

Declassified E.O. 12356 Section 3.3/NND No. 185021

Shipping File

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/147/1203  
'J. '45

OFFICE OF AFG. LIAISON OFFICER  
c/o WCP - NAVY 137  
PALERMO-SICILY

NO/L/ACB

3 Nov. 1940

To : U.S. Allied Commission, APC 264  
(for transportation c/o).

Subject: salvage of sunken ships.

1. A request has been received from the firm Siddepe  
suspect agents' of Catania for authorization to salvage a  
ship which lies near Gela.

2. The above firm have been requested to supply further  
information regarding this ship.

3. May we please be advised regarding the proper  
authority to which these requests should be submitted.

A.C. MacCHETTI, Lt. Col.  
A.C. L.C., Sicily.

*Chief Clerk  
attach to file  
on this subject*

Ref: 5004/17/10

12 November 1945 *LK*

SUBJECT: Salvage Policy in Italian Waters

TO : Navy Subcommittee

1. Reference your MSC/3-12 of 22 Oct 45.
2. It is regretted that Allied Commission is not in a position to assume responsibility for the control of non-operational salvage in Italian waters.
3. It is suggested that this responsibility might be assumed by the Italian Ministry of Marine.

J. H. MCCLARY  
Lieut  
Brigadier  
Executive Commissioner

Copy to: *Administrative*

5 November 1945

TO: Executive Commissioner

Reference Folio 41. The Campbell Committee, as you point out, has been dissolved, and the Mediterranean Shipping Board itself (MSRB), of which it was a sub-committee, is expected to disappear about 1 December. Thereafter, the functions of MSRB will develop upon the newly-formed Rose Shipping Committee.

There appear to be three possible alternatives "parents" to a Non-operational Salvage Committee such as the Campbell Committee visualized:

- (1) Allied Commission. It does not seem as if AG's life is likely to be long, and only the Navy Sub-Commission could produce the technical personnel with salvage knowledge; certainly this Sub-Commission cannot. Navy Sub-Commission, however, say that they cannot take on the extra responsibility. 12/18
- (2) Italian Ministry of Marine. This seems a better solution, but possibly the salvage of Allied ships may not get its due priority in this case.
- (3) Rose Shipping Committee. There seems no reason why the Rose Shipping Committee, on which are represented M.T. SA, Italian Ministry of Marine, A.C., etc. should not have a Salvage Sub-Committee, and this seems the best solution and is recommended. Commander-in-Chief, Mediterranean,

5 November 1945

TO: Executive Commissioner

Reference Folio 41. The Campbell Committee, as you point out, has been dissolved, and the Mediterranean Shipping Board itself (MSBO), of which it was a Sub-Committee, is expected to disappear about 1 December. Thereafter, the functions of MSBO will develop upon the newly-formed Rome Shipping Committee.

There appear to be three possible alternative "parents" to a Non-operational Salvage Committee such as the Campbell Committee visualized:

- (1) Allied Commission. It does not seem as if AG's life is likely to be long, and only the Navy Sub-Commission could produce the technical personnel with salvage knowledge; certainly this Sub-Commission cannot. Navy Sub-Commission, however, say that they cannot take on the extra responsibility.
- (2) Italian Ministry of Marine. This seems a better solution, but possibly the salvage of Allied ships may not get its due priority in this case.
- (3) Rome Shipping Committee. There seems no reason why the Rome Shipping Committee, on which are represented IT, US, Italian Ministry of Marine, A.C., etc. should not have a Salvage Sub-Committee, and this seems the best solution, and is recommended. Commander-in-Chief, Mediterranean, could be represented on such a Sub-Committee by Staff Salvage Officer, FOLL, as suggested at Folio 40.

P-3 1

F.D.G. HUGHANAN, Colonel  
Acting Director  
Transportation Sub-Commission

1645

Declassified E.O. 12356 Section 3.3/NND No. 985021

XFL/ab

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Tele : Ext. 318

25 October 1945

AD/24/35/TN.3.

SUBJECT : Salvage of American Ships Sunk in Italian Waters

TO : War Shipping Administration, Rome

1. The attached letter from the firm of Pietro Cidonia is passed to you, as your Administration may be interested in the proposals made.

For the Director

*W. J. L. L...*  
W. J. L. L...  
Major

1257

TRANSLATION

SA/lr

No. 5206

Rome 19 Oct. 45

SUBJECT : American Ships sunk in the Italian sea ports.

TO : Transportation Sub-Comm. AC Rome

The Firm Pietro Cidonio request the Allied Commission to recuperate the American ships sunk in the Italian ports together with their load with the formula "no cure no pay" or with other forms which you suggest or if you prefer to negotiate with the concerned authorities for the purchase of the above mentioned ships and their load.

Hopeful to receive a reply.

IMPRESA PIETRO CILONIO

1266



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12/80

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- 2. ...

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1285  
 Ufficio di collegamento  
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*[Handwritten signature]*

ETTORE BASSANI

Viale Paroli 25 Tel. 872-094

Rome October 20th 1945

SUBJECT : Sea Transport, Civitavecchia - Genoa.

