suspicions about Lauro's feelings? They certainly could not have any direct knowledge of the situations. They must have depended on Italian informers. But how trustworthy are these informers specially when they are not disinterested? We have heard that since the arrival of the Allies in Italy, lots of them roamed around their offices of secret police: we have seen in Naples some of those who had notoriously failed to obtain from my father what they wanted: but apart from all, what certain and actual knowledge could they have of the situations of a complex activity of many years like that of my father?

We were not offered the sole method of learning the truth. My father was never really examined, no accusation was contested to him. It is canon of any procedure in all civilized countries that within 24 hours from the arrest the proceedings should open with the examination and contestation of the charges to the accused. Nothing was contested to my father. In these 16 months, since November 9th, 1943 to this day, a tragic blindman's buff game was carried on, in which on one side there

— 56 —

has been a man nailed down to a prison camp, unable to know or to speak, on the other, troops of enemies and of interested people who, under the immunity of secrecy, heaped up infamies against him at the police offices.

If the charges had been contested to my father, he could have produced on the desk of the inquirer, hundreds of elements and documents proving his hate for the Germans, though for no other reason than the fact that the Germans, rousing this war, have destroyed his work of twenty years.

He could have said:

In twenty years I have almost exclusively worked with the Anglo-saxon world. On the British and on the American market I have bought the great majority of my ships. On the international market of charterings, which was centralized in London, I have made most of my dealings. Those who were not acquainted with the shipping business reproached me these relations which were to me reasons of pride: the fascists who did not know a thing in this matter, opened at the Regia Questura of Naples more than one inquest against me on these relations.

Only once I went to Germany, in 1932, at Hamburg, in order to make agreements for the traffic on the Danube with the rival firm "Deutsche Orient Linie": the British citizen Mr. Walter Williams came with me and he was witness of my transactions.

In the year of the Italian non belligerency, taking on myself all responsibilities, I have deviated to England a cargo of 9.000 tons of manganese ore which was bound for Stettin on the ship "GABBIANO" and which I should have unloaded in Trieste to be forwarded to Germany by land. Between September 3rd, 1939 and June 10th, 1940 I have effected for the Allies 19 journeys from the Far East, shipping for them a total of 160.000 tons.

In the early days of January 1940, always confident

— 57 —

that reason would prevail, I subscribed reservedly in Rome with the representative of the British War Office, an engagement to supply four ships a month between 8 and 10,000 tons each. I still keep the document. At the breaking out of the war I was thunderstruck, for to the last minute I could not believe in the possibility of such an aberration: so that many of my biggest and best ships were caught by the declaration of war in British ports, Suez or Gibraltar or on their way to America; and I lost them.

In spite of pressures by the Italian government I refused to charter to the Nazi government my ship "EDE-RA", that since June 10th, 1940 had took refuge in the Atlantic port of El Ferrol. Thus I lost over a million lire of freight per month, for many months. To day the ship is in the hands of the Allies and works for them.

Eight other ships belonging to Italian shipowners, who found themselves in the same condition, were time chartered to the Germans in the ports of North Europe. Lieutenant Lloyd, of the USA Marine, who on this point has carried on inquiries and confiscated documents at the Federazione Armatori in Rome, is able to say if I gave my ship.

The Germans paid me back by putting out of use capturing or sinking 13 of my ships either in ports or at sea in the days between September 8th ad 29th, 1943, namely:

"SANTAGATA" (7300 tons) and "SICULO" (2,000 tons) in the port of Naples;

"RAVELLO" (10250 tons) and "ACHILLE LAURO" (8,400 tons) in the port of Genoa;

"OLIMPIA" (9,875 tons) and "POMONA" (3,400 tons) in the port of Trieste;

"ERCOLE" (8,000 tons), "RAPIDO" (8,000 tons), "APRILIA" (1,900 tons), "BRUNDUSIUM" (1,600 tons), "GIGLIO" (2,300 tons), "NERUCCI" (1,900), "PIERLUIGI" (2,400 tons), all presumably at sea.

— 58 —

Those who like to contemplate ruins should go and see the remains of the "SANTAGATA" and "SICULO" in the port of Naples, religiously mined by German "friends".

It is suggested that I have offered hospitality to Frau Goering in my villa of Posillipo, or rather in my wife's villa in Autumn 1942. No.: you are wrong, the honest people of Naples know the truth. It was Prefect Albini who, in the name of the Italian Government asked me to lend the villa which was even unfurnished. He provided all the facilities and lodged in it Frau Goering whom I had never met. Mind you the villa was unfurnished and empty, for only a few months before, the usufructuary of the villa, Mrs. Clara Beherand, widow Peirce, had died and her heiress, Mrs. Marta Brewien, had moved the furniture away. I had no decent pretext to refuse it to the prefect. We were faring under the Fascist regime: had I refused it the prefect would have requisitioned it.

He had to have that villa for several reasons: first because it was rather near to Agnano, where the lady used to go on a slimming cure, and then because the large park was particularly fit to conceal among the age-old trees some dozens of Teutonic policemen who watched over the sleep of the lady of the Field Marshal.

But when I heard the prefect say that the admiration of the lady for the villa and for the park was growing greater and greater as much as to express the wish of buying it, to avoid pressure by our government, I wrote a letter in October 1942 to warn the Foreign Ministry that I would never sell it.

The lady wanted to know what rent she had to pay for her stay: I sent her the reply that I had not rented the villa. Then she expressed the desire to make my acquaintance and I went to see her. After she left, between the lady and myself there was only the usual exchange of telegrams of courtesy.

— 59 —

Since then all following prefects in Naples (Albini, Vaccaro, Soprano) made of the villa their official residence legitimating the occupation by requisitioning it. The Regia Prefettura and not me, paid for the expenses of furnishing and equipping it.

When you, Allies, came to Naples, you found in it the prefect Soprano: you sent him somewhere else and made of the villa the residence of the President of the Control Commission, General Mac Farlaine.

I do not know how many personalities have been lodged in that villa, since Nelson to this day: it seems that for one night in past days, also Mr. Winston Churchill slept in it.

On the desk of my office the police found the text of a telegram of April 1943 with which the lady thanked me for the wishes I had sent her in January, (four months before), apologizing for the delayed answer due to her health conditions: Conventional courtesy, ceremonial, nothing more.

But for such simple, explainable relations, are the feeling of a man who has been for 20 years orientated towards you, to be regarded with suspicion?

If you were to measure with this unit of measure the feelings of many Italians, you should have to extend boundlessly the Padula prison camp, to hold them all in: how many of them had contacts with high German officials who so often crossed the Brenner pass and came to be received as masters to our towns and rest places? In my case there is the prevention caused by the mass of interested informers and therefore at your eyes that telegram assumes a suspicious colour.

I beg you to consider: if the telegram were not innocent would I have left it on my desk with many other telegrams, at your arrival in Naples? And how would the sender have delayed the answer of four months?

I beg you again to consider: If I had not been hundred percent your friend, how and why would I have waited

— 60 —

for you here in Naples, on October 1st rather than remain in Rome where I had gone to on September 18th, to bring back my family? How would I have left for you to find in the banks of Naples, my liquid funds amounting to some dozens of millions lire?

If I had not felt tied to your world into which, with the liberation of Naples I thought I was at last coming back after some years of exile, why would I have sacrificed my most vital interests which were at that time mostly in the North, rather than in the South, i. e. surviving ships, considerable credits to the State etc?

Your landing at Salerno brought to light the real feelings and attitudes: those who were of Fascist or pro-Nazi feelings, those who had political responsibilities, went northwards, tied down to the Nazi yoke while Germany with her satellites were still strong: the others remained in the South. This, I dare say, is elementary.

Upon the above mentioned facts, very simple and easy to explain, some wicked person, to blackmail my father with a malefic imagination, has constructed a detective story. I would not say that the Allies believed to this story, but I cannot say that they remained immune from suspicion.

Their refusal to carry on an investigation on the base of examinations, documents, witnessing, confirms my belief in the crystallization of their mistake on my father's account.

CONCLUSION

I have fulfilled my duty. For my father I only invoke justice: nothing more. The sufferings and torments of my family are our concern and no one else's. Twice in the Padula prison camp he was about to leave us, twice fate has brought him back to the shores of life. I only think that Italy is in need, today more than ever, of capable men, in order to begin rebuilding everything

— 61 —

anew. Among those who will take over this task must be, first of all, those who have proved able to build. Wonderful articles on shipping plans are read in newspapers, but we must agree that the most vivid prose will not suffice to send out to sea the smallest ship if should lack the artificer able to work and risk.

The need of a Merchant Fleet for our country's salvation, is of fundamental importance. We have to consider it under two aspects: the present and the future, I mean a near future.

A very serious shipowner, once a collaborator and then an adversary of my father, has demonstrated, some months ago in an editorial on the "Azione" that today Italy, to import coal, iron, wheat and naphtha, strictly necessary to her existence, needs at least ships for 2.500.000 tons dead-weight (my father had given to his country almost the seventh part of this tonnage). Whereas to the disaster ships for only 200.000 tons have survived. We need 2.300.000 more tons at least. Every Italian must consider very seriously these figures. Naples more than any other Italian town, to secure its future must convey all energies to the sea.

When the war is over the Allies will have a great exuberance of transport ships. We cannot expect them to put in circulation all the ships exuberant to their needs, but it is not presumable that they will leave them to rot in laying up or still worse that they mean to demolish them. One part of this tonnage, be it small or large, must be given to Italy on a line of coincidence of interests between the Allies and the Italians. If we have no currency to pay for these ships and if the Allies will not allow us a reasonable delay for the payment, the shipowners will have nothing better to do than begin again, as my father began, time chartering ships abroad, man them with Italian crews and operate them. This means that the Italians will have to work hard. This is the plain way that a man of clear intelligence, Prof. Epicarmo

— 62 —

Corbino, has pointed out from his chair desk and on newspapers. There may be other forms of association between capital and workers, more vivid, more constructive. My father had a whole national scheme to submit to the Allied Authorities and to our government.

But to work in these conditions, men of serious capacity and competence are needed. As to the future, Italy's economical future is either on the sea or nowhere.

We must turn our utmost effort to gain on the sea a considerable portion of the money we need to buy wheat, iron, coal, etc. This happens for all countries which, like ours, are crossed in most of their territory by mountain chains and which have at the same time a great unfolding of coasts: Greece, Sweden, Norway, Yugoslavia, etc. By participating largely to the international traffic, we shall export work and services and in exchange we shall be able to import a portion of the raw materials we need.

Now we must exalt and not destroy the men who may be able to accomplish such work which will always be necessary, whatever is the set up of social economics in the Italy of to-morrow. Even though such order should be set up on different bases, socially very much advanced, navigation will always be necessary. If cooperatives must be substituted to private firms or private ship-owners, for small tonnage, and bodies of collective interest for heavy tonnage, we shall still in both cases need technicians to direct the firms with industrial criterions. Otherwise we shall renew again the Fascist failure of the I. R. I. It seems therefore that a campaign leading of the destruction of the few industrial organizations, which may be able to survive to the war, and to overthrow the managers, is not useful. The Soviet experience warns that the development of the socialist economical industry underwent grave delays and arrests from lack of expert and skilled managers, who had to be created afterwards by and by.

— 63 —

And now (that I have explained and documented the situations, unmasked the out-throats who, stabbing my father in the back before the Allies, have also stabbed a centre of Italian industry, an industrial organization which, even after losing 52 units on 57, still has enough strength, life and courage to start all over again), allow me to believe that public opinion, under the direct light of truth has already done summary justice of the rumours and intrigues devised against my father.

I speak, naturally of the public opinion of the honest people of all classes and parties, of the people devoted to work, of those who really love their own country and have voted their life to its resurrection. The public opinion of all the others, of the informers of bad faith who at the same time throw infamy on innocent people and betray their own mandate, of the wretched people who cannot aspire as much as to the title of bandits for they have not enough courage to attack on the public highway, but they daily weave their cobweb in the dead corner of anonymity; of the refuse of journalism who can only use their pen as a pick-lock; of the inept, of the inert, of those who have failed in all fields; of those who see in money only the way to satisfy their bestial instincts and not the means of exaltation for themselves and the others; the means to create socially useful activities: the public opinion of those people does not interest us.

That the wholesome section of public opinion is for my father, was proved by the warm interest with which people of all categories are following his vicissitudes; by the kind hospitality that newspapers have given to my polemical letters, of which I thank them; by the petitions that men of industry of trade and of the sea — shipowners above all — have subscribed petitions for the Allies and the Italian Government to restore Lauro back to his work.

I trust that the Allies, in a recent public attack, to

— 64 —

which I answered giving the lie in the calomniator's throat, through his own statements, may have at last found the right measure to weigh all secret accusations furnished to them against my father. If public attacks are based on lies, of what frauds and forgeries are secret attacks the result?

I also trust that our government will intervene by the Allies to offer them the elements on which ever since last September as a result of large investigations, in an official document, it declared that my father was innocent of all crimes.

My father is innocent, my father is a victim. He must be restored to liberty. This will certainly be done, but it is necessary that this be done soon. There has been a mistake due to local situations. The mistake must be corrected: that is all.

In the confidence that this will happen today rather than to-morrow, I close these notes which have sprang from my soul, painful for the 16 months of torments inflicted to my father.

Naples, February 1945.

Giacchino Lauro

translation

Association of Italian shipowners
The President

11 SEP 1945

Rome, 7 September 1945
Via Sabini 7

To the President of the Allied Commission
Admiral Ellery Stone

Rome

When forming their new Confederation, the Italian shipowners have been painfully surprised at noting the absence of Achille Lauro who is still detained in a concentration camp.

Now that the war is over and that the military reasons which required the greatest possible secrecy about the acts of the military Command no longer exist, the Italian shipowners want to express their opinion about the 'Lauro Case' to the Commission, for the Lauro concern represented and still represents a force for the Country.

They are certain that Lauro isn't guilty either towards the Italians or towards the Allies. They have been in relation with Lauro for over twenty years and they know by experience that he always had and expressed definitely anti-fascist and anti-Nazi feelings, mindless of risk, either for himself or for those who discussed the matter with him. During the regime, he was actually considered as a rebel.

His fleet, which before the war amounted to 56 units, was exclusively the result of his work and ability.

The shipowners consider that the long interment of Lauro in a concentration camp was caused by a mistake mostly due to Italian elements who wanted to ruin Lauro.

The president can vouch personally and in every way that if Lauro is set free, he will never be a danger for any one, but an active force for the reconstruction of the country.

Therefore, the Italian shipowners who belong to this Confederation take the liberty to ask for the intervention of the Allied Commission for justice to be done to Lauro.

I shall be most grateful if you kindly consider this request, and meanwhile, I remain,

Yours sincerely,

72

E.C. Dist - 10 Sep 45

Action: C.A.Sec (2) The President
(Public Safety Sec) s. Angelo Cortes

trans. e/c

INFO: CHIEF COMMR
EXEC COMMR

Will be released
c/a 16 Sep 45

3368

COMITATO DELL'ARMAMENTO ITALIANO

CONFEDERAZIONE DEGLI ARMATORI ITALIANI

Il Presidente

Roma, 7 settembre 1945

Via Sabini 7

Al Presidente della COMMISSIONE ALLEATA

Ammiraglio EDIERY STONE

R O M A

Gli armatori italiani, nel costituire la nuova Confederazione della propria categoria, hanno constatato con dolorosa sorpresa l'assenza di Achille Lauro trattenuto ancora in campo di concentramento.

Oggi, a guerra finita e cessate le ragioni militari che imponevano il massimo riserbo su tutti gli atti del Comando militare, gli armatori italiani sentono il bisogno di far presente a codesta Commissione la propria opinione sul "Caso Lauro", in quanto l'armamento Lauro ha rappresentato e rappresenta ancora una forza per il Paese.