TO : Transportation Sub-Commission  
Rome

The Italian firm 'Rimorchi e Salvataggi Foschi e C. Civitavecchia, had recovered its tug 'Domenico' sunk in the harbour of Civitavecchia.

Only the engine was saved, namely the boiler of about 20 Ton weight, and the engine which is completely taken apart and put on the quay.

In order to use the engine on a new hull which must be built in a Ligurian Ship-Yard and so have the advantages of the provisions regarding the refitting of ships recovered, it is necessary to transfer the engine and boiler to Genoa.

This movement is only possible by sea, and therefore we beg you to authorize to load our engine and boiler on board some ship leaving Civitavecchia and bound for Genoa.

We inform you that in the port of Civitavecchia there are means for loading the boiler on board a ship.

Hoping that our request will meet due consideration, awaiting your reply.

Believe me

Yours faithfully

*Ettore Bassani*  
Captain Ettore Bassani

Viale Paroli 25 Rome Tel. 871094

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10. Gli Stati Uniti hanno sempre voluto una politica di  
libera circolazione del dollaro nel mondo, e la nostra politica, con  
gli altri paesi, è sempre stata di favorire l'uso del dollaro.

Alle origini del nostro sistema di relazioni internazionali, le nostre  
politiche erano di favorire l'uso del dollaro in ogni parte del mondo,  
e di assicurare la libertà di circolazione del dollaro in ogni parte del mondo.

La nostra politica è sempre stata di favorire l'uso del dollaro in ogni parte del mondo,  
e di assicurare la libertà di circolazione del dollaro in ogni parte del mondo.

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1651

Tel. 534

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

NPL/lmr

12 October 1949

KC/526/32/Tn.3

SUBJECT : Salvaging of "Montebello".  
TO : Public Safety S/C.

1. Reference attached letter from Ministry of Marine, which is passed to you for information.

2. A request has been passed to Ministry to make an application through Ministry of Interior to your Sub-Commission for permission to travel.

For the Director :

*M. P. Laraman*  
M. P. LARAMAN  
Major S.S.

1009  
Lai

Marine Corps  
Office Técnico -  
Rearm

Riferimenti dispacci 3862/ST2 - 3744/VT2  
3748 - rispettivamente in data 0 - 2 - 2 OTB  
La procedura da seguire è la seguente:

- 1) richiesta amministrativa all'ambasciata  
al Ministero degli Interni ed a sua volta  
al centro del "Public Safety Sub-Commission"  
AC-44 - con gli allegati
- 2) una copia in formato del "subcomissione"  
di una traduzione completa dell'intero  
documento per il "subcomissione" con  
una traduzione di tutto il documento  
di tutto il documento

Stavits - H101 1281



*Divisione della Comandante*  
MARINA MERCHANTILE

*Lunedì 2 ottobre 1951*

LA SOCIETA' DI ASSICURAZIONE  
MARITTIMA ITALIANA  
SOCIETA' ITALIANA

*3444*

Quanto : Pfo "ONTENBELLO" - Arrivato a Pantelleria

Il pfo "ONTENBELLO" si trova a Pantelleria, ammassato e sequestrato.

Per poter decidere se convenga o meno il suo recupero, la ditta armatrice Carlo Martinolich e P.O. desidererebbe inviare a Pantelleria un tecnico di sua fiducia accompagnato dal Direttore della Società e da un rappresentante di Imprese di Salvataggio, per accertarsi sulle reali condizioni in cui attualmente la nave si trova e sulle possibilità e convenienze del salvataggio.

Questo Ministero sarebbe grato alla AC se volesse autorizzare il sopralluogo nonché il passaggio dal Continente a Pantelleria con alcuni alleati, a favore delle tre persone suddette delle quali si fa riserva di indicare i nominativi.

P. IL MINISTRO

Fco RAIANO

*Capo Com. Cont. Ton.*

*1200*

TRANSPORTATION

18/11

32

Ministry of the Navy  
Merchant Marine

EX-104 -UI/s

Subject: S.S. "Vandellio"

To: Transportation B.C.  
Government Buildings

100-33

The S.S. Vandellio is damaged and sunk at Durrholtera.  
To decide whether it is worthwhile to recuperate the ship, the Carlo Bartolotta Co., could like to send a technical specialist, the Director of the company and a representative of a salvaging company to ascertain the condition and the convenience of recovering the ship.

This Ministry would be grateful if the A.C. authorities the inspection and the passage from the continent to Durrholtera, with all the transportation, of the three persons which we reserve to save the wreck.

For the Minister  
S. I. M. M. M.

*I will speak  
to Public Safety  
on Monday*

Capt. Losi

1250

Please speak to M/Manne

Channel is

i M/Interior to Public Safety, etc  
for permission

ii In E/c will help with 526  
transport into. etc



1655

Tel: 534

HEADQUARTERS AIR FORCE COMMISSION  
A/C 294  
Transportation Sub-Commission

File  
STL/11

AC/523/11/107

15 October 1951

SUBJECT : Inspection of "Corso Toussier" in France  
TO : Public Safety S/P.

1. Reference attached letter from Ministry of Marine, which is passed to you for information.
2. A request has been passed to Ministry to make an application through Ministry of Interior to your Sub-Commission for permission to travel.

For the Director:

*L. Chandra*  
Major S.P.

FILE  
31

Col. 15c

United States Army  
Transportation Administration

01/27/57

10 October 1957

TO : SAC, [illegible]

FROM : [illegible]

The attached letter from the Ministry of Defense is passed to you, as you may be able to arrange for it to be transmitted through your local officials. Similar competent information may also be obtainable from the same source regarding the possibility of this ship being refitted.

For the Director :

*[Signature]*  
Major [illegible]

TRANSLATION

AS/lmr

N. 3616- NT/2

SUBJECT : S/S "Bucintoro" sunk at Porto Lago  
(Island of Lefos) (Aegean sea)

TO : Transportation Sub-Commission.

The S/S "Bucintoro" had a collision in Sept. 1943 with the S/S "Ugo Piorello" and was put in repair. During the work in dry dock it was hit in an air raid and together with the dock it was sunk, showing a little above the water.

The owning firm "Salvagno Anonima Navigazione" has been informed, but not precisely that the conditions are good; the firm, not being it possible to do it personally has asked our Ministry to send the following message to the Captain who has remained to guard the ship.

"Indicate exact position ship and if there are means on hand to float it-if impossible indicate means necessary in any way it would be necessary prepare ship proceed own means".

The firm furthermore informs us that together with Captain on the spot is all the ships staff to which the Company would like to send some funds.

This Ministry begs the A.C. to take interest in the question, for the transmitting of the message by telegraph and to send the money, for which last we would appreciate information regarding the procedure.

FOR THE MINISTER

sgd illegible

Attività di Intelligence

Attività di Intelligence

10/10/1953

1. ATTIVITÀ DI INTELLIGENCE: ATTIVITÀ DI INTELLIGENCE

2. ATTIVITÀ DI INTELLIGENCE: ATTIVITÀ DI INTELLIGENCE

La presente attività di Intelligence è stata svolta in conformità con le disposizioni del regolamento di cui all'articolo 1 del decreto del Presidente della Repubblica n. 170 del 18/2/1953, e con le disposizioni del regolamento di cui all'articolo 1 del decreto del Presidente della Repubblica n. 170 del 18/2/1953, e con le disposizioni del regolamento di cui all'articolo 1 del decreto del Presidente della Repubblica n. 170 del 18/2/1953.

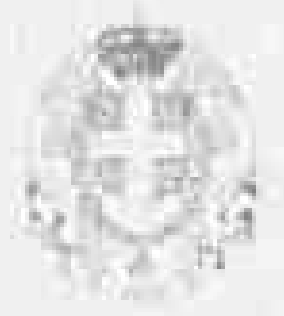
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Ministero delle Attività Marittime  
MARINA MERCANTILE  
DIREZIONE CENTRALE  
VIA S. GIOVANNI BATTISTA, 15 - 00187 ROMA

*Linea 2 ottobre 1944*  
LA ALLIATA PER IL MEDITERRANEO  
TRANSPORT SERVICE SOCIETY  
OCEANIC SHIPPING  
= R O A =

*3748*

OGGETTO : Pfo "CORSO FUGIER" - Affondato nel  
Firoo -

Il pfo "CORSO FUGIER" trovavasi dal  
giorno 10 ottobre 1944 affondato nel porto  
del Firoo.

L'armatore desidererebbe inviare sub-  
bito sul posto il suo Capitano d'armamento,  
allo scopo di rendersi esatto conto delle  
condizioni della nave e della possibilità di  
ricupero.

Questo Ministero sarebbe pronto alla  
AC se volesse autorizzare il sopralluogo e  
concedere un passaggio per la Grecia a favore  
del Capitano d'armamento Sig. Innocenti  
Mario di Filade e di Cognome Giacomina, nato  
a Giomarina il 20 aprile 1908, residente a  
Giomarina-Via S.occo, 1 (India d'Isa), im-  
scritto alla Matricola n. 4009 del Comparti-  
mento Marittimo di Portoferrajo.

P. IL DIRETTORE

ETOPALLANT 1286

*Cohen Coast Line*

1660

TRANSLATION

43/83 2/7\*

SUBJECT :- S/S "CORSO FOUJIER" sunk at Pireo.

From the 10 October 1944 the S/S CORSO FOUJIER in the Port of Pireos sunk.

The owner would like to send to the place the "Capitano d'Armamento" in order to find out the exact conditions of the ship and the possibility to recuperate it.

The Ministry would be grateful to the U.S. if it would authorize the inspection permitting Capt. Innocenti Mario of Pireae and Signini Giacomo born in Nio Marina on the 20 April 1908 and living in Nio Marina Via San Rocco 7 (Isola d'Elba) member of the Compartimento Marittimo di Portoferraio with the No. 4002.