Essi sono certi che Lauro non si è macchiato di alcuna colpa né verso gli italiani né verso gli Alleati. Essi hanno avuto rapporti con Lauro per oltre venti anni e sanno per vecchia esperienza che egli ha sempre avuto e manifestato, talora con rischio proprio e dei suoi interlocutori, sentimenti nettamente antifascisti e antinazisti. Nel regime egli passava in realtà per un ribelle.

La sua flotta che, prima della guerra, eccendeva a 56 unità, fu esclusivamente frutto del suo lavoro e della sua capacità.

Gli armatori ritengono che la lunga detenzione di Lauro in campo di concentramento sia frutto di errore determinato in gran parte da elementi italiani i quali desiderano rovinare Lauro.

Il sottoscritto Presidente può rendersi garante di persona in qualsiasi modo verso le Autorità Alleate che Lauro, restituito alla libertà, non rappresenterà mai pericolo per alcuno, ma sarà una forza viva nella rinascita del Paese.

E pertanto gli Armatori italiani aderenti a questa Confederazione si permettono di chiedere l'intervento della Commissione Alleata perchè a Lauro sia resa giustizia.

Le sarò grato, Signor Presidente, se vorrà prendere in considerazione questa richiesta e intanto Le porgo i più distinti ossequi.

Il Presidente

Angelo Coste

3568

Raccomandata a mano - persona

Confederazione Italiana
degli Armatori - Via Sabini 7 - Roma

Al Presidente della Commissione Alleata
Ammiraglio Ellery Stone

R O M A

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

REF : SD/140-AL

4 September 1945

SUBJECT : LAURO Achille

TO : Director, Public Safety Sub Commission

1. The case of LAURO was reviewed at Terzi on the 23 Aug. 45 by a board consisting of Lt. Col. CHAD Commandant of "R" Internment Camp, Terzi, and myself, when it was decided to recommend his release. This recommendation was forwarded to AFH, whose decision is now awaited.

2. LAURO's arrest report contained no information other than that he was to be interned on security grounds for the duration of the war.

3. A lengthy Intelligence report was examined from which it was ascertained that the charges leading to his arrest were that he give hospitality at his Villa to GERINI and Von RIBBENTROP and had been on intimate terms with CIANO. Other charges such as illicit profiteering and corruption were of no security interest.

4. The Board came to the decision to recommend LAURO's release on the following grounds:-

a. His continued detention purely on the grounds of his association with GERINI and others could not be justified without evidence of activity against Allied interest. No such evidence was available.

b. Questioned about these associations he denied ever having met GERINI or RIBBENTROP and stated that no GERINI officer or official had ever visited his house, but that a Villa belonging to him had been requisitioned by the then Prefect of Naples for the use of such officials. While this assertion may or may not be true, there is no evidence that such association, if any, produced any tangible results effecting Allied interests or security.

c. He admitted association with CIANO on purely business matters, and the Board was of the opinion that the association of two of the most influential business men in Italy was not unreasonable and did not necessarily indicate a danger to security.

d. His firm's long association with English firms of repute and his obvious desire to reestablish connections with them as soon

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c. He admitted association with CIANO on purely business matters, and the Board was of the opinion that the association of two of the most influential business men in Italy was not unreasonable and did not necessarily indicate a danger to security.

d. His firm's long association with English firms of repute and his obvious desire to reestablish connections with them as soon as possible made it appear unlikely that he would, if released, take any steps which might lead to the severance of these connections.

e. Having taken the evidence and LAURO's explanations into consideration, and bearing in mind the cessation of hostilities, the Board was of the opinion that his release did not constitute a threat to military security and would have no political significance.

5. LAURO has already appeared before a court set up by the High Commissioner for Sanctions against Fascism on a number of charges alleging collaboration with the Germans, illicit profits,

corruption, etc. He was acquitted on all charges. He held no offices under the Fascist regime and has not exhibited any political activity. At the time of these proceedings his property was sequestered, but in view of the collapse of the case against him it is understood that the order has been rescinded.

6. Release of internees after review is generally recommended in view of the end of hostilities, enemy agents, saboteurs and persons considered highly dangerous politically being excepted.

Chapman
C.B. HAYES,
Captain,
Security Division.

CEH/nb

1st. Ind.

Ref: SD/140-AL

5 September 1945

Hq., ALCON, Security Division, Public Safety Sub Commission APO 394

TO : Chief Commissioner

1. No reply to the recommendation has yet been received from AMHQ by the Camp authorities, but should they desire to release him it appears he will be free to resume his business, as he has been cleared by the High Commissioner for Sanctions against Fascism.

John W. Chapman
JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

SJH/nb

69

GIACCHINO LAURO
Via dei Mille, 40
NAPOLI

Rome 4th May 1945

To the Supreme Commander of the Allied Forces in Italy
General Sir Harold Alexander

CASERTA

To the Chief of the Allied Police in Italy

CASERTA

To the President of the Allied Commission in Italy
Admiral Ellery Stone

ROME

My father, Achille Lauro, shipowner in Naples, is, by your order, in the Internment Camp in Padula from 16 months.

The Italian High Commissary for the punishment of the fascist crimes, after a severe investigation about the politic and industrial life of my father, has found no charge to impute him such to justify his detention (letter of H.E. the Count Sforza dated 1st sept 1944, of which I gave copies to the C.I.C. and F.S.S. in Naples).

In February last I collected in the enclosed pamphlet, that I have now translated and submit to you, the elements that prove the full innocence of my father. I did present such pamphlet also to the Command of the Internment Camp in Padula, to the CIC and the F.S.S. in Naples begging them to fully investigate on all what I have written and if found correct to make justice to my father.

From a conversation that I have had during this week at the C.I.C. in Naples I understand that the requested investigation has been carried out and I no doubt that I was found to be truthful. If it is so, I heartily beg of you to order the liberation of my father as soon as possible.

I don't know which of your Officers has to examine and decide this practice, but by instinct I feel that I must apply to your good selves in order to obtain justice for my father.

I understand that the war finished you will one day open the gate of the Camp to all those you have kept only for a suspicion. But I beg to ask to your spirit of justice to release my father individually in order to give to his deliverance a meaning of rehabilitation.

If he is innocent I don't think to ask too much.
My father needs a sign of your recognition in order to start
again his constructive activity without a moral dishonor in
face of his Country.

With obsequiousness,

respectfully,

c. Giocchino LUNGO

0 2 2 2

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

23

REF : SD/140 La

13 April 1945

SUBJECT : LAURO Achille

TO : R.P.S.O., Naples Commune

1. Reference PS/Lauro/297 of 27 March 1945.
2. Please cause the attached letter to be delivered to the President of the Commission referred to.

CW
JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

CBH/hb

6621

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

REF : SD/140 La

13 April 1945

SUBJECT : LAURO Achille

TO : Naples Provincial Commission for
Sanctions against Fascism.

1. Reference Div. No. 7 Prot. of 23 March 45.
2. Authority has been given for the handing over of subject for interrogation.
3. The Italian authorities will be responsible for providing transport and escort for subject from, and if necessary, to the Internee Camp, and for his safe custody while he is at the disposal of the Commission.

CH
JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

65

CBH/nb

6628

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2
APO 512, U.S. Army

GBI.389.450/A-33.

10 April, 1945.

SUBJECT: LAURO, Achille.

TO : Security Division,
Public Safety Sub-Commission,
Allied Commission.

Reference SD/140 (Lauro) dated 30 March, 1945
and further to our GBI.389.605 of 10 March, 1945.

1. Authority is given for the handing over of subject to the Italian Authorities for interrogation.
2. The procedure laid down in this Headquarters letter AG 000.5/003 GBI-0 dated 4 January, 1945, subject: Handing Over of Persons Interned by Allies to the High Commission for Punishment of Fascist Crimes, paras.4(b) and 7, will be followed in this case.

For the Assistant Chief of Staff, G-2:

Security
Division
Rec'd .. 12/4
Book No. 6604
File No. 140/1000
Action

E. B. Nichols
+ E. B. NICHOLS,
Colonel, G.S.C.,
Asst. A.C. of S., G-2.

Copies to: Commandant,
"A" Internee Camp, C.M.F.
File GBI.389.455/32-A.

64

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

22

REF : SD/140 (Lauro)

30 March 1945

SUBJECT : LAURO Achille - Internee

TO : G-2 (CI) AFHQ

1. Reference GBI. 389.605 of 10 March 1945.
2. Your letter of above reference gave authority for the interrogation of Subject at "A" Internee Camp, and this information was transmitted to the President of the Naples Court of Appeal.
3. The President has now written to ask if it is possible to conduct the interrogation at Naples. The reasons are that the case is complicated in the extreme, subject will be confronted with several witnesses who will in all probability have to be recalled and the enquiry will extend over several days.
4. If the request, which appears to be reasonable, is granted, subject will be kept at Poggioreale Prison, Naples, and all precautions taken against any attempted evasion.

CH
JOHN E. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

GBH/nb

CONFIDENTIAL

CONFIDENTIALHEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
PUBLIC SAFETY DIVISIONP. Safety
3977

Ref: PS/LAURO/297

Date 27 March 1945

SUBJECT: LAURO Achille - epuration proceedings.

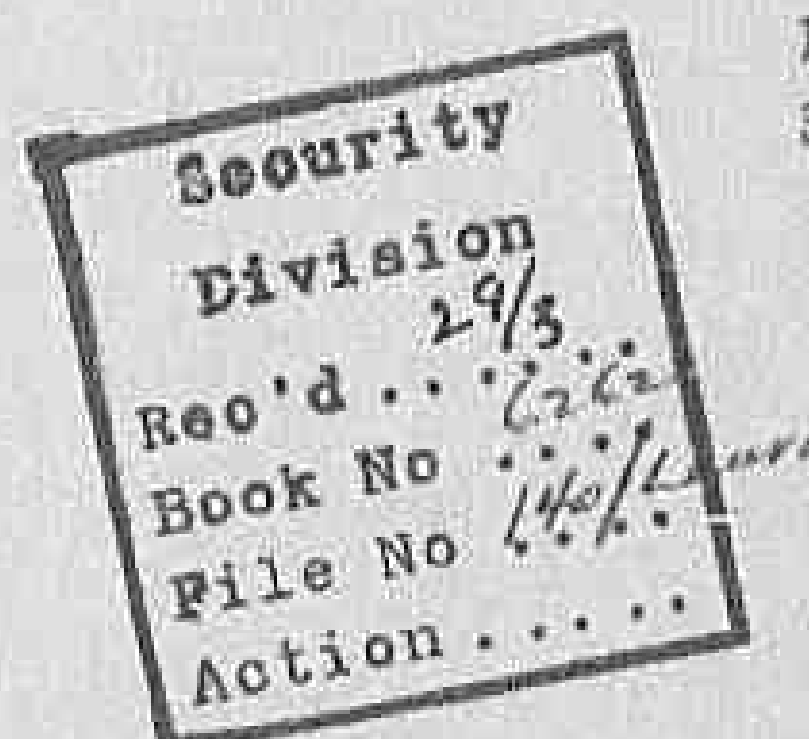
TO : Headquarters, Allied Commission
(attention of the Director,
Public Safety Sub-Commission, Security Division).

Forwarded herewith for your information and attention
is a letter (with copy translation) received from the Naples
Commission of Epuration for onward transmission to your Division
relative to the above-named now interned at 371 POW Camp.

For the Regional Commissioner:

*G. Richardson*G. RICHARDSON
Major,
Regional Public
Safety Officer.

GR/tp.

**CONFIDENTIAL**



PROCURA GENERALE DEL REGNO
 PRESSO LA CORTE DI APPELLO DI NAPOLI
 COMMISSIONE PROVINCIALE DI NAPOLI PER LE SANZIONI CONTRO
 IL FASCISMO.

Die II: 4 Prot.

Napoli, 23 marzo 1945

Risposta a nota 14 marzo 1945 N. SD/14 (Di Lauro)

OGGETTO: Lauro Achille,

Headquarters Allied Commission
 Public Safety Sub Commission
 Security Division

R O M A

Con riferimento alla nota sopra indicata, mentre ringrazio delle comunicazioni in essa contenute all'oggetto di cui sopra, faccio presente che, la complessità dell'istruttoria concernente il sig. Lauro Achille richiede parecchi interrogatori ed atti di confronto, per cui è necessaria la presenza del Lauro in Napoli nei modi e con quelle cautele che si riterranno opportune e necessarie.

Prego, pertanto, voler impartire con cortese sollecitudine le disposizioni del caso.

Con osservanza

IL PRESIDENTE

Lauro

TRANSLATION

PROCURA GENERALE DEL REGNO PRESSO LA CORTE DI
APPELLO DI NAPOLI

COMMISSIONE PROVINCIALE DI NAPOLI PER LE SANZIONI CONTRO IL FASCISMO
(Provincial Commission of Naples for sanctions against Fascism)

File n. 7

Naples, 23 March 1945

Answer to letter dated 14 March 1945, file N SD/140 (Lauro).

SUBJECT: LAURO Achille.

TO : Headquarters, Allied Commission, Public Safety Sub-
Commission, Security Division.

With reference to your letter dated 14 March 1945, while
thanking you for the communications therein, regarding subject, I
bring to your notice, the complicated proceedings concerning Mr.
LAURO Achille, that requires many interrogations and examinations
for which the presence in Naples of LAURO is necessary, naturally
with all precautions and means you deem necessary.

I beg you to impart the necessary orders at your earliest
convenience.

IL PRESIDENTE

(? ? ?)

jms/tp.

CONFIDENTIAL
CIVIL SECURITY GROUP

STATION MAPLES
RECORD No.
ITA 8104-45

HQ ALLIED COMMISSION

From:

Caller: Angelina LAURO

To:

Telephone 11143
CAFFIERO, Raffaele
Riviera di Chiaia 215
Naples
Callee: ROSA

Give place of Postmark where there is no address

Date of communication or post-
mark if letter is undated

17 March 45

Type mail

Telephone

Rep. No.

--

Language

Italian

Previously
covered by

--

Enclosures

--

Previous teleprint record

W.I. 2132/533
C/S ITA 6049-45
6030-45
6877-45
7125-45
7167-45
7215-45
7291-45
7577-45

Station abbreviation

(Naples T/A/514)

C. C. G. Allocation

G-2(CO) AFHQ
AG Security Br
AG, SR (Security O)
File 1505
G-2(CI) AFHQ

Disposal of original
communication

ACID
Excluded
Photographed
Sent with
comment to:
Rused P
Condemned
Return
to sender

COMMENT

SUSPICIOUS DISCLOSURES

Caller: Rosa do you know what happened yesterday evening?

Callee: Tell me Angelina.

Caller: Yesterday evening at seven that woman there, because she was in agreement with Salvatore came to do the contract for the "Valeria", I said I did not remember, but she, in front of the American insisted that for that thing passage of property didn't exist. You will understand that I don't know the language that Achille made. I lost my patience and said aside to Manfellotti that the "2100" was at the disposition of that tall one, not for her who goes round all Naples with my car. Achille had given it with great satisfaction to Green and sometimes it used to serve for me. If I had known that the "2100" was to finish like this, after it was hidden from the Germans, it would have been hidden from the Americans as well.

Callee: Listen, Angelina, you must keep calm in this period because one sees she frequents this house and probably that big man makes her supervise and to hide the appearance they say she goes round with that car for secret service.

Caller: Some days ago Germano with his wife had Green to lunch and had occasion to bring the discussion round to the account of Achille. Green displeased told him that he had done everything with his Minister in London but without getting anything from it because there was nothing to be done.

Callee: Listen, Angelina, courage, the sufferings will be short because on every part there is talk of an amnesty, there will be large amnesties and all the Spanish acts they have committed will fall down.

Callee: This news pleases me very much, this should be the finish.

Caller: Let us hope Raffaele comes soon so we can know something now.

REVIEWER'S NOTE:

CAFFIERO was placed on the Watch List 28-12-44 at the request of 312 F33.
LAURO, Achille, an interned Fascist shipowner, also appears on the Watch List.