For the Minister  
and illegible

1253

26

1661

TRANSMISSION

ASX1

N. 1912-10-2

Subject: S/S "Subintore" sunk at Porto Lugo  
(Island of -eros) (2200000 2000)

To: Transportation S/S

dry

The S/S "Subintore" had a collision in Sept. 1943 with the S/S "Ugo Fierelli" and was put in repair. During the work in dock it was hit by an air raid and together with the dock it was sunk, showing a little above the water.

The owning firm "Salvagno Abbonata Navigazione" has been informed but not precisely that the conditions are good; the firm not being it possible to do it personally has asked the Ministry to send the following message to the Captain who has remained to guard the ship:

"Indicate exact position ship and if there are means on hand to float it-if it possible indicate means necessary in any way it would be necessary prepare own procedure own means".

The firm furthermore informs us that together with Captain on the spot is all the ships staff to which the Company would like to send some funds.

This Ministry asks the I.C. to take interest in the question, for the transmitting of the message by telegraph and to send the money, for which last we would appreciate information regarding the procedure.

for the Minister  
and illegible

1279

526

1:534

HEADQUARTERS ALLIED COMMISSION  
ATC 394  
Transportation Sub-Commission

24  
FILE  
MFW/1

AC/526/29/Tn3

28 September 1945

SUBJECT : Schooner MB "Marisa"

TO : Direzione Generale  
del Ministero Marina Mercantile  
Ministro della Marina

1. The attached correspondence from Signor di Paolo together with a reply from Col. Floyd S Thomas is passed to you for the appropriate action. No further action can be taken by this Sub-Commission and doubtless the matter will be settled in the Italian Courts.

For the Director:

*W.P. Laplan*  
W.P. LAPLAN  
Major R.R. *ing*

1251



1663

HEADQUARTERS ALLIED COMMISSION  
APO 394  
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FINE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT M/E "MARISA"

No	Date	To	REMARKS	From
I	7/9/ 1945	Legal S/C	<p>The attached letter is passed to you for the appropriate action. This letter has been shown to Ministry of Marine, and must be taken before any action can be taken definite proof of the statement contained in the letter should be available. It is suggested that any document or legally certified document confirming the sale of the craft be required together with a legalized statement from the Tribunal to the effect that there is a case pending regarding the ownership of the craft. When this is established, Allied Commission should then approach Ministry of Marine with a request that any repairs etc. to the craft be suspended pending judgment. As this S/Commission is not competent to deal with the legal aspects of this claim it is passed to you and any advice in this case would be appreciated.</p>	To: S/C M.P. I...

1250

- 1) Any document or certified copy of document regarding the site
- 2) Statement from the Tribunal that there is a case to be judged regarding the ownership of the craft.

*James*

1665

Declassified E.O. 12356 Section 3.3/NND No. 185021

INTER OFFICE MEMO

May 27

Re: : 42/5/0/10/14 E

20 APR 1948

FROM : SAC, MEMPHIS (44-1987)

TO : SAC, CHARLOTTE

*all*

1. The following information was obtained from the  
Marilyn "Marilyn" Smith, 1240 1/2 1st Ave. S.W.,  
Atlanta, Ga.

By SA [Name]

*L. H. [Name]*  
[Signature]

1208

FILE

EXHIBIT

12/10

UNIT: [illegible]

at [illegible]  
via [illegible]

To: [illegible]  
Via: [illegible]

[illegible text]

[illegible text]

*position*

[illegible text]

1667

Declassified E.O. 12356 Section 3.3/RND No. 985031

26

Tel : 454

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

RFL/m1

Our Ref : AC/526/29/Ta.3

18 August '45.

SUBJECT : Wine Tanker "Lemco"

TO : Italian Ministry of Marine  
attn. Lieut. Marens

1. Reference this wine tanker which the Mediterranean Shipping Board-meeting held on 31 July directed should be employed by you to lift wine.

2. In view of the large tonnages of wine which are to be shipped during the coming months of August and September, as part of the essential commodities programme, please indicate how it is proposed this vessel should be employed.

3. It will be necessary for close co-ordination with all concerned, as the programme will include movement by schooners, coasters as well as this wine tanker. You will be kept informed of the vessels allocated by USA during the next 2 months.

For the Director :

*K.P. Laraman*  
K.P. LARAMAN  
Major R.E.

1218

*Copy to [unclear]*

Tel. 454

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

AMC/lr

AC/526/27/Tn.3

29 June 1945

SUBJECT : Sale of derelict Schooner "Sarina" at Trapani.

TO : Sig. Aureo Vito  
S.Vito Lo Capo, (Erice)  
TRAPANI

1. Receipt is acknowledged of your letter dated 18 May '45 on the sale of the above mentioned vessel on 17th Sept. '43.

2. The delay in replying is regretted but it has been difficult to trace any documents relating to this transaction. The only trace that can be found is a receipt numbered 01653 dated 17 Sept. '43, and signed by Lt. J. Taylor, C.A.O. Erice, for Lit. 25,000. A certified true copy of this is enclosed, and it is hoped that will fill your requirements.

For the Director :

G.B. GODFREY  
Major, I.R.

Encl. Certified Copy of receipt

1205

2/1/54

CONFIDENTIAL

SECRET

CONFIDENTIAL

CONFIDENTIAL

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CONFIDENTIAL

1. Facilitate examination in position of documents referred in  
activity.

SECRET

CONFIDENTIAL

2014 26 June 45

TO : AC Bureau, Att. 5/9  
Copy to : Good 23.

FROM: A/VIII/1573

Subject: See transcript of meeting held minutes - file-entire

Subject: See transcript of meeting held minutes - file-entire  
referred to the 12th Floor Corbett - Room -

1. The case of the Corbett of Room with letter of which we forward  
to you, regarding the 12th Floor Corbett. The case is assigned  
to you for the transcript of the 12th Floor Corbett. P. 10  
of the transcript.

1244

2. The case of the Corbett of Room with letter of which we forward  
to you, regarding the 12th Floor Corbett. The case is assigned  
to you for the transcript of the 12th Floor Corbett. P. 10  
of the transcript.

3. The case of the Corbett of Room with letter of which we forward  
to you, regarding the 12th Floor Corbett. The case is assigned  
to you for the transcript of the 12th Floor Corbett. P. 10  
of the transcript.

4. The case of the Corbett of Room with letter of which we forward  
to you, regarding the 12th Floor Corbett. The case is assigned  
to you for the transcript of the 12th Floor Corbett. P. 10  
of the transcript.

5. The case of the Corbett of Room with letter of which we forward  
to you, regarding the 12th Floor Corbett. The case is assigned  
to you for the transcript of the 12th Floor Corbett. P. 10  
of the transcript.

SECRET

Confidential

576

Copy in file 660



COMMERCIAL PIERCE

SECRET

18.11

17th June, 1945

... ..

To say you are all the same... ..

We are aware of the order that all... ..

... ..

... ..

... ..

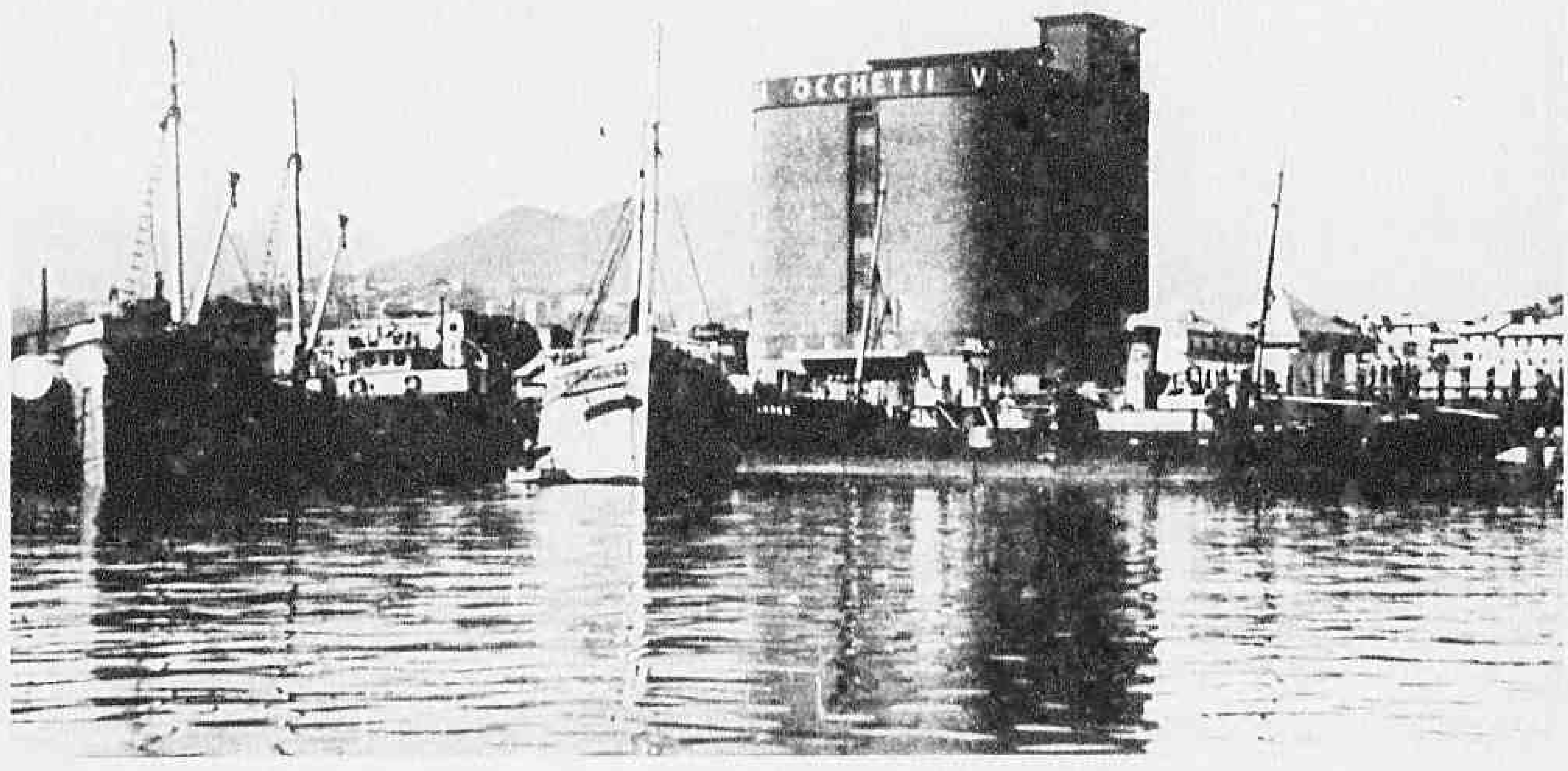
... ..