HEADQUARTERS ALLIED COMMISSION
P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

REF : SD/140 (LAURO)

14 March 1945

SUBJECT : LAURO Achille

TO : Procura Generale del Regno presso la Corte d'Appello
di Napoli, Commissione Provinciale per gli illeciti
Fascisti

1. Reference your No. 2 Pr. of 2 March 1945.
2. Authority has been given for an accredited representative of the Italian Government to visit "A" Internee Camp, Padula, to interrogate the above named internee.
3. It is incumbent upon the Italian Government to inform the Commandant of "A" Internee Camp at least 7 days in advance, of the name and credentials of the Italian Government Representative and of the date on which the latter will arrive at the Camp to carry out the interrogation.

JCH
JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

CBH/nb

Release name
22 8 45
58
5826

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2
APO 512, U.S. Army

GBI.389.605.

10 March, 1945.

SUBJECT: Interrogation of Internee - Achille LAURO.

TO : Security Division,
Public Safety Sub-Commission,
Allied Commission.

Reference your 140 (L) dated 6 March, 1945.

1. Authority is given in accordance with this Headquarters AG 00.5/003 GBI-0 dated 31 January, 1945 para.2, for an accredited representative of the Italian Government to visit "A" Internee Camp (PADULA) for the purpose of interrogating the above named internee.

2. It is incumbent upon the Italian Government to inform the Commandant of "A" Internee Camp, at least 7 days in advance, of the name and credentials of the Italian Government Representative and of the date on which the latter will arrive at the Camp to carry out the interrogation.

3. It is confirmed that subject is interned in "A" Internee Camp.

For the Assistant Chief of Staff, G-2:

Security
Division
Rec'd. <i>CPB</i>
Book No. <i>5767</i>
File No. <i>40 Lauro</i>
Action.

L. Murray Capt
S.S. HILL-DILLON,
Colonel, G.S.,
G-2 (CI) Section.

Copy to: Commandant,
"A" Internee Camp,
C.M.F.

57

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

Ref : 140 (L)

6 March 1945

Subject : Achille LAURO.

To : G-2 (CI) AFHQ.

1. Before instigating proceedings against the above named on behalf of the Commissioner for the Punishment of Fascist Crimes, the Procurator General, Appeal Court, Naples, requests permission to have him interrogated.

2. The interrogation, if authorised, will be concerned with offences under the Leading of Sanctions against Fascism.

3. Subject is said to be interned at "A" Civilian Internee Camp, CMF.

CH
JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director, Public Safety
Sub Commission.

CBH/af

PROCURA GENERALE DEL REGNO
PRESSO LA CORTE DI APPELLO DI NAPOLI
Commissione Provinciale per gli illeciti fascisti
art.3 Legge 27 July 1943

Naples 2 March 1945

Subject : transfer to the prison of the internee
Laura Achille.

HEADQUARTERS ALLIED COMMISSION
PUBLIC SAFETY SUB COMMISSION SECURITY DIVISION
R O M E

H.E. The High Commissioner for the punishment of
fascist crimes forwarded me for the judgement the penal
action against the ship owner Laura Achille of Gioacchino
interned in the concentration camp of Padula.

Being obliged to interrogate him, and to proceed
to the confrontings, I beg you, if there is nothing against
it, to transfer him to the jail of Poggioreale.

After the proceeding I will inform you in order to
have the detainee sent back to Padula.

/s/ The President

mdp



PROCURA GENERALE DEL REGNO
PRESSO LA CORTE DI APPELLO DI NAPOLI
COMMISSIONE PROVINCIALE per gli illeciti fascisti
art. 6 legge 27 luglio 1943

Mo 2 R.

Napoli 2 marzo 1945

Risposta a nota

N. Div.

OGGETTO: Traduzione del confinato LAURO ACHILLE

HEADQUARTERS ALLIES COMMISSION
PUBLIC SAFETY SUB COMMISSION SECURITY DIVISION
R O M A

Da S.E. l'Alto Commissario per la punizione dei delitti fascisti mi sono stati trasmessi per il giudizio gli atti processuali contro l'armatore LAURO ACHILLE fu Gioacchino internato nel campo di concentramento di Padula.

Dovendo interrogare il Lauro e procedere ad atti di confronto, prego disporre, qualora nulla osti, che egli sia tradotto in questo carcere di Poggioreale.

Ad istruttoria espletata informerò affinché il detenuto sia ritradotto a Padula.

Con profondi ossequi.

IL PRESIDENTE

Luciano Landolfi

Security
Division
Rep'd... 5/3
Book No 1586
File No 40 (Achille Lauro)
Action...

54

HQ ALLIED COMMISSION

CONFIDENTIAL
CIVIL CENSORSHIP GROUPNAPLES
STATION ITA 7030-45
RECORD No.

From:	Caller: MANFRILOTTI				To:	Telephone 11143-Naples CAPIERO Avv. Raffaele Riviera di Chiaia 215 Calles: CAPIERO Avv. RAFFAELE			
Give place of Postmark where there is no address	Date of communication or postmark if letter is undated	Type of call	Ref. No.	Language	Previously consigned by	Disposal of original communication			
22 January 1945	Telephone	--	--	Italian	--	Used Excluded Photographed Sent with comment to:			
Persons relevant record	Station allocation								
W.L. 2132/533 C/S ITA 6949/45 6850/45 6877/45	(Naples T/A/3299 3300 OGG 312 PSS CIC PBS	C. C. G. Allocation G-2 (CG) AFHQ. AC Security Div. AC Sr. Sec. O. File 1503 G-2 (CI) AFHQ.							

COMMENT

1.) WATCH LIST SUSPECT'S PHONE.

2.) FORTHCOMING ACTION TO HELP INTERNED FASCIST (ALSO WATCH LIST

SUSPECT.)

Two conversations: A - as above

B - Ugo Rodino - Capiro Avv. Raffaele 22/1/45.

A.)
Caller:

MANFRILOTTI speaking, how are you lawyer CAPIERO. I have
have called last night on my return from Padula. I have
spoken with Signorina Rosa and then the signora has
spoken with you. Now I am at Posillipo.

Callee:

Why at Posillipo? It is necessary that you be here.
The shipowner LAURO has expressed some desires and opinions.
After having settled everything there it will be necessary
to make photographs and prepare some documents and God
knows what!! We are approaching the happy end.

Caller:

But here they are to withdraw money, other things....
I must immediately have a translation done...it is of
eight pages...

Callee:

The relative of... could do it. She speaks English
perfectly. The TETI.
Where is the TETI?

Caller:

She has not yet come, I will send her over to you at
twelve o' clock..

Callee:

All right, at six o'clock, a meeting is to be held at

Caller:

perfectly. The TETI.

Callee:

Where is the TETI?

Caller:

She has not yet come, I will send her over to you at
twelve o' clock..

Callee:

All right, at six o'clock, a meeting is to be held at

22 January 1945

Telephone

Italian

Previous relevant record
W.I. 2132/533
C/S ITA 6849/45
6850/45
6877/45

Station allocation
(Naples T/A/3298
3300
COC
312 FSS
CIC PBS

C. C. G. Allocation
G-2 (CO) AFHQ.
AC Security Div.
AC Sr. Sec. O.
File 1505
G-2 (CI) AFHQ.

Disposal of original communication
Used
Excluded
Photographed
Sent with
complaint to

Used
Excluded
Photographed
Sent with
complaint to

COMMENT

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2.) FORTHCOMING ACTION TO HELP INTERNED FASCIST (ALSO WATCH LIST SUSPECT.)

Two conversations: A - as above
B - Ugo Rodino - Caflaro Avv. Raffaele 22/1/45.

A.)
Caller: MANTUOLLOTTI speaking, how are you lawyer CAPT. I have called last night on my return from Padula. I have spoken with Signorina Rosa and then the signora has spoken with you. Now I am at Posillipo.
Callee: Why at Posillipo? It is necessary that you be here.
Caller: The shipowner LAURO has expressed some desires and opinions. After having settled everything there it will be necessary to make photographs and prepare some documents and God knows what!! We are approaching the happy end..
Callee: But here they are to withdraw money, other things....
Caller: I must immediately have a translation done...it is of eight pages..
Callee: The relative of...could do it. She speaks English perfectly. The T.T.I.
Caller: Where is the T.T.I?
Callee: She has not yet come, I will send her over to you at twelve o'clock..
Caller: All right, at six o'clock a meeting is to be held at "Domani" RODINO and the others will attend.
Callee: RODINO has called me at four o'clock. I must go to via Tasso, I have some relatives that are sick. Yesterday they have sent me over to PADULA.
Caller: You are necessary here, the Lady can take TURI or MIMI Castellano. It is necessary that you remain here, I need you, You must go again to Vico Rotto... to find other documents - other elements...before the bomb bursts out...

Reviewed
25 January 1945

XXXXXX

LIT

REVIEWER

EXAMINER ATCO

SPECIAL NOTICE. - The attached information was taken from private communications, and is extremely confidential character must be preserved. The information must be confined only to those officials whose knowledge of it is necessary to prosecution of the war. In no case should it be widely distributed, or copies made, or the information used in legal proceedings or in any other public way without express consent of the Civil Censorship Officer, Allied Commission

CONFIDENTIAL

A.C. - Nov. 1944

NAPLES
ITA 7080-45

SECRET

B.)

Caller: CAFFIERO, UGO RODINO speaking, Jervolino will call you today, because everything is all right, I have spoken with MARIO.

Callee: Will MARIO see to it that the solution takes place in Rome?

Caller: The provision comes from Rome.

Callee: Why from Rome? Here there is LEONE the chief you know!

Caller: As to the "time" they are waiting to see if it is they or the Allies who are to judge first.

Callee: But LEGGIERI said....

Caller: Leggeri said that neither the Italians nor the Allies know the reason....Has it been the "load" business?

Callee: But what load? Photographs and documents have been sent.

Caller: If we take into account the reason why he is interned they say it ought to be up to the Allies to judge first.

Callee: You are wrong! It is up to us, the Italians. After all he is an Italian citizen that you can bring to trial and about whom you can start an inquiry....Who could do it better than you?

Caller: I must see you this evening. I must take a note, father goes away and I want to see everything clearly. Let us see each other at 6 at the newspaper offices.

Callee: We have a "denying" (Translation: or a "black mailing".) article running to three columns. However I will give the answer tomorrow (triumphant)

Caller: I would like to know whether the contract was concerned with the management of the concern or of the firm. ROSSINI holds that the rent-contract has expired...Now the Allies are to leave....but they don't release...Have you seen how the Allies behave in Rome?

Callee: ITALIAN TEXT UNCLEAR Yes, I have followed the son of PERRONE: (it goes?) half to the Bank of Naples (or Italy) half to the state.

Caller: But how was the contract effected?

Callee: You understand....we could not register a contract of that sort.!! So we have registered a contract for thirty thousand lire "symbolic tax" and payment to the tenant of the profits on the gains....Agreements in private letters.. We should meet all at the newspaper office at six otherwise if we don't take a decision there on the spot these people might take and intern someone else.

Caller:

Reviewer's Note: Caffiero was placed on the Watch List 28/12/44 at the request of 312 PSS. Lauro was placed on the Watch List 13/4/44 as it was believed, that, though interned, he was still influencing affairs in his shipping company.

Callee: But Leggeri said that neither the Italians nor the Allies
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 13/4/44 as it was believed, that, though interned, he was still
 influencing affairs in his shipping company.

SECRET

- CONFIDENTIAL -
HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
PUBLIC SAFETY DIVISION

Ref: PS/ -----

Date 10 Jan 45

SUBJECT: LAURO Achille - civilian internee.

TO: Headquarters, Allied Commission.
(attention of Security Division of
Public Safety Sub-Commission).

Your file relative to the
above-named was loaned to assist an
enquiry in this Region is returned herewith
as same has served its purpose.

G. Richardson
G. Richardson, Major,
Reg. Public Safety Officer.

12 Jan

- CONFIDENTIAL -

SJM/lm.

HEADQUARTERS ALLIED COMMISSION

A.P.O. 394

PUBLIC SAFETY SUB COMMISSION

SECURITY DIVISION

Ref. : SD/140 (Lauro) 11 November 1944

Subject : Internee - LAURO Achille

To : Lt. Col. Enoch Brown, Liaison Division, A.C.

1. Reference your 105/127/L dated 10 November 1944.

2. Subject's case was reviewed on 29 September 1944 at the request of Brigadier Upjohn who had received a deputation on behalf of LAURO.

3. Capt. Gauch, Allied Commission reviewing Officer Attached to 371 P.O.W. Camp, in recommending the continued internment of the a/n quoted the following extract from a report submitted by the Camp Medical Officer at that time: "In general I do find his physical condition has materially deteriorated during his eight months internment in this Camp, while his physical ailments have contributed in some degree, I consider that his mental state is mainly responsible."

Considering all, therefore, I do consider that his health is suffering from his internment, but I do not consider that hospitalisation is necessary".

4. G-2, A.A.I., in upholding the above recommendation stated that the condition of his health was not such as to justify his release and that his present status as an internee for the duration would remain unchanged.

5. It is suggested therefore, that H.I., Myron, C. Taylor be informed that this case has recently been reviewed with the foregoing results, that no change in subject's status can or will be made and that in any case adequate hospital facilities will be granted to him as and when considered necessary.

JOHN W. CHAPMAN,
Colonel, J.A.S.D.
Director Public Safety,
Security Division.

Ref. : SD/140 (Lauro) 11 November 1944
Subject : Internee - LAURO Achille
To : Lt. Col. Enoch Brown, Liaison Division, A.C.

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JOHN W. CHAPMAN,
Colonel, J.A.S.D.
Director Public Safety,
Security Division.

50

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Liaison Division
Office of Chief of Staff

Tel: No. 478001

Ref: 105/127/L

10 November 1944

SUBJECT: Case of Achille Lauro

TO : Director Public Safety S/C AC

1. Inclosed is a copy of a letter from The Honorable Myron G. Taylor which is self-explanatory.

2. Will you please keep this office advised of the results of any action taken in regard to this case, so that it may inform the Ambassador.

Enoch Brown
ENOCH BROWN
Lt Col

Copy to:

The Honorable Myron G. Taylor
2, Via Boncompagni
Rome

C O P Y

The personal Representative of the
President of the United States of America
to His Holiness the Pope

2, Via Boncompagni - Rome

November 9 1944

Dear Colonelli:

The Cardinal Archbishop of Naples has brought to my attention through his secretary the case of Achille Lauro, who is understood to be interned at Padula. The facts of his internment are not known to me, but since it appears that this man is seriously ill the Cardinal would appreciate being informed through this office as to the status of his case and whether under the circumstances Lauro might be removed to a hospital or nursing home.

Your courtesy in letting me know the nature of the reply which I might make to the Cardinal will be much appreciated.

Sincerely yours,

/s/ Myron C. Taylor

Col. Enoch Brown
Liaison Division
Allied Commission Headquarters
Rome.

SJH/nb

CONFIDENTIAL

HEADQUARTERS
ALLIED CONTROL COMMISSION
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION
A.P.O. 394

16

Ref : SE/140 LAURO

5 October 1944

Subject : Internee - Lauro Achille

To : Vice President, Civil Affairs Section

1. The attached copy correspondence in respect of
the a/n interned at 371 P.W. Camp is forwarded for information.

[Signature]
John W. CHAPMAN,
Colonel, J.A.C.D.,
Director Public Safety,
Sub Commission

47

CONFIDENTIAL

CONFIDENTIAL

SUBJECT: LAURO Achille. Civilian Internee

To Commandant

1. The case of the a/n Civilian Internee has been reviewed by me the request of Security Branch, Allied Control Commission and the following is my observations and recommendation:-

LAURO Achille, born Sorrento, 1 June 1887. Married with three children. Two male and one female. Interned on 27 Dec 23, by C.I.C. P.B.S. Occupation:- Shipowner.

This man's Fascist record on paper does not appear very strong but it is important. Joined the party in 1933. President of Popolavero Naples Area. Member of Corporation for Sea and Air Transport. Member of Federation of Shipowners. Consigliere Nazionale from 1939 to 1943.

He was a good strong friend of CIANO, whom he admired for his intelligence. In 1918 CIANO stood by LAURO in a dispute with MISOLINI's advisors respecting the shipment of a boatload of armaments to CHINA. At a conference in Rome it was suggested to LAURO that in collaboration with the Japanese that after the Chinese Government had paid for the arms, the ship should be sunk in the vicinity of Hong Kong or taken to a Japanese port. LAURO refused to be a party of this plot, stating that world confidence would be destroyed in Italian Shipping circles if this was done. He claims CIANO supported his view and the plan was dropped. He states the British Government were informed of this affair. With respect to the use of his villa at POSILLIPO by Frau GOERING, he claims the villa was empty at the time and as it was just the place desired by the Goering's he was approached by the Prefetto of Naples, Umberto ALBINI, who organized the whole affair. He admits he subsequently received the Certificate and Order of the German Eagle 2nd class from the German Consul. He denies ever having RIBBENTROP as his guest, ever having been introduced to him, but I don't believe him.

In his favour it must be stated that prior to Italy's entry into the war he was pro-British, some of his shipping was placed at the disposition of the British Ministry of Shipping, through the agency of G. GIBSON GRAHAM. (Formerly Director of GALBRAITH, Pembroke and Co. Ltd. the Company that backed LAURO financially on many occasions.) This transaction proved very satisfactory for LAURO, as much as L. 50,000. Sterling being paid for a single shipment of Phosphate. He had another strong British contact man Walter WILLIAMS, manager of his chartering Department (Now with the Ministry of War Transport Naples) in this Department is also Joacchino LAURO (son) both are in my opinion suitable placed with to watch LAURO's interests and that of the financing agency. LAURO has a very high opinion of Walter WILLIAMS, whom he states has been a faithful servant of the concern in spite of being a heavy drinker. He would have transferred shares to him but the Italian Government prohibited this. He also claims that when Italian shipping was detained in neutral Ports he transferred it to British control presumably to Galbraith, Pembroke Ltd. (Gibson Graham). Recommendation:- LAURO in my opinion a very astute financier, he made a two way insurance. 1. If Germany or Italy won the war his position in the shipping world would have been assured, most of his shipping was

children, two girls and one female. Interned in P.B.S. Occupation:- Shipowner.

This man's Fascist record on paper does not appear very strong but it is important. Joined the party in 1933. President of Dopolavoro Naples area. Member of Corporation for Sea and Air Transport. Member of Federation of Shipowners. Consigliere Nazionale from 1939 to 1943.

He was a good strong friend of CIANO, whom he admired for his intelligence. In 1918 CIANO stood by LAURO in a dispute with CIAMINA's advisors respecting the shipment of a boatload of armaments to CHINA. At a conference in Rome it was suggested to LAURO that in collaboration with the Japanese that after the Chinese Government had paid for the arms, the ship should be sunk in the vicinity of Hong Kong or taken to a Japanese port. LAURO refused to be a party of this plot, stating that world confidence would be destroyed in Italian shipping circles if this was done. He claims CIANO supported his view and the plan was dropped. He states the British Government were informed of this affair. With respect to the use of his Villa at POSILLIPO by Frau GOERING, he claims the Villa was empty at the time and as it was just the place desired by the Goering's he was approached by the Prefetto of Naples, Umberto ALBINI, who organized the whole affair. He admits he subsequently received the Certificate and Order of the German Eagle 2nd class from the German Consul. He denies ever having RIBBENTROP as his guest, ever having been introduced to him, but I don't believe him.

In his favour it must be stated that prior to Italy's entry into the war he was pro-British, some of his shipping was placed at the disposition of the British Ministry of Shipping, through the agency of G. GIBSON GRAHAM. (Formerly Director of CALBRAITH, Pembroke and Co. Ltd. the Company that backed LAURO financially on many occasions.) This transaction proved very satisfactory for LAURO, as much as L. 50,000. Sterling being paid for a single shipment of Phosphate. He had another strong British contact man Walter WILLIAMS, manager of his chartering Department (now with the Ministry of War Transport Naples) in this Department is also Jorocchio LAURO (son) both are in my opinion suitable placed with to watch LAURO's interests and that of the financing agency. LAURO has a very high opinion of Walter WILLIAMS, whom he states has been a faithful servant of the concern in spite of being a heavy drinker. He would have transferred shares to him but the Italian Government prohibited this. He also claims that when Italian shipping was detained in neutral Ports he transferred it to British control presumably to Calbraith, Pembroke Ltd. (Gibson Graham). Recommendation:- LAURO in my opinion a very astute financier, he made a two way insurance. 1. If Germany or Italy won the war his position in the shipping world would have been assured, most of his shipping was assisting their war effort. 2. If the Allies won his fortune could be salvaged by Calbraith, Pembroke and Co. Ltd. This in my opinion is now in progress. If he is released at this juncture of the war, I feel Allied prestige will suffer a blow. He has been interned nine months. He operated in the highest spheres of Fascism, to say the least. The claim for release on medical grounds cannot in my opinion be substantiated. LAURO is very alert mentally, he spent two hours in this office without the sign of the slightest strain for fatigue. The Camp Medical officer has certified as follows:-

"In general however I do find his physical condition has materially deteriorated during his eight months internment in this Camp, while his physical ailments have contributed in some degree, I consider that his mental state is mainly responsible.

Considering all, therefore I do consider that his health

2

is suffering from his internment, but I do not consider that Hospitalisation is necessary".

Signed. DAO' Sullivan Capt, RANC
Camp Medical Office

2. I recommend that he be interned for the DURATION of hostilities in Italy.

(F.G. Geach) Capt.
Reviewing Officer A.C.C. Security Branch
Attached 371 P.W. Camp. C.M.P.

45

CONFIDENTIAL

1. THE FORCE HEADQUARTERS
Office of the Assistant Chief of Staff G-2
AFM 512 U.S. ARMY

(15)

10 September 1944

AM 1456/2

Subject: LANGE, Achille

1. Security Branch
Allied Control Commission

1. Reference telephone conversation of 5th Inst. (Capt. Murray - Capt. Zilla).
2. This Headquarters has carefully considered the report of the reviewing officer's report on 1456 Achille, a copy of which is understood to be in your possession.
3. It has been decided that the position of his health is such as to justify his release, and that his status as an intern for the duration should remain unchanged.

For the Assistant Chief of Staff G-2

W/ for S.E. MIL - CHIEF
W/ " S.E. MIL - CHIEF
Colonel S.E.
G-2 (SI) Section.

Copy to:

G-2 Section
F.B.S.
Commandant
371 PW Camp,
C. P.

CONFIDENTIALSUBJECT: LAURO Achille. Civilian InterneeTo Commandant:

1. The case of the s/n Civilian Internee has been reviewed by me the request of Security Branch, Allied Control Commission and the following is my observations and recommendations:-

LAURO Achille. Born Sorrento, 19 June 1887. Married with three children. Two male and one female. Intervied on 27 Dec 23, by C.I.C. P.S.S. Occupation:- Shipowner.

This man's Fascist record on paper does not appear very strong but it is important. Joined the Party in 1933. President of Dopelavoro, Naples Area. Member of Corporation for Sea and Air Transport. Member of Federation of shipowners. Consigliere Nazionale from 1939 to 1943.

He was a good strong friend of CIANO, whom he admired for his intelligence. In 1918 CIANO stood by LAURO in a dispute with MISSOLINI's advisors respecting the shipment of a boatload of armaments to CHINA. At a conference in Rome it was suggested to LAURO that in collaboration with the Japanese that after the Chinese Government had paid for the arms, the ship should be sunk in the vicinity of Hong Kong or taken to a Japanese port. LAURO refused to be a party to this plot, stating that world confidence would be destroyed in Italian Shipping circles if this was done. He claims CIANO supported his view and the plan was dropped. He states the British Government were informed of this affair. With respect to the use of his Villa at POSILLIPO by Frau GERRING, he claims the Villa was empty at the time and as it was just the place decided by the GERRING's he was approached by the Prefetto of Naples Umberto ALBINI who organized the whole affair. He admits he subsequently received the Certificate and Order of the German Eagle 2nd Class from the German Consul subsequently. He denies ever having RIBBENTROP as his guest ever having been introduced to him, but I don't believe him.

In his favour it must be stated that prior to Italy's entry into the war he was pro-British, some of his shipping was placed at the disposition of the British Ministry of Shipping, through the agency of G. Gibson Graham. (Formerly Director of GALBRAITH, PEMBERO and Co.Ltd. the Company that backed LAURO financially on many occasions.) This transaction proved very satisfactory for LAURO, as much as L. 50,000. Sterling being paid for a single shipment of phosphate. He had another strong British contact man Walter Williams, manager of his chartering Department (Now with the Ministry of War Transport Naples) in this Department is also Joachino LAURO (son) both are in my opinion suitably placed both to watch LAURO's interests and that of the financing agency. LAURO has a very high opinion of Walter Williams, whom he states has been a faithful servant of the concern in spite of being a heavy drinker. He would have transferred shares to him but the Italian Government prohibited this. He also claims that when Italian shipping was detained in neutral Ports he transferred it to British control, presumably to Galbraith, Pembroke Ltd. (Gibson Graham). Recommendation:- LAURO is in my opinion a very astute financier, he made a two way insurance. If Germany or Italy won the war his position in the shipping world would have been assured, most of his shipping was assisting their war effort. If the Allies won the war

three children, a male and two female, referred on 27 Dec 23, of C.I.O. P.B.5. Occupation:- Shipowner.

This man's Fascist record on paper does not appear very strong but it is important. Joined the Party in 1933. President of Dopolavoro, Naples Area. Member of Corporation for Sea and Air Transport. Member of Federation of shipowners. Consigliere Nazionale from 1939 to 1943.

He was a good strong friend of CIAMO, whom he admired for his intelligence. In 1918 CIAMO stood by LAURO in a dispute with MUSSOLINI's advisors respecting the shipment of a boatload of armaments to CHINA. At a conference in Rome it was suggested to LAURO that in collaboration with the Japanese in Hong Kong or taken to a Japanese port. LAURO refused to be a party to this plot, stating that world confidence would be destroyed in Italian Shipping circles if this was done. He claimed CIAMO supported his view and the plan was dropped. He stated the British Government were informed of this affair. With respect to the use of his Villa at POSILLIPO by Frau GOERING, he claims the Villa was empty at the time and as it was just the place decided by the GOERING's he was approached by the Prefetto of Naples Umberto ALBINI who organized the whole affair. He admits he subsequently received the Certificate and Order of the German Eagle 2nd Class from the German Consul subsequently. He denies ever having RISMANNOP as his guest ever having been introduced to him, but I don't believe him.

In his favour it must be stated that prior to Italy's entry into the war he was pro-British, some of his shipping was placed at the disposition of the British Ministry of Shipping, through the agency of G. Gibson Graham. (Formerly Director of GALBRAITH, PEMBROKE and Co.ltd. the Company that backed LAURO financially on many occasions.) This transaction proved very satisfactory for LAURO, as much as

£. 50,000. Sterling being paid for a single shipment of phosphate. He had another strong British contact man Walter Williams, manager of his chartering Department (Now with the Ministry of War Transport Naples) in this Department is also Joachino LAURO (Son) both are in my opinion suitably placed both to watch LAURO's interests and that of the financing agency. LAURO has a very high opinion of Walter WILLIAMS, whom he states has been a faithful servant of the concern in spite of being a heavy drinker. He would have transferred shares to him but the Italian Government prohibited this. He also claims that when Italian shipping was detained in neutral Ports he transferred it to British control, presumably to Galbraith, Pembroke Ltd. (Gibson Graham).

Recommendation: LAURO is in my opinion a very astute financier. He made a two way insurance. I.e. if Germany or Italy won the war his position in the shipping world would have been assured, most of his shipping was assisting their war effort. 2. If the Allies won his fortune could be salvaged by Galbraith, Pembroke and Co.ltd. This in my opinion is now in progress. If he is released at this juncture of the war, I feel Allied prestige will suffer a blow. He has been interned nine months. He operated in the highest spheres of Fascism, to say the least.

The claim for release on medical grounds cannot in my opinion be substantiated. LAURO is very alert mentally, he spent two hours in this Office without the sign of the slightest strain for fatigue. The Camp Medical officer has certified as follows:-

"In general however I do find his physical condition has materially deteriorated during his eight months internment in this Camp, while his physical ailments have contributed in some degree, I consider that his mental state is mainly responsible.

Considering all, therefore I do consider that his health is suffering from his internment, but I do not consider that Hospitalisation is necessary".

Signed, D.A.O'Sullivan. Capt. R.A.M.C.
Camp Medical Officer.

2. I recommend that he be interned for the DURATION of hostilities in Italy.

(F.O. Geach) Capt.
Reviewing Officer. A.C.C. Security Branch
Attached 371 P.W. Camp. C.M.F.

JAN/12.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub Commission
Security Division
A.P.O. 394

Ref. : 140 (1400)

1 October 1943

Subject: Internee - Isbro A. Hille

To : Brig. Upjohn, Vice President
Civil Affairs Section.

1. The attached copy correspondence in respect of
the n/n interned at 391 P.W. Camp is forwarded for infor-
mation.

JOHN J. LENTZ, Maggiore
Security Division,

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2
APO 512 U.S. ARMY

Public Safety
Security

9722

AAI.1456/8.

29 September, 1944.

Subject : LAURO Achille.
To : Security Branch.
Allied Control Commission.

1. Reference telephone conversation of 28th inst.,
(Capt. Murray - Capt. Ellis).

2. This Headquarters has carefully considered 371
PW Camp Reviewing Officer's report on LAURO Achille, a copy of
which is understood to be in your possession.

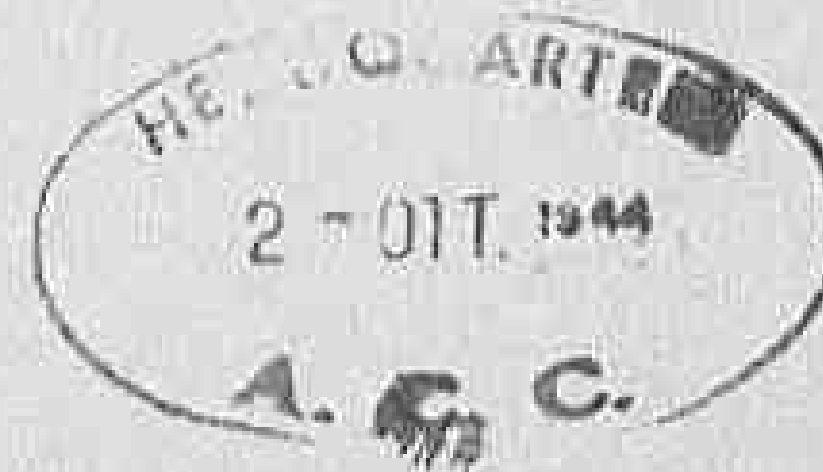
3. It has been decided that the condition of his
health is not such as to justify his release, and that his status
as an internee for the duration should remain unchanged.

For the Assistant Chief of Staff, G-2.