Yours faithfully,

18.11

1672

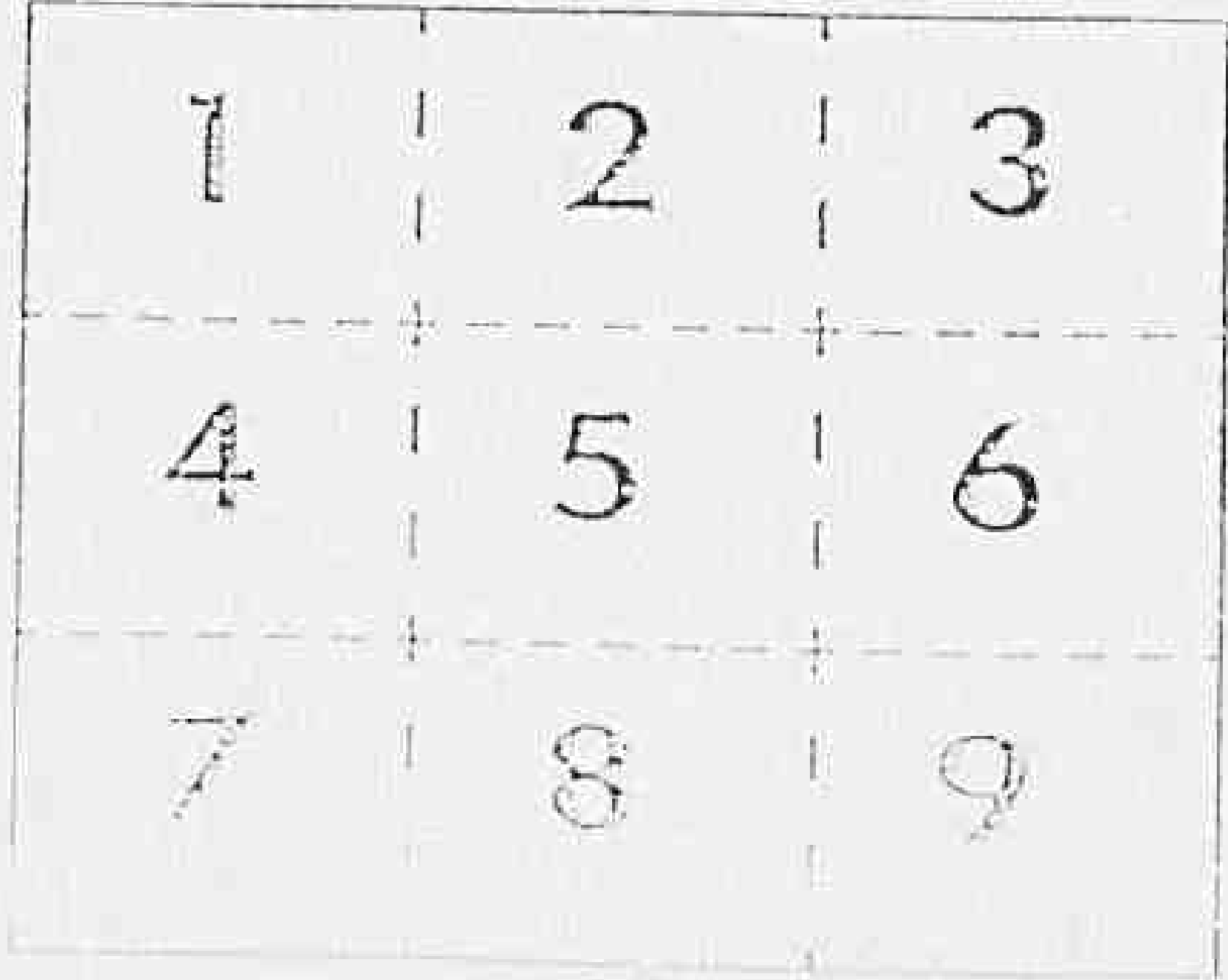
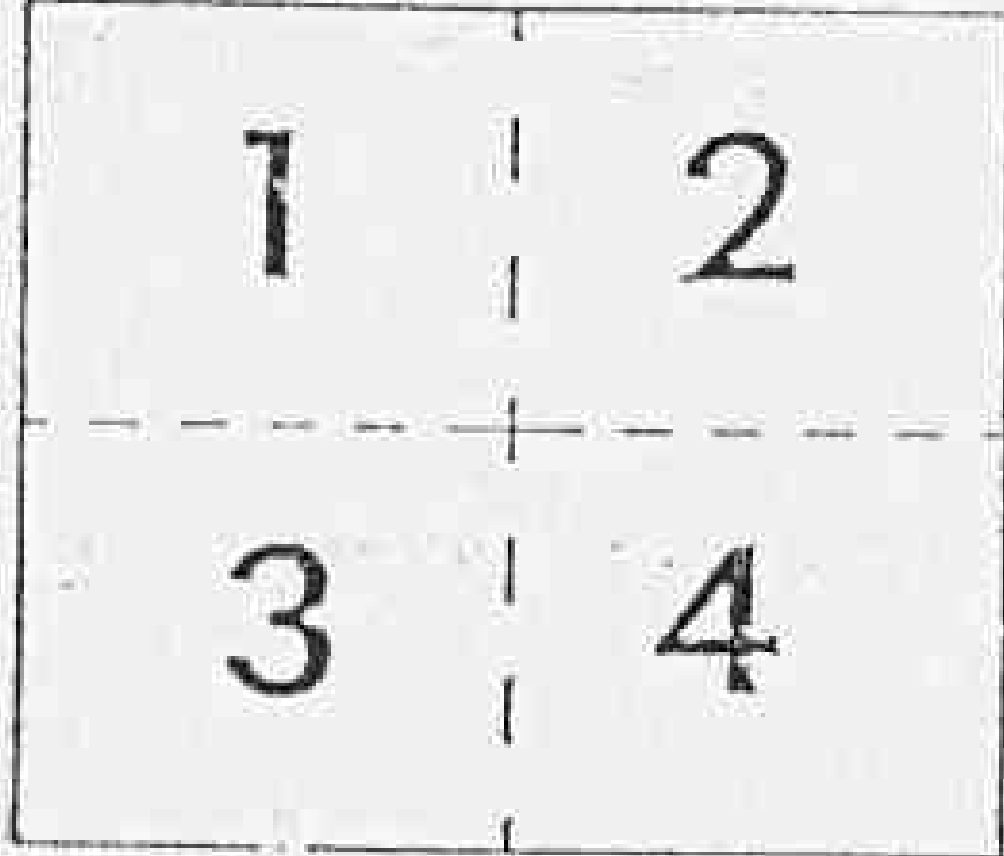
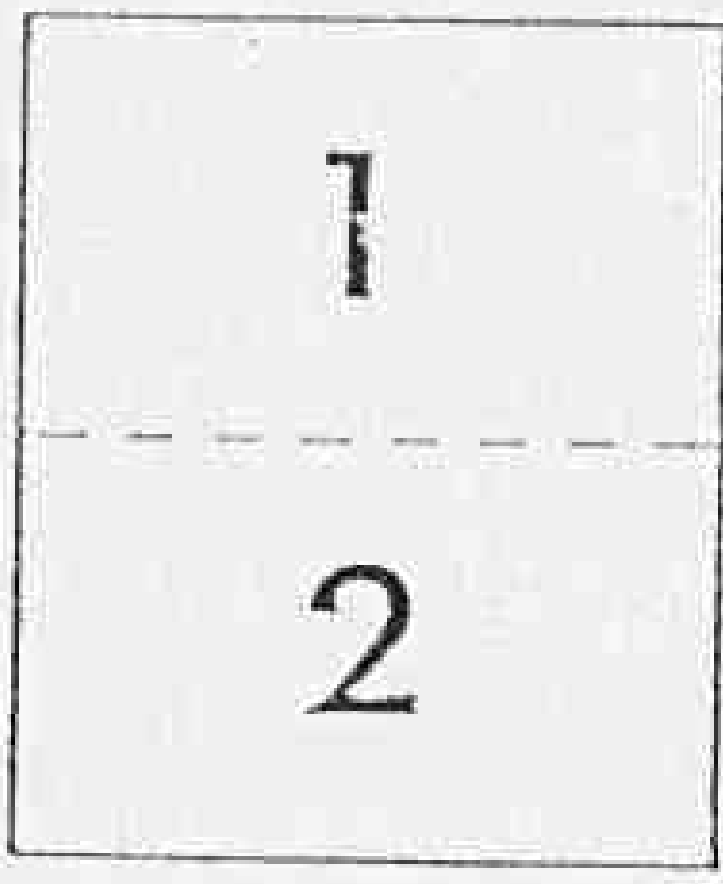
Declassified E.O. 12958, Section 3.4, (b)(7), (b)(7)(C)



1573

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

SEE DIAGRAMS BELOW.