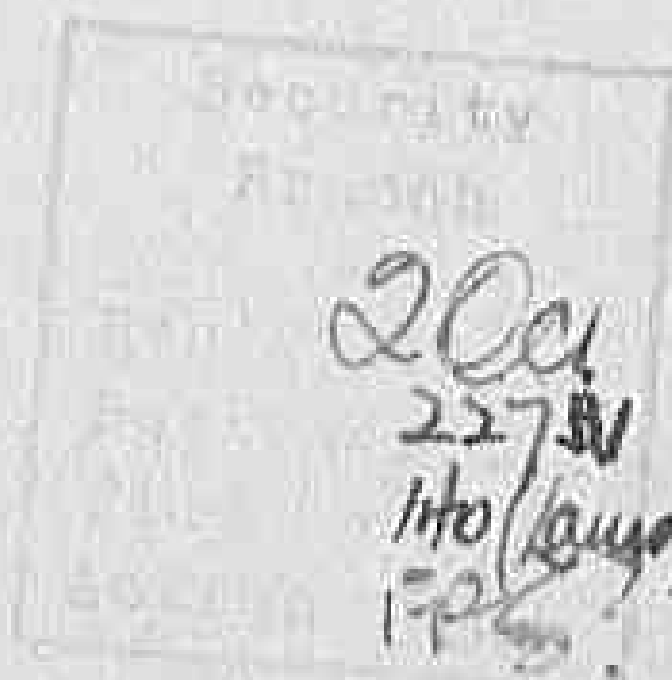
Copy to: G-2 Section,
P.B.S.

Commandant,
371 FW Camp,
C.M.F.

P. Lynn Powell U.S.A.
S.S. HILL-DILLON,
Colonel, G.S.,
G-2 (CI) Section.



41



CONFIDENTIAL

where
is this
report.
Where found.
Make copy
for Admin. Vice President
Civil Affairs
Section
(Bug. upjohn)
+ copy of
this letter

Subject: Enrico Achille, William Invernizzi.

Priority Br.

OPERATIONAL

HEADQUARTERS

28 JUL 1942

To: Commander.

A. C. C

1. The case of the a/a civilian internee has been reviewed by the the request of security branch, Allied Control Commission and the following is my observations and recommendations:-

Enrico Achille, born 1907, 14 June 1907, married with three children. Two sons and one daughter. Interned on 17 Dec 41, by U.S.S. 1000, occupation:- Engineer.

Enrico's earliest record on paper does not appear very strong but it is important. Joined the party in 1933, resident of Cologne, under the name of "Enrico" for an Italian passport. Member of "Federazione" of engineers. Anti-fascist Nazionale from 1933 to 1934.

He was a good strong friend of G. Achille, who he used for his intelligence. In 1938 G. Achille stood by Enrico in a dispute with Mussolini's advisers regarding the shipment of a boatload of arms to China. At a conference in Rome it was suggested to Enrico that in collaboration with the Japanese that after the Chinese government had paid for the arms, the ship should be sunk in the vicinity of Hong Kong or taken to a Japanese port. Enrico refused to be a party to this plot, stating that world confidence would be destroyed in Italian shipping circles if this was done. He claims G. Achille supported his view and the plan was dropped. He states the British government were informed of this affair. With regard to the use of his villa at Corridonia by Frau Gunder, he claims the villa was empty at the time and as it was just the place selected by the "Mussolini" he was approached by the Moffetto of Naples Umberto Storti who argued the whole affair. He admits he subsequently received the Gestapo's and order of the German Eagle and came from the German Consul subsequently. He denies ever having "collaborated" as his guest or ever having been introduced to him, but I don't believe him.

In his favour it must be stated that prior to Italy's entry into the war he was pro-British, some of his shipping was placed at the disposition of the British Ministry of Shipping. Through the agency of G. Achille's brother, (formerly director of "Mussolini" and Co., Ltd. the company that backed Italy financially on many occasions.) this transaction proved very satisfactory for him, he made a profit of £50,000. Storting being paid for a single shipment of Mosquitoes. He had another strong British contact man (later Tillman, owner of his chartering Department) (now with the Ministry of Air Transport) in the Department in the London office (now both are in ex-

40

CONTINUED.

2.

The claim for release on medical grounds cannot in my opinion be substantiated. LAURO is very alert mentally, he spent two hours in this Office without the sign of the slightest strain or fatigue. The Camp Medical Officer has certified as follows:-

"In general however I do find his physical condition has materially deteriorated during his eight months internment in this Camp, while his physical ailments have contributed in some degree, I consider that his mental state is mainly responsible.

Considering all, therefore I do consider that his health is suffering from his internment, but I do not consider that hospitalization is necessary".

Signed. D.A.O. Sullivan. Capt. R.A.M.C.
Camp Medical Officer.

2. I recommend that he be interned for the duration of hostilities in Italy.

(F.O. GRACE)

Reviewing Officer. A.S.S. Security Branch.
Attached 371 P.W. Camp. I.P.W.

Capt.

Security Branch	
Recd	28/
Index	2238
File	LAURO
Action	

JAL/LB.

HEADQUARTERS
ALLIED STATES COMMISSION
Public Safety Sub Commission
Security Division
A.P.S. 304

Ref. : LHM (1440)

4 October 1964

Subject: Informer - Lauro Achille

To : Brig. Upjohn, Vice President
Civil Affairs Section.

1. The attached copy correspondence in respect of
the /n interned at 371 S.W. Camp is forwarded for infor-
mation.

JAMES V. MORRIS, Maggiore
Security Division,

38

37

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECURITY BRANCH
A.P.O. 394

CONFIDENTIAL

(14)

Ref : SB/140 Lauro

20 September 1944

Subject : LAURO Achille

To : ACC Reviewing Officer 371 P.W. Camp

1. Thank you for your report of 17 Sept. 44 on Subject.
2. It is not clear from the M.O.'s report whether he considers LAURO to be in a fit state of health to be detained.
3. I send herewith a copy of a letter extracted from our files and would be grateful if you would now review the case from a security aspect, keeping in mind the physical condition of subject and bring the matter to the notice of G-2 A.F.R.O.
4. I also append another appeal (in Italian) which may assist you in coming to a decision.

FOR THE DIRECTOR:


JOHN A. MCKAY, 37
Major,
Security Branch.

Security
Branch

SUBJECT: LAURO Achille. Civilian Internee.
Book No. 2154
File No. 140 (Lauro)
Action

CONFIDENTIAL

371 P.W. CAMP, C.M.F.
371/1400/AC.
17 Sept 44.

Director, Security Branch, A.C.C.

Ref. SB/140/LAURO.

1. With reference to the a/n Civilian Internee, his medical condition is grossly exaggerated, the following is an extract from the Medical Officer's report:-

"In general however I do find that his physical condition has materially deteriorated during his eight months internment in this Camp. While his physical ailments have contributed in some degree I consider that his mental state is mainly responsible".

2. His present status is that he is interned for the Duration, in accordance with a letter from G-2 P.D.S. Ref. BEGBI dated 22 February, 44. There is no record in our files of any mention that his case was to be reviewed after the fall of ROME.

3. Forwarded for your information.

(P.G. GEACH)

Capt.

Security Branch A.C.C. Attached 371 P.W. Camp.

HEADQUARTERS

20 SEP 1944

A. C. C.

36

HEADQUARTERS
ARMED CONTROL COMMISSION
SECURITY BRANCH
A.P.O. 394

CONFIDENTIAL

Ref : SP/ 110/ LAURO

13 September 1944

Subject : LAURO Achille

To : Reviewing Board, 374 P.W. Camp.

Public Safety S/C.

1. I attach a copy received from Public

2. It is requested that:

(a) we be supplied with information as to subject's medical condition, it being alleged that he is liable to die if not released.

(b) we be informed of the present status of the case as, according to our files, the case was to be reviewed upon the fall of Rome.

urgent.

3. It is requested that you treat this matter as

FOR THE DIRECTOR:

John A. McKay
JOHN A. MCKAY,
Major,
Security Branch

Copy to:
Public Safety S/C.

URGE IV

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394.

Tel. 489081 - 257.

13th September, 1944.

SUBJECT : Detention of LAURO in prisoner of war camp.
TO : Security Branch, A.C.C.

1. On the 13th September, 1944, a deputation came to Brigadier Upjohn to request the release of LAURO from 371 POW Camp, Padua. It was stated that the High Commissioner for Education does not require LAURO for trial for Fascist activities.

2. It was further stated that LAURO is in a very bad state of health and that his continued detention in the POW Camp would seriously jeopardise his health.

3. Would you please have LAURO's case reviewed as to whether he should be detained on security grounds and also could a report be submitted on whether he is fit to be detained from a medical point of view.

4. May this matter please be treated as urgent.

A.E. Young
A.E. YOUNG, Col.
Acting Director
Public Safety
Sub-Commission.

34

APW/es.

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECURITY BRANCH

REF : 3II.5/I40.

6 March, 1944.

SUBJECT : Lauro Achille.

TO : Colonel Young Security Branch.

Lauro Achille was born on June 19 1887 at Piano di Sorrento, Napoli. Prior to his arrest he resided at Via del Mille 40, Napoli. He was in the Business as a shipbuilder and in the course of his commercial activities was closely associated with fascist Commercial and Industrial organizations and held the following offices:

I. Consigliere Nazionale (Camera dei Fasci e delle Corporazioni) in the capacity as Shipbuilding and Maritime Expert.

2. He was an effective member of the "Corporazione del mare e dell'aria" representing the shipping and transport industries.

General enquiries among persons quite unprejudiced and disinterested including very reliable neutral opinion show that Lauro was:

a. One of the best and most efficient shipbuilder and transport organizers in Italy.

b. A man that would put on any kind of coloured shirt, if it would help his business. He seems to have been a fascist not because he was ideologically sold on fascism but because it was good business to be in with the Government and so exercise some influence on state contracts and enterprises. He made a great deal of money on Government contracts during the Abyssinian Campaign.

3. He is said to have been a hard driver of his employees and quite unscrupulous in some of his business dealings. Rumors have it that he would insure ships for very high amounts, send them out and fix their sinking so as to collect the Insurance.

4. He is said to be personally a not too well educated and very boisterous individual. He liked to brag about his money, success and influence and loved publicity. He spent his money freely for public organizations of sports etc. He was president of the Naples Football association.

5. It would appear then that Lauro is just a keen, active business-man with not too much ethical and social finesse, but a thorough knowledge of shipping and shipbuilding and owner of a well organized and useful industry at a time when his government badly needed shipping. It seems that he owes his subsequent advancement

Lauro Achille was born on June 19 1887 at Piano di Sorrento, Napoli. Prior to his arrest he resided at Via dei Mille 40, Napoli. He was in the Business as a shipbuilder and in the course of his commercial activities was closely associated with fascist Commercial and Industrial organizations and held the following offices:

I. Consigliere Nazionale (Camera dei Fasci e delle Corporazioni) in the capacity as Shipbuilding and Maritime Expert.

2. He was an effective member of the "Corporazione del mare e dell'aria" representing the shipping and transport industries.

General enquiries among persons quite unprejudiced and disinterested including very reliable neutral opinion show that Lauro was:

a. One of the best and most efficient shipbuilder and transport organizers in Italy.

b. A man that would put on any kind of coloured shirt, if it would help his business. He seems to have been a fascist not because he was ideologically sold on fascism but because it was good business to be in with the Government and so exercise some influence on state contracts and enterprises. He made a great deal of money on Government contracts during the Abyssinian Campaign.

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4. He is said to be personally a not too well educated and very boisterous individual. He liked to brag about his money, success and influence and loved publicity. He spent his money freely for public organizations of sports etc. He was president of the Naples Football association.

5. It would appear then that Lauro is just a keen, active business-man with not too much ethical and social finesse, but a thorough knowledge of shipping and shipbuilding and owner of a well organized and useful industry at a time when his government badly needed shipping. It seems that he owes his subsequent advancement in Fascist commercial spheres to this fact rather than to any Party affiliations.

6. When he was arrested some friends of his made the statement that "They want keep Lauro in long because he has some very influential business friends in England". It is believed that his release would have some considerable bad effect on such people who would say "If you have money and friends you can also fix the Allies".

7. I have not found any evidence that he had more to do with the Germans than good business interest.

Carl E. Fehr
Lt. CMP. Security Branch ACC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECURITY BRANCH
A.P.O. 394

JAM/nb

Ref :SB/140 - Lauro

17 August 1944

Subject :LAURO Achille

To :Capt. Geach, 371 PW Camp.

1. Forwarded for whatever action you
deem necessary is an appeal by Gioacchino Lauro on
behalf of his father the a/m.

FOR THE DIRECTOR:

JOHN A. McKAY,
Major,
Security Branch.

CONFIDENTIAL

Translation RW.

To Allied Control Commission
Police Hq.

R o m e .

My father, Achille Lauro, shipowner, has been arrested in Naples by the Allied Authority on 9th of November 1943 and sent to the Padula concentration camp, where he still is. In addition to this he is very ill. You have no longer interest to keep him isolated. You must have ascertained that he is in no way a dangerous man. On the other hand the Italian Alto Commissario for the sanctions against the fascists, with ref. to the statement made by Mr. Berliquer to the Journalists on 12/8/1944, referred to my father only as an "illegittimo fascista" (illegal fascist?).

This person according to the Italian law is not to be punished with imprisonment and infact no warrant of arrest has been issued against my father by the Alto Commissariato. If you wish to ascertain this fact, you may ask the Secretary's office of Conte Sforza.

For said reasons I beg you to free my father with courteous solicitude. I knew that you freed from the Padula Camp Squadristi, who committed violent deeds and crimes, whilst my father has always been only a shipowner, appreciated by eminent men of your Country.

Would you please also consider, that my father must give an account to Italian Authorities of his activities during the time he was director of said institution. He has been director of said institution for 20 years.

He must personally prepare a statement in regard to the status of said institution and if he should not be freed, he would be practically deprived of his right of defending himself.

Gioacchino Lauro

presso De Martino - Via Cola Di Rienzo

212

R o m e .

Rome, 17 August 1944.

Translation of a report received from the Carabinieri.

LAURO Achille.

LAURO Achille, son of the late Giocchino and Cafiero Laura, was born at Piana di Sorrento (Naples) on 19th June, 1887, and lives in Naples at the Via Francesco Crispi 73.

He is of good moral conduct, but has the following criminal record:-

Tribunale of Naples. 29-11-38. Wounding, assaulting and using insulting words. No prosecution as the complainant refused to prosecute.

During his youth LAURO sailed on the boats of his father, who at his death, left young LAURO three sailing ships used for transoceanic traffic. In 1921 LAURO founded the firm of Achille LAURO, shipowners. This firm owned many ships, the majority of which belonged to LAURO himself, and the rest to collaborators of his and to mercantile officers who were working for the firm.

In 1921 he bought a steam ship of 6,000 tons (S.S. Iris.) and at the same time he hired three big ships of the "Florio Company" (S.S. Ignazio, S.S. Giovanni and S.S. Vincenzo Florio,) and two more ships of the Peirce Company. (City of Messina and Giulia Peirce.)

The money that he earned from the management of these ships allowed him to buy more ships, so that in 1926 he was already the owner of six big ships. During the following years when the charges for freights were very low due to world depression, he took advantage of the situation to buy more ships at a low price. The money he made he was investing in these new purchases and also obtaining loans of money from the Banks. (Consorzio Sovvenzioni Industriali and the Banca d'America e d'Italia) He also obtained money from people who wished to invest money in shipping, because they thought shipping would improve and their investments become profitable.

In 1935 the Abyssinian war started and a general improvement in the amount of international freight to be carried by sea. At this time LAURO possessed about 160,000 tons of shipping, mostly large ships, and he took full advantage of the situation. Also his fleet was called upon to transport large quantities of troops, vehicles, arms etc, to East Africa, and the ships used to return carrying smuggled goods.

In 1937 he is said to have made a large fortune out of using English money, and during the Spanish War he is said to have arranged for some of his ships to sink when at sea so that ³⁰ could recover large sums of money from the Insurance Companies. As the result of these sinkings, several enquiries were held.

Between 1935 and 1940 LAURO's fleet reached ~~between~~ the

total of 50 ships, amongst which, 20 were of steel or medium size. Many of his ships have been lost during the present war. It is said that LAURO used to receive strong financial

During his youth LAURO sailed on the boats of his father, who at his death, left young LAURO three sailing ships used for transoceanic traffic. In 1921 LAURO founded the firm of Achille LAURO, shipowners. This firm owned many ships, the majority of which belonged to LAURO himself, and the port to collaborators of his and to mercantile officers who were working for the firm.

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The money that he earned from the management of these ships allowed him to buy more ships, so that in 1926 he was already the owner of six big ships. During the following years when the charges for freights were very low due to world depression, he took advantage of the situation to buy more ships at a low price. The money he made he was investing in these new purchases and also obtaining loans of money from the Banks. (Consorzio Sovvenzioni Industriali and the Banca d'America e d'Italia) He also obtained money from people who wished to invest money in shipping, because they thought shipping would improve and their investments become profitable.

In 1935 the Abyssinian war started and a general improvement in the amount of international freight to be carried by sea. At this time LAURO possessed about 160,000 tons of shipping, mostly large ships, and he took full advantage of the situation. Also his fleet was called upon to transport large quantities of troops, vehicles, arms etc, to East Africa, and the ships used to return carrying smuggled goods.

In 1937 he is said to have made a large fortune out of using English money, and during the Spanish War he is said to have arranged for some of his ships to sink when at sea so that ³⁰ could recover large sums of money from the Insurance Companies. As the result of these sinkings, several enquiries were held.

Between 1935 and 1940 LAURO's fleet reached maximum the total of 50 ships, amongst which, 20 were of small or medium size. Many of his ships have been lost during the present war. It is said that LAURO used to receive strong financial support from an English firm, which was doing all LAURO's business in England.

LAURO was in the Italian Royal Navy in the war of 1915-1918. He was head helmsman and was discharged as a Non-Commissioned Officer.

He joined the Fascist Party on 29-10-32, and has always shown devotion to the Fascist regime. He was in close relationship with Neapolitan and Roman political and financial authorities. He was made a Cavaliere del Lavoro, and became afterwards Consigliere Nazionale (National Councillor), then member of the Council of the Fascist Federation of Shipowners, member of the Corporation of Naples, and president of the Maritime section of the Council of the Corporation.

-2-

he largely financed Fascist enterprises and the "Overseas Exhibition" that was held for a few months in Naples in 1940.

LAURO is a very skillful and competent in maritime matters, but a very rude and grasping character. He was against National Councilor Vecchio, because for the purpose of making money, he tried to purchase from the I.R.I. (Istituto Ricostruzione Industriale) the naval shipbuilding yards, "Navalmeccanica" for 30 million lire.

During this way LAURO was in close touch with several officers of the German Navy, who attended many gay banquets given by LAURO.

For a long period he had as guests the entire Goering family in his villa at Posillipo.

LAURO is the owner of half of the shares of the S.E.P. (Napoli) newspapers. Roma, Mattino and Corriere di Napoli.) that he bought from the Banco di Napoli in 1942 for 6,000,000 lire. ~~MEZZANIMATO~~ Frignani, who was the director of the Banco di Napoli and very devoted to Mussolini, resisted the pressure of LAURO to sell him all the shares. But LAURO was able to get control of the papers for 10 years. This purchase was made by LAURO on behalf of Count Ciano, who in 1942 was not on good terms with Mussolini, and was buying up newspapers to enable him to control the press, make propaganda on his own behalf, so that he could attempt at the right moment to overthrow Mussolini, taking his place himself. It is known that through LAURO, Count Ciano was investing part of his wealth. /en

During the last 20 days of the German occupation, he remained shut inside his house. After the Allied occupation he went to his villa at Sorrento. Arrested he was sent to Foggionaria Prison. When he said he was sick he was confined to his own house and people in Naples said that this special way of handling LAURO was due to the fact that he was protected by high American officer at the U.S. 5th Army. He was then sent to an Internment Camp where he is still detained.

In the Neapolitan circles it is believed that sooner or later LAURO, with the aid of his vast and influential friends in the political and financial Anglo-American world, will be able to get out of internment.

He is a very shrewd, careful and ambitious person and is willing to sacrifice himself to any party in order to fulfill his own political and financial ambitions. Therefore he ought to be considered, at the moment, dangerous from a political point of view. Also his release could cause a bad impression amongst the people of Naples, who believe there are many people still interned who would be less dangerous to release than LAURO.

Translation of a report received from the Carabinieri.

LAURO Achille.

LAURO Achille, son of the late Giacomino and Carlino Laura, was born at Piana di Sorrento (Naples) on 19th June, 1877, and lives in Naples at the Via Francesco Crispi 73.

He is of good moral conduct, but has the following criminal record:-
Tribunale di Naples. 29-11-38. Wounding, assaulting and using insulting words. No prosecution as the complainant refused to prosecute.

During his youth LAURO sailed on the boats of his father, who at his death, left young LAURO three sailing ships used for transoceanic traffic. In 1921 LAURO founded the firm of Achille LAURO, shipowners. This firm owned many ships, the majority of which belonged to LAURO himself, and the rest to collaborators of his and to mercantile officers who were working for the firm.

In 1921 he bought a steam ship of 6,000 tons (S.S. Iris.) and at the same time he hired three big ships of the Florio Company (S.S. Ignazio, S.S. Giovanni and S.S. Vincenzo Floria,) and two more ships of the Peirce Company. (City of Messina and Giulia Peirce.)

The money that he earned from the management of these ships allowed him to buy more ships, so that in 1926 he was already the owner of six big ships. During the following years when the charges for freights were very low due to world depression, he took advantage of the situation to buy more ships at a low price. The money he made he was investing in these new purchases and also obtaining loans of money from the Banks. (Consorzio Sovvenzioni Industriali and the Banca d'America e d'Italia) He also obtained money from people who wished to invest money in shipping, because they thought shipping would improve and their investments become profitable.

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In 1937 he is said to have made a large sum of money out of using English money, and during the Spanish War he is said to have arranged for some of his ships to sink when at sea so that he could recover large sums of money from the Insurance Companies. As the result of these sinkings, several enquiries were held.

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Headquarters
Allied Control Commission
Security Branch.

1-5.

March 4th.

Subject: - LAURO Achille.
To: - Colonel A.E. Young.

With further reference to the above, I have to report that I have now examined the files of the 312th F.S.S. and also the files of the Fleet Base Security Officer, Lt. Macdonald, regarding LAURO.

The facts outlined in the C.I.C. report, dated 28-2-44, attached to this file, are largely confirmed in the two files I have examined. Some of the evidence has been compiled from books of reference and Fascist Party records, whilst some has been received from secret sources.

(1) (2)
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All sources consider Lauro to be a very shrewd and quite unscrupulous man. He has tried by every means in his power, first to avoid internment, and then to bring about his release. He was evidently confident that the Allies would not dare to intern him because on 2nd Nov 1943 he said to Paolo Scarpoglio the Naples journalist, assistant editor

of Risorgimento". My friend arrived yesterday. He has gone guaranteed for me, & I am being appointed as official shipowner for the Allies. Once again I have triumphed."

(Information from Dr. Commander Corbano.

Med. F.B.S.O.) (X) She friend referred to is ^{Finance} Mr Gibson Graham, who is now

Med. representative of the British Ministry of War Transport 15 Via del Chiostro. Naples. ^{Before the war} Mr Graham was a

director of Galbraith Pembroke & Co. Ltd., 7 Belliter Sq. London

This company has ^{been} ~~for many~~ years (about 1923) ^{for many} been Lawro's London

agent, and has in fact financed transaction for him.

Walter Williams, now manager of British Ministry of War Transport, at Tanawto, has also contacted Dr. Macdonald. F.B.S.O. Naples, on ~~behalf~~ of Lawro's behalf, with a view to bringing about his release. Mr Williams was once in partner ship with Lawro in a small shipping company.

1933 to 1940 Lawro's

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was once in prisoner ship with Laurio
in a small shipping company,
and then from 1933 to 1940 Laurio's
general manager of the Freight &
Transport Dept. of his shipping line.

On 11 Nov 43 these men.
Stanley French of Laurio. took him a
barrel of food & a block of coffee
to the prison. a routine check

was ~~not~~ ³/₄ inside the office
Hask was a ~~note~~ "Graham
arrived. Art for your personal
doctor."

Laurio's son has written very
lengthy & plausible petition to
Capt. Carlwright, 312 FSS on behalf
of his father. The son for
instance admits that his father
was a Fascist N. P., but says it
was not because he was a good
fascist, but because he was the
largest shipowner in Italy.

The son denies his father
shipped arms, Opium etc to
the Japanese, see Part 3 of
the C. I. P report attached. He
maintains his father only sent
one shipment of arms and that
was for the Chinese and was
consigned to Hong Kong. However
in view of the war in the Far East
it would be most difficult to
prove or disprove this story. 25

The son likewise does not
deny that ^{some} arms was in a

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The son likewise does not
deny that ^{some} Ciano was in a
Secret Partnership with his father,
~~but~~ but him again to explain it
all away by saying the Ciano
were attracted to his father, because
of the position he held in the
Italian shipping world.

The explanation given over
the landing of the villa to prove

- road

41

Gossing is that the Project requested
the idea, his father agreed, but
refused payment. After the
visit his father accepted the
German decoration from Gossing,
although it was against his will.

A day or two before LAURO was arrested on 9-11-43. Lt Com. Cochran, Med FBSO, Major Popert, PIC, Capt. P. FSS saw Rear Admiral Bruce and saw him verbally particular of all the evidence against LAURO. They all four agreed that he should be interviewed, the Rear Admiral enquiring why he had not already been interviewed.

Louro has had many
personal transactions, including the
buying of 50% of the shares of the
local papers " - - " for \$,000,000⁰⁰
with FRIGERATI, Director general
of the Banco de Napoli. The man
who was trusted by M and who placed at
the head of the B di N
He has now been informed

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 local papers " - - " for \$5,000.00
 with FRIGMATH... division general
 of the Banco de Napoli. The man
 was ~~Charles~~ ^{Charles} by M and placed at
 the head of the B di M by M
 He has now been interned because of this.

Lawro's son says very
 little about his father's association
 with the Germans during the occupation
 of Naples in September 1943, except
 that his father was able to get a
 permit for them to go to Rome on
 18th Sept to get his wife & family
 back to Naples & return on 19th

5
This alone shows Bruno was
a good team with the Germans, for
his car was not requisitioned. When
the Allies entered Naples he was
given a PW B motor pass for 14
days in connection with the running
of the local papers.
car turned to exhibit the pass on
his car after it expired and
it was still on his car on 6-11-43.
3 days before his arrest, when his
authority to exhibit it was
questioned by a British Captain.

On the bottom of page 2 last
para. of the CEC report, attached to this
file, mention is made that Bruno
made overtures to the Shwerdt & the
Communists, but that they declined
to have anything to do with him.
According to information received by
the F B S Officer, Lt. McDowell, he
also contacted Prince Umberto, who
declined to have anything to do
with him. 2 1/2

On 23-10-43, Lt. Com. Polverini
received information from a West German
source, independent of 5th Army sources.

of the local papers. Sawo continued to exhibit the pass on his car after it expired and it was still on his car on 6-11-43. 3 days before his arrest, when his authority to exhibit it was questioned by a British Captain.

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According to information received by the F B I Officer, Lt. Macdonald, he also contacted Prince Lambert, who declined to have anything to do with him. 24

On 23-10-43, Lt. Com. Pachane received information from a West German source, independent of 58 Army source, that Sawo without doubt gave the Germans as much help as he could.

Recently, Mr. Dan D. Campbell, Chairman of the Med Shipping Board informed Dr Macdonald that if he was released (1) he would not be used by the Med S Board

6
owing to his record and (2) that
Italian would not work with him
~~because~~ ~~to the~~ ~~past~~ for the
same reason.

There is absolute agreement
between C.C. FSS & FBDO in Naples
that Lawro is dangerous & should
not be released.

Lawro has made a high
fortune during the period of fascism.
He would not have been allowed
to do so, if he had not been a
fascist, but had been ^{pro-British} ~~pro-British~~ &
American. The same applies to ~~him~~ ^{him}

~~the~~ appointed as a H. Councillor.

Further he had the confidence of the
Ciano ~~and~~ to the extent of doing
very considerable business with them,
and to the average ^{I believe} ~~he~~
must have represented ^{a high example of} ~~the~~
~~the~~ ~~the~~ a fascist big business man.
~~the~~ ~~the~~ ~~the~~

The allegation that he with Adm
misses inferior slips for high seas
& that some of them "mysteriously
sank" appears to be true. The

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Further he had the confidence of the Cramer ~~and~~ to the extent of doing very considerable business with them, and to the average I believe he must have represented a ~~typical~~ example of ~~the type of~~ a fascist big business man.

~~The latter interests.~~

The allegation that he with Advice received inferior tips for high sums & that some of them "mysteriously sank" appears to be true. The information has been obtained by both CIC & FSS and is also mentioned in the report submitted by CCR attached.

Lawo is described as the type of man, who if the Germans recaptured Naples, would soon be running the

I

to know he was a good fascist & ~~not~~
~~their support~~ officer in services to them.

He has boasted of his influential
friends and undoubtedly if he ~~was~~
is released it will be said "Why

should a rich man with influence be
released whilst a poor man would stay
have been ~~interned~~ interned".

TRANSLATION:

ACHILLE- LAURO

(10)

Achille LAURO, shipowner, son of Gioacchino, was called up for military service as a Marshal of the Navy. He holds the diploma as Sea Captain. In the past, he professed Socialist ideas.

Some time ago he worked with some steamer of his- with little success, but fortune smiled on him during the Italo-Abyssinian war.

At that time he acquired and armed some steamers in very bad condition, which he used as transports to Abyssinian making plenty of money whether as a hirer or from indemnities in replacement of sunken ships, which were paid to him very freely.

In this he was helped by his fascist friends, with whom he was very intimate and whom he constantly recompensed.

Thus his financial status prospered exceedingly. Having become a millionaire he constructed a fair sized private fleet and helped by Ministry CIANO, he succeeded in acquiring for 30 million lire half of the Shares constituting the capital of the Society Editrice Meridionale, which published the local newspapers "Il Mattino" "Roma" and il "Corriere di Napoli".

He also took part in some other industry and lately he bought some land for several million lire in Sorrento. He owns, among others, two villas one at -Rione Amedeo- and the other at -Posillipo-.

He joined the P.N.F. in 1932 and as representative of the class of Shipowners, was nominated -Consigliere Nazionale .

Not infrequently his economic position was of advantage to him. In fact, he was entrusted with the directorate of the -Associazione Calcio di Napoli- which he subsidised with his own money, because

the income of the said Association was nothing.

He is an opportunist, a good business man without too many scruples. To render himself "persona grata" with the political authorities, who then had to satisfy his political aspirations and especially his economic favours he asked, he lost no opportunity of bringing himself to notice, splashing his money about.

While Prefect Marziali (Fascist) was here, LAURO held a reception on Easter Sunday, offering to his guests Easter eggs in which there were gifts of some value, for example, it was said that a diamond was given to the wife of Prefect and the wife of the then Federal Dr. SARACENI.

Last year, in anticipation of the advent of Goering's wife, who was taking the cure at Agnano, LAURO, at the request of the local authorities, offered his villa at Posillipo, which he put in good order spending many thousands of lire.

When Mrs. Goering left, her husband, who came to take her home, gave LAURO the insignia of a German honor, for having done what he did.

He is married and has two sons, a boy and a girl. Besides, he has had a mistress for some time by whom he has had a son now about 15 years old. The mistress lives in Villa Volpicelli, Discesa di Posillipo.

L'armatore Achille LAURO fu Gioacchino prestò servizio militare di leva come Maresciallo di Marina. E' munito di diploma di Capitano di lungo Corso. Per il passato ha professato idee socialiste. Anni or sono lavorava con qualche piroscafo di sua proprietà - con discreto successo, ma la fortuna gli arrise fortemente all'epoca della guerra Italo-Abissina.

In tale epoca egli acquistò ed armò piroscafi in pessime condizioni, con i quali effettuò trasporti in Abissinia, lucrando però fortemente, sia come nolo sia come indennità per risarcimento di danni dei piroscafi affondati, che gli furono pagati lautamente. In ciò fu aiutato da personalità fasciste, alle quali egli fece capo e che costantemente ricompensò adeguatamente.

La sua condizione finanziaria prosperò perciò moltissimo. Divenuto milionario costituì una importante flotta per conto proprio, ed aiutato dal Ministro Ciano, riuscì ad acquistare per 30 milioni metà delle azioni, costituenti il capitale della Società Editrice Meridionale, che gestisce i giornali locali "Il Mattino" il "Roma" il "Corriere di Napoli".

Esplica la sua attività anche in qualche altra industria ed in questi ultimi tempi ha comprato delle proprietà terriere per parecchio milioni di lire in Sorrento. Tra l'altro possiede due Ville una al Rione Amedeo e l'altra a Posillipo.

Si iscrisse al partito fascista nel 1932 e come rappresentante della categoria degli armatori fu nominato Consigliere Nazionale.

Non rare volte la sua posizione economica è stata sfruttata. Infatti fu incaricato dalla direzione dell'Associazione Calcio di Napoli che con danaro proprio egli sussidiava, perchè il bilancio di detta Associazione era passivo.

20

E' molto scaltro, pratico di affari e senza eccessivi scrupoli. Per propiziarsi le autorità politiche, che dovevano poi appagare la sua velleità politica e specialmente i suoi favori economici,

- 2)

non tralasciava occasioni per mettersi in vista, spendendo anche a profusione:

Si ricorda che mentre era qui il Prefetto fascista Marziali egli tenne un ricevimento nel giorno di Pasqua, offrendo agli intervenuti delle uova di dolciumi, nei quali erano stati posti dei doni, anche di un certo valore. Pare che alla moglie del Prefetto e alla moglie del federale di allora, Dr. Saraceni, sia toccato come regalo, un brillante.

Lo scorso anno, nella imminenza della venuta qui della moglie del Ministro tedesco Goering, la quale praticò la cura dei fanghi presso lo stabilimento di Agnano; il Lauro, previo invito da parte delle Autorità locali, offrì la sua Villa di Posillipo, da lui messa per l'occasione in efficienza, spendendo varie decine di migliaia di lire.

Quando la Signora Goering andò via il marito, che venne a rilevarla, diede al Lauro le insegne di una onorificenza tedesca, conferitagli per la circostanza.

Ha famiglia regolare e composta dalla moglie e di due figliuoli, uno maschio e uno femmina. Inoltre ha un amante da parecchi anni con la quale procreò un figlio che ora conta circa quindici anni. L'amante abita alla Villa Volpicelli Discesa di Posillipo.

=====

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECURITY BRANCH
A.P.O. 394

Ref : SB/311.5/140Laure.

31 March 1944.

Subject : LAURO Achille.

To : B.G.S. (I), E.Q. A.A.I.

1. Reference your AAI/1401/12/G(Ib) of 28 March 1944.

2. On 11th March 1944, the Chief Commissioner decided that Subject's case should be reviewed with others of the same calibre after the fall of Rome. It is understood that this information was passed on to Mr. Gibson Graham and therefore there is no object in forwarding the enclosed letter.

(Signature)
L.P. DAINES, Lt.Col.,
ASST.DIRECTOR:SECURITY.

1 Encl.

CONFIDENTIAL

1-0
Subject:- Mail - Civil P.W.

S-1050 Secy Int
H.Q. ALLIED ARMIES IN ITALY.

CONFIDENTIAL.

AAI/1401/12/C(Ib).

Security Intelligence,
A.C.C.

28 Mar 44.

(8)

1. The enclosed letter has been received from No.3 District. It was written by LAURO Achille who is at present interned at 371 P.W. Camp.
2. Your comments would be appreciated as to whether or not this letter should be forwarded to the addressee, Mr. GIBSON GRAHAM, Ministry of War Transport, ALGIERS.

SP.

easy young
for Major
Brigadier,
B.G.S.(I).

HEADQUARTERS
29 MAR 1944
A.C.C.

CONFIDENTIAL

CC/P/137(210)

FRAS/rj

11th. March, 1944.

You asked me in your letter of February 22nd. to enquire into the case of Signor A. Lauro, the shipping magnate. I am afraid I have taken some time to reply but I have had the case very carefully reviewed from several different angles.

2. The conclusion which my advisers have reached and with which I agree is that Lauro is a big business man of few scruples who would embrace any political creed and assist any cause for money. His character as such, and his close and recent associations with Fascism and Nazis rendered his internment on security grounds abundantly justified, and his early release unwise.

3. At the same time you may care to tell Gibson-Graham that I shall have his case reviewed with others of the same calibre after Rome has fallen and if, or when, the political situation is more stable. I should then of course consult the Italian Government.

NOEL MASON MACFARLANE,
Lieutenant-General.
Chief Commissioner.

Rear-Admiral J.A.V. Morse, C.B., D.S.O.,
Flag Officer, Western Italy,
NAPLES.

Chief Commissioner

You asked me to enquire about Paul

A Italian shipowner, indentured by Security

He is clearly a man who has few
scruples and will do anything for money.

His character as such. His association with
Fascism & Nazism rendered his involvement
completely justified and his release
at present unwise

I submit draft letter to Admiral Moore

→ Brig. Gen. Lusk. M.S. 10/3/44

Many thanks.

11/11/44

Chief Commissioners

You asked me Benjamin about Leano

A Italian shipowner, interested by Security

He is clearly a man who has few
samples and will do anything for money.

His character as such. His associations with

Fascism & Nazis rendered his involvement
completely justified and his release

is purely an abuse

I submit draft letter to Admiral Morse

→ J. Bril. Luch. 11.5.44

many thanks.

I have written Morse as in

Below ← copy draft. W. L. L. L.
copy & thank you, W. L. L. L.

ASSOCIAZIONE NAZIONALE CONSORZI PROVINCIALI MACELLAI

(CONSTITUITA CON DECRETO MINISTERIALE 5 APRILE 1941 - XIX)

Ispettorato Tecnico Compartimentale della Sicilia

Prot. N.

(da riferirsi nella risposta)

Rep. o

OGGETTO

PALERMO

Via Quindici Settembre 1 - 60100

My dear Admiral

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to engage into the case of Signor A. Luro
the shipping magnate. I am afraid I
have taken some time briefly but I have
had the case very carefully reviewed from
several different angles.

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of the same calibre after Rome
has fallen and if or when the
political situation is more stable,
~~she will be~~ ~~ready to~~ ~~take~~

I should then, if even, consult
the Italian Government.

W. L. G.

*Recd
Secy Gen
23 Feb 44
ATT.*

OFFICE OF
FLAG OFFICER, WESTERN ITALY,
NAPLES.

22nd February, 1944.

Dear General Mason Macfarlane

When you met Gibson Graham here at Naples, he and I asked you whether you could have the case against Signor A. LAURO the Italian Shipping Magnate looked into. I know you have been terribly busy but Gibson Graham has asked me if I would ask you if you have been able to examine the case and I shall be most grateful if you could tell me what to answer.

Yours sincerely

J. J. J. J.

Lieutenant General Sir Frank N. Mason Macfarlane,
K.C.B., D.S.O., M.C.,
Allied Control Commission,
Naples.

Being: doct

*Signor Lauro has been
locked up by us. I gather
Gibson Graham thinks he has
been unjustly treated. Could you
have this investigated? Am 23-24*

LAURO Achille.

1. The above-mentioned was arrested only after consultations and agreement with the representatives of the Royal Navy.
2. There is no concrete evidence that the above-mentioned has done anything to hinder the Allies in the promulgation of the war since their arrival in Naples.
3. In view of the fact that LAURO is a wealthy, ambitious, and unscrupulous individual, as well as a "turn coat", he might prove a dangerous element, and should be "out of circulation" at least until after the fall of Rome.
4. If it is then decided to release LAURO, this should be done with a number of others, and so dispel any suggestions that he has been able to bring about his release through his "own influential Allied friends."

Chas. J. ...

Security Committee

8. Nov. 44.

In my view this enquiry indicates that the liberation of Lauro ~~into~~ world as the most constitute a risk rather than a threat to military security. I see no reason why, unless the position changes, he should not be released in the fairly near future. The fall of Rome would I think be an appropriate time. This case should be reviewed in two months time.

Ally. Col. S.I.
10 Nov 43.

HEADQUARTERS.

ALLIED CONTROL COMMISSION.

Security Branch.

8 March, 1944.

SUBJECT:- LAURO Achille.

TO :- Colonel A.E. Young.

1. With further reference to the above, I have to report that I have now examined the files at the 312th F.S.S. (Captain Cartwright.) and the Fleet Base Security Officer (Lt. Macdonald) regarding LAURO.

2. The facts outlined in the C.I.C. report, dated 28-2-44, attached to this file, are largely confirmed from the information contained at these two sources. Some of the evidence has been compiled from books of reference, Fascist records etc, whilst some had been received from secret sources.

3. For instance, on 23rd October, 1943, Lt. Commander Cochrane, Mediterranean Fleet Base Security Officer, received information from a most secret source, independent of 5th Army sources, that LAURO without doubt gave the Germans as much help as he could.

4. A day or two before LAURO was arrested, (i.e. 2-II-43.) Lt. Com. Cochrane, Med. F.B.S. Officer, Major Papurt, C.I.C., and Captain Cartwright, 312th F.S.S. saw Rear Admiral Morse, and discussed with him all the evidence against LAURO. They all four agreed that he should be arrested, the Rear Admiral asking why he had not already been arrested and interned.

5. All sources agree that LAURO is a very shrewd and quite unscrupulous man. He has tried by every means within his power, first to avoid internment, and then to bring about his release. He was evidently confident that the Allied would not dare to intern him, because on the 2nd November, 1943, he said to Paulo Scarfoglio, the Naples journalist and assistant editor of the "Risorgimento", "My friend arrived yesterday. He has gone guarantee for me, and I am being appointed as official shipowner for the Allies. Once again I have triumphed." (Information from Lt. Com. Cochrane.)

6. The friend referred to is believed to be Mr. Gibson Graham, who is now Mediterranean representative of the British Ministry of War Transport, 15, Via Del Chiostro, Naples. Before the present war Mr. Gibson Graham was a director of Messrs Galbraith Pembroke and Co Ltd, 7, Billiter Square, London. This company has been ~~XXXX~~ LAURO'S London agent for many years, (About 1923) and has also afforded him financial assistance.

LAURO was never a member of the British Ministry of

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7. Mr. Walter Williams, now manager of the British Ministry of War Transport at Taranto, has also contacted Lt. Macdonald, F.B.S. O, Naples, on LAURO'S behalf, with a view to bringing about his release. Mr. Williams was LAURO'S general manager of Freight and Transport from 1933 until 1940.
8. On 11th November, 1943, three men, Italian friends of LAURO whose names are known, took to the prison for him, a basket containing food and a flask of coffee. A routine check was made and inside the coffee flask was found a note to LAURO, the translation of which was, "Graham arrived. Ask for your personal doctor."

-2-

9. LAURO'S son has written very lengthy and plausible letters to Captain Cartwright, 312th F.S.S. on behalf of his father. The son for instance admits that his father was a Fascist National Councillor, but says that it was not because he was a good fascist, but because he was the largest shipowner in Italy.
10. The son denies his father shipped arms and drugs to the Japanese, see Part 3 of the C.I.C. report attached. He says his father only sent one shipment of arms only, and that was for the Chinese and was unloaded at Hong Kong. However, in view of the war in the Far East it would be most difficult to prove or disprove this story.
11. The son does not deny that Count Ciano was in secret partnership with his father, but tries again to explain it all away by suggesting that Ciano was attracted to his father because of the position his father held in the shipping world.
12. The explanation given over the lending of his father's villa to Goering's wife, is that the Prefect requested the villa, his father agreed, but refused payment. After the visit his father accepted the German decoration from Goering, although it was against his will.
13. LAURO'S son says very little about his father's association with the Germans, especially during the German occupation in September, 1943, except that his father was able to get a permit to motor to Rome and bring back his wife and family to Naples. This occurred on 18th and 19th September, 1943. This alone shows LAURO was on good terms with the Germans, for his car was not requisitioned and he was able to get the necessary permit. When the Allies entered Naples he was still in possession of a car, and because of his connection with the local Press, he was issued with a P.W.B. car permit for 14 days. He continued to exhibit this permit on his car after it had expired, and in fact still had it exhibited on his car when he was questioned as to his authority on the 6th November, 1943, by a British Captain.
14. LAURO bought 50% of the shares of three local papers from the Banco di Napoli, the director general of which was Frignani, a noted fascist, and so trusted by Mussolini that he was given this position in the Bank. He has now been interned. LAURO had a number of ~~man~~ transactions with this man.
15. On the bottom of page 2, last para, of the C.I.C. report attached to this file, mention is made that LAURO made overtures to the Liberals and Communists, but that they declined to have anything to do with him. According to information in the possession of Lt. Macdonald, F.B.S.O, Naples, LAURO also contacted Prince Umberto, who likewise declined to have anything to do with him.

16. Recently Mr. Ian D. Campbell, Chairman of the Mediterranean

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16. Recently Mr. Ian D. Campbell, Chairman of the Mediterranean Shipping Board, informed Lt. Macdonald that if LAURO was released (1) he would not be used by the Board owing to his record, and (2) that Italians would not work with him for the same reasons.

17. There is absolute agreement between F.S.S., C.I.C., and F.B.S.O. in Naples that LAURO is dangerous and should not ~~be~~ be released. He has made his huge fortune during the period of Fascism, and would not have been allowed to do so if he had not been a fascist. The same applies to his appointment as a National Councillor. Further he had the confidence of two of the Ciano family and did very considerable business with them, and to the average Italian he must have represented a typical example of a big fascist business man.

18. The allegation that LAURO, together with Admiral Arturo Ciano, insured inferior ships for huge sums, and that some of

then "mysteriously ~~sank~~ sank," appears to be true. The information has been obtained by both C.I.C and F.S.S. and is also mentioned in the Carabinieri report on LAURO attached to this file.

19. LAURO is described as the type of man, who if the Germans recaptured Naples, would soon be running to them to prove his innocence and offering them help. He has openly boasted about his influential friends, and if he is released undoubtedly it will be said, "why should a rich man with influence be released when a poor man would still have to remain interned."

Richard J. Giddens
Captain.

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Richard Felder
Captain.

Translation of a report received from the Carabinieri.

LAURO Achille.

LAURO Achille, son of the late Gioacchino and Cafiero Laura, was born at Piana di Sorrento (Naples) on 19th June, 1887, and lives in Naples at the Via Francesco Crispi 73.

He is of good moral conduct, but has the following criminal record:-
Tribunale of Naples. 29-II-38. Wounding, assaulting and using insulting words. No prosecution as the complainant refused to prosecute.

During his youth LAURO sailed on the boats of his father, who at his death, left young LAURO three sailing ships used for transoceanic traffic. In 1921 LAURO founded the firm of Achille Lauro, shipowners. This firm owned many ships, the majority of which belonged to LAURO himself, and the rest to collaborators of his and to mercantile officers who were working for the firm.

In 1921 he bought a steam ship of 6,000 tons (S.S. Iris.) and at the same time he hired three big ships of the "Florio Company" (S.S. Ignazio, S.S. Giovanni and S.S. Vincenzo Florio,) and two more ships of the Peirce Company. (City of Messina and Giulia Peirce.)

The money that he earned from the management of these ships allowed him to buy more ships, so that in 1926 he was already the owner of six big ships. During the following years when the charges for freights were very low due to world depression, he took advantage of the situation to buy more ships at a low price. The money he made he was investing in these new purchases and also obtaining loans of money from the Banks. (Consorzio Sovvenzioni Industriali and the Banca d'America e d'Italia) He also obtained money from people who wished to invest money in shipping, because they thought shipping would improve and their investments become profitable.

In 1935 the Abyssinian war started and a general improvement in the amount of international freight to be carried by sea. At this time LAURO possessed about 160,000 tons of shipping, mostly large ships, and he took full advantage of the situation. Also his fleet was called upon to transport large quantities of troops, vehicles, arms etc, to East Africa, and the ships used to return carrying smuggled goods.

In 1937 he is said to have made a large fortune out of using English money, and during the Spanish War he is said to have arranged for some of his ships to sink when at sea so that he could recover large sums of money from the Insurance Companies. As the result of these sinkings, several enquiries were held.

Between 1935 and 1940 LAURO'S fleet reached ~~the~~ the total of 50 ships, amongst which, 20 were of small or medium size. ~~Some of his ships have been lost during the present war.~~

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Between 1935 and 1940 LAURO'S fleet reached ~~between~~ the total of 50 ships, amongst which, 20 were of small or medium size. Many of his ships have been lost during the present war. It is said that LAURO used to receive strong financial support from an English firm, which was doing all LAURO'S business in England.

LAURO was in the Italian Royal Navy in the war of 1915-1918. He was head helmsman and was discharged as a Non-Commissioned Officer.

He joined the Fascist Party on 29-10-32, and has always shown devotion to the Fascist regime. He was in close relationship with Neapolitan and Roman political and financial authorities. He was made a Cavaliere del Lavoro, and became afterwards Consigliere Nazionale (National Councillor), then member of the Council of the Fascist Federation of Shipowners, member of the Corporation of Naples, and president of the Maritime section of the Council of the Corporation.

-2-

He largely financed Fascist enterprises and the "Overseas Exhibition" that was held for a few months in Naples in 1940.

LAURO is a very skillful and competent in maritime matters, but a very rude and grasping character. He was against National Councillor Tecchio, because for the purpose of making money, he tried to purchase from the I.R.I. (Istituto Ricostruzioni Industriali) the naval shipbuilding yards, "Navalmecanica" for 30 million lira.

During this war LAURO was in close touch with several officers of the German Navy, who attended many gay banquets given by LAURO.

For a long period he had as guests the entire Geering family in his villa at Posillipo.

LAURO is the owner of half of the shares of the S.E.M. (Neapolitan newspapers. Roma, Mattino and Corriere di Napoli.) that he bought from the Banco di Napoli in 1942 for 8,000,000 lira. ~~XXXXXXXXXX~~ Frignani, who was the director of the Banco di Napoli and very devoted to Mussolini, resisted the pressure of LAURO to sell him all the shares. But LAURO was able to get control of the papers for 10 years. This purchase was made by LAURO on behalf of Count Ciano, who in 1942 was not on good terms with Mussolini, and was buying up newspapers to enable him to control the press, make propaganda on his own behalf, so that he could attempt at the right moment to overthrow Mussolini, taking his place himself. It is known that through LAURO, Count Ciano was investing part of his wealth.

During the last 20 days of the German occupation, he remained shut inside his house. After the Allied occupation he went to his villa at Sorrento. Arrested he was sent to Poggioreale Prison. When he said he was sick he was confined to his own house and people in Naples said that this special way of handling LAURO was due to the fact that he was protected by high American Officer at the H.Q. 5th Army. He was then sent to an Internment Camp where he is still detained.

In the Neapolitan circles it is believed that sooner or later LAURO, with the aid of his vast and influential friends in the political and financial Anglo-American world, will be able to get out of internment.

He is a very shrewd, careful and ambitious person and is willing to sacrifice himself to any party in order to fulfill his own political and financial ambitions. Therefore he ought to be considered, at the moment, dangerous from a political point of view. Also his release would cause a bad impression amongst the people of Naples, who believe there are many people still interned who would be less dangerous to release than LAURO.

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8. March 44.

An independent report made without reference to C.I.C. or F.S.S. Reports -

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECURITY BRANCH

REF : 3II.5/I40.

SUBJECT : Lauro Achille.

TO : Colonel Young Security Branch.

6 March, 1944.

Lauro Achille was born on June 19 1887 at Piano di Serrento, Napoli. Prior to his arrest he resided at Via dei Mille 40, Napoli. He was in the Business as a shipbuilder and in the course of his commercial activities was closely associated with fascist Commercial and Industrial organizations and held the following offices:

I. Consigliere Nazionale (Camera dei Fasci e delle Corporazioni) in the capacity as Shipbuilding and Maritime Expert.

2. He was an effective member of the "Corporazione del mare e dell'aria" representing the shipping and transport industries.

General enquiries among persons quite unprejudiced and disinterested including very reliable neutral opinion show that Lauro was:

a. One of the best and most efficient shipbuilder and transport organisers in Italy.

b. A man that would put on any kind of coloured shirt, if it would help his business. He seems to have been a fascist not because he was ideologically sold on fascism but because it was good business to be in with the Government and so exercise some influence on state contracts and enterprises. He made a great deal of money on Government contracts during the Abyssinian Campaign.

3. He is said to have been a hard driver of his employees and quite unscrupulous in some of his business dealings. Rumors have it that he would insure ships for very high amounts, send them out and fix their sinking so as to collect the Insurance.

4. He is said to be personally a not too well educated and very boisterous individual. He liked to brag about his money, success and influence and loved publicity. He spent his money freely for public organizations of sports etc. He was president of the Naples Football association.

5. It would appear then that Lauro is just a keen, active business-man with not too much ethical and social finesse, but a thorough knowledge of shipping and shipbuilding and owner of a well organized and useful industry at a time when his government was advancing.

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5. It would appear then that Lauro is just a keen, active business-man with not too much ethical and social finesse, but a thorough knowledge of shipping and shipbuilding and owner of a well organized and useful industry at a time when his government badly needed shipping. It seems that he owes his subsequent advancement in Fascist commercial spheres to this fact rather than to any Party affiliations.

6. When he was arrested some friends of his made the statement that "They want keep Lauro in long because he has some very influential business friends in England". It is believed that his release would have some considerable bad effect on such people who would say "If you have money and friends you can also fix the Allies".

7. I have not found any evidence that he had more to do with the Germans than good business interest.

Carl E. Fehr

Carl E. Fehr
Lt. CMP. Security Branch ACC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
SECURITY BRANCH

REF: 311.5/140

SUBJECT: Lauro Achille

TO: Colonel Young Security Branch

Lauro Achille was born on June 19 1887 at Piano di Sarrento, Napoli. Prior to his arrest he resided at Via dei Mille 40, Naples. He was in the Business as a shipbuilder and in the course of his commercial activities was closely associated with fascist Commercial and Industrial organizations and held the following offices.

1. Consigliere Nazionale (Camera dei Fascisti Delle Corporazioni) in the capacity as Shipbuilding and Maritime Expert.

2. He was an effective member of the "Corporazione del mare e dell'aria" representing the shipping and transport industries.

General enquiries among persons quite unprejudiced and disinterested including very reliable neutral opinion ~~show~~ ^{show} that Lauro was a ~~man~~ ^{person}.

3. One of the best and most efficient shipbuilder and transport organizers in Italy.

4. A man that would put on any kind of ~~coloured~~ ^{coloured} shirt, if it would help his business. He seems to have been a fascist not because he was ~~known~~ ^{known} sold on fascism but because it was good business to be in with the Government and so exercise some influence on state contracts and enterprises. He made a great deal of money on Government contracts during the Abyssinian Campaign.

5. He is said to have been a hard driver of his employees and quite unscrupulous in some of his business dealings. Rumors have it that he would insure ships for very high amounts, send them out and fix their sinking so as to collect the Insurance.

6. He is said to be personally a not too well educated and very ~~business~~ ^{business} individual. He liked to brag about his money, success and influence and loved publicity. He spent his money freely for such public organizations of sports etc. He was president of the Naples Football association.

7. It would appear then that Lauro is just a keen, active business-man with not too much ethical and social ~~firmness~~ ^{firmness}, but a thorough knowledge of shipping and shipbuilding and a good organized and useful industry at a time when his government badly needed shipping. It seems that he owes his subsequent advancement in Fascist commercial spheres to ~~his~~ ^{his} this fact rather than to any Party affiliations.

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I. Consigliere Nazionale (Camera dei Fascisti delle Corporazioni) in the capacity as Shipbuilding and Maritime Expert.

2. He was an effective member of the "Corporazione del mare e dell'aria" representing the shipping and transport industries.

General enquiries among persons quite unprejudiced and disinterested including very reliable neutral opinion ~~show~~ show that Lauro was: ~~a-aa~~

A. One of the ^{best} and most efficient shipbuilder and transport organizers in Italy.

B. A man that would put on any kind of ^{coloured} ~~coloured~~ shirt, if it would help his business. He seems to have been a fascist not because he was ~~in~~ sold on fascism but because it was good business to be in with the Government and so exercise some influence on state contracts and enterprises. He made a great deal of money on Government contracts during the ~~abandonment~~ Campaign.

3. He is said to have been a hard driver of his employees and quite unscrupulous in some of his business dealings. Rumors have it that he would insure ships for very high amounts, ~~send them out and~~ fix their sinking so as to collect the Insurance.

4. He is said to be personally a not too well educated and very ~~business~~ individual. He liked to brag about his money, success and influence and loved publicity. He spent his money freely for such public organizations of sports etc. He was president of the Naples Football association.

5. It would appear then that Lauro is just a keen, active businessman with not too much ethical and social finesse, but a thorough knowledge of shipping and shipbuilding and a good organized and useful industry at a time when his government badly needed shipping. It seems that he owes his subsequent advancement in Fascist commercial spheres to this fact rather than to any Party affiliations.

6. When he was arrested some friends of his made the statement that "they won't keep Lauro in long because he has some very influential business friends in England". It is ~~believed~~ believed that his release would have some considerable bad effect on ~~the~~ people who would say "If you have money and friends you ~~can~~ also fix the allies."

7. I have not found any evidence that he had more to do with the Germans than good business.

Carl E. Fehr
Lt. CFP.
Security Branch ACC.

6 Mar. 44.

Infected

HEADQUARTERS.

ALLIED CONTROL COMMISSION.

SECURITY BRANCH.

28th February, 1944.

Subject:- Achille LAURO.

To :- Colonel A.E. Young.

With reference to the above-named man, I have to-day received the attached report from Major Arnold, G-2, P.B.S., regarding LAURO. It is believed that even further information can be obtained, if required, from the 312th F.S.S. in Naples.

Richard L. Lewis
Captain.

CONFIDENTIAL

C.I.C. DETACHMENT
PENINSULAR BASE SECTION
A.P.O. 782

CASE NO. PSN 186-e

28 February 1944

EPGBI

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: LAURO, Achille.

RE : Reasons for internment.

1. Under instructions from Major Arnold, this report has been prepared as a recapitulation of previous reports regarding LAURO. On 9 November 1943 the 312th F.S. Section, in conjunction with the C.I.C. Detachment, P.B.S., arrested Subject for reasons of security.

2. The files of C.I.C., P.B.S., contain the following information concerning LAURO:

Achille LAURO, born June 19, 1887 at Naples, the son of the late Gioacchino and of the late Lauro Capero; married, 3 children.

Considered by all sources to be a shrewd, calculating person with few scruples. He is one of the richest men in Italy.

A Knight of the Order of the Crown of Italy and a Knight of Labor, he served in the Royal Navy with the rank of Chief Quartermaster. At the time of the war between Italy and Abyssinia, LAURO procured and armed ships in very poor condition, insured them, for large sums and reaped a tremendous profit when they "mysteriously" sank. He is said on good authority to have been aided in this venture by Admiral Arturo Ciano, uncle of the ex-Foreign Minister, whom he recompensed handsomely.

Mussolini's son-in-law and Foreign Minister Galeazzo Ciano afforded LAURO particular privileges as a shipowner during the Abyssinian War, for which he was duly recompensed, as well as going into silent and lucrative partnership with LAURO and others in the notorious World Exposition known as "E.42" which never opened and which, as a matter of fact, was never even built.

Having become a millionaire, he built himself a fine fleet of 46 vessels. Again aided by Minister Ciano, he also managed to buy up half the shares of the Societa Editrice Meridionale, which controls the local papers "Il Mattino", "Il Roma", and the "Corriere di Napoli". He has gone into other industries and has bought landed property to the value of several million ¹/₄ lira.

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A member of the Fascist Party since October 29, 1932 and professing more or less socialistic ideals, his wealth appears to have given birth to half hearted political ambitions and his political positions to more wealth. He has been a National Counsellor (corresponds to congressman in the Fascist government), a member of the Council of the Fascist Federation of Ship Charterers and of the Council of Corporations of Naples, as well as President of the Maritime Section of the same council. He was an adversary of Tecchio, an ex-National Counsellor, because Tecchio was president of the I.R.I. Naval Shops which LAURO attempted to acquire at a price of 30,000,000 lira.

He spent lavishly to ease his affairs through political channels. For example, he gave an Easter Day reception at the time when Marziale, a known Fascist, was Prefect of Naples, offering his guests candy eggs in each of which there were gifts of considerable value. The ex-Prefect's wife and the wife of the then Federale, Dr. Saraceno, each received a cut diamond as a present.

In 1942 when German Minister Goering's wife came here for mud baths at Agnomo, he was invited to offer her, and did in fact offer her, his villa at Possilipo which he refurbished for the occasion at considerable personal expense. As a reward for keeping Mrs. Goering happy for her month and a half stay, he was personally conferred the Order of the German Eagle by Minister Goering. During the above mentioned month and a half period, Ribbentrop was a guest of his for 2 days.

In addition to his villa at Possilipo, he owns another villa at Rione Amadeo and seems to have some interest in the villa Volpicelli on the Posilipo descent where his mistress lives by whom he had one of his three children, a fifteen year old boy. Since the arrival of Allied troops in Naples, it appears he has taken refuge in Massa di Sorrento.

3. According to the files of the 312th F.S., during the years of 1939-40, LAURO had as one of his business interests the exporting of opium to the Japanese, who were using this drug to cause moral degradation and physical weakness among the Chinese people.

At the time of the Allied landing, the report got out that the Fifth Army was in a shaky position. LAURO therefore decided to back the Germans whole-heartedly. Using the claim that he was a great friend of the Goerings, Subject presented himself to Colonel SCHOLL, producing letters and photographs to substantiate his intimacy with the Goerings. By this time, the Badoglio government had issued an order for LAURO's arrest. Colonel SCHOLL immediately suppressed the order.

But when the Allied advance was imminent, LAURO refused to leave Naples with the German high command. Subject made overtures of friendship to the Liberals, but was rejected by Croce. The Communists also refused to defend him.

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Contrary to LAURO's claims, he is persona non grata both to British military intelligence authorities and to the British Navy. British naval authorities concurred with the 312th Field Security Section's decision to intern Subject.

4. (a) Subject has repeatedly protested that he suffers from angina pectoris and that his health is such that detention in prison would seriously endanger his life. Examination of LAURO by Major McMullen, Commanding Officer, 5th General Dispensary, revealed no evidence of heart disease or abnormal blood pressure. (Source: C.I.C., P.B.S.)

(b) Since LAURO has been at P.W. 371, he showed on one occasion symptoms of a serious heart attack. Examination of Subject on the following morning revealed no abnormal symptoms. The medical authorities of P.W. 371 are of the opinion that LAURO may have used drugs to induce simulated heart disease. (Source: 312th F.S.S.)

5. Conclusions:

By his previous association and work Subject has shown himself to be a Germanophile and an active leader and organizer in Fascism. Nothing has transpired since LAURO's arrest to change the recommendation made by 312th F.S. and C.I.C., P.B.S., that he be interned for the duration of the war, as representing a danger to the security of the Allied military forces.

APPROVED:

Nicholas A. Fortunato
NICHOLAS A. FORTUNATO

Special Agent, C.I.C.

Chief, Investigations Section

John L. Martin
JOHN L. MARTIN

Special Agent, C.I.C.

DISTRIBUTION:

G-2, P.B.S. (2)

C.I. Section (1)

F.S.S. (1)

File (1)

26 2 44

Date _____

Supplement

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✓ ~~Chief of Staff~~	
Vice Chief of Staff	
Public Relations Officer	
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Military Section	
Political Section	
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