# OCCHETTI PIETRO - VINI - GE

MEMBRO GRUPPO DELLE VASCHE NEGLI STABILIMENTI  
GENOVA - SAMPIERDRENA - GENOVA - PIEMONTE - PACHINO - GALLIARDO - MILAZZO - RIPOSTO - CASTELLAMARE STABIALE - NOVI-CITTA' VERE

DEPOSITO PORTUALE DI PACHINO (CONTABILITÀ CRISTALLI 1993-94)

1	2	3	4	5	6	7	8	9	10

INVENTARIO

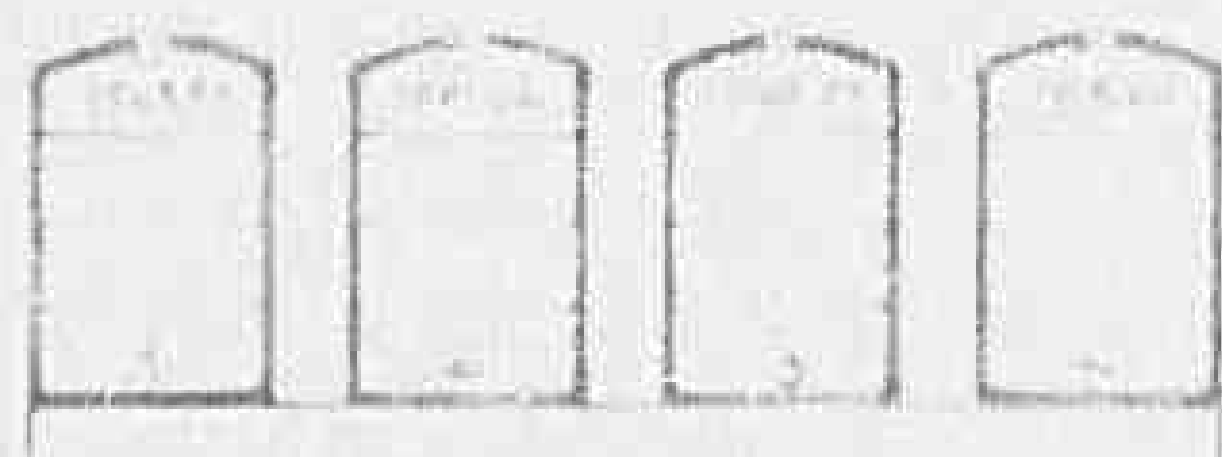
Varia Etich  
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S  
T  
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Y  
Z

1993-94

Rapporto: 4/10

## STABILIMENTO DI GENOVA - SAMPIERDRENA

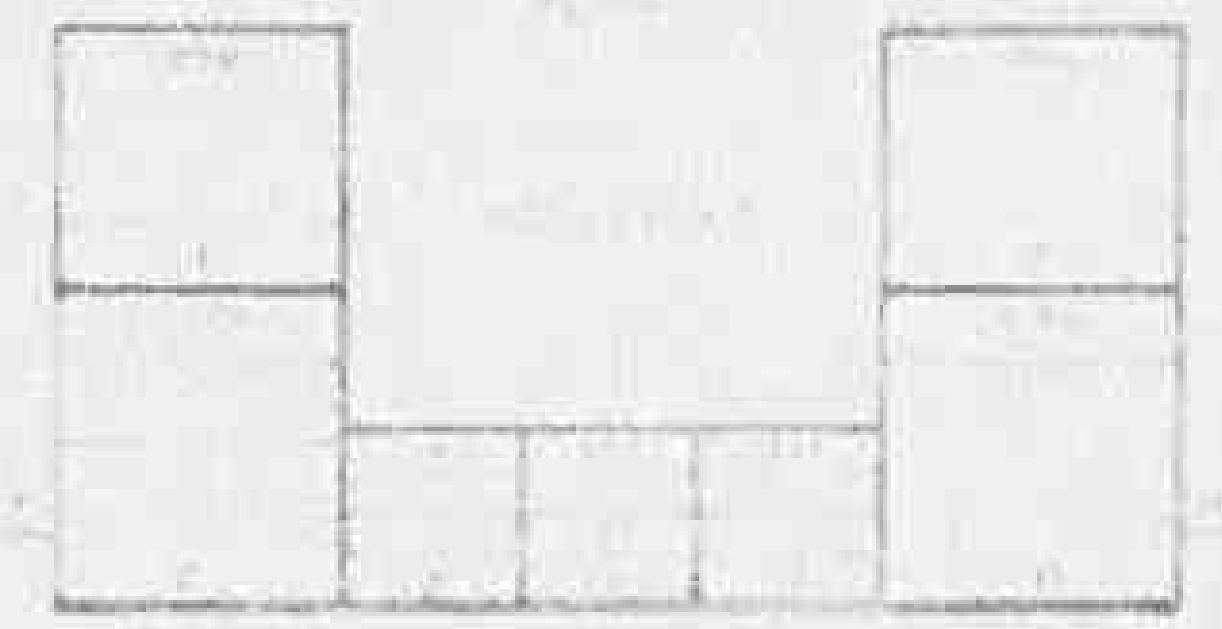

## DEPOSITO PORTUALE DI GALLIARDO



INVENTARIO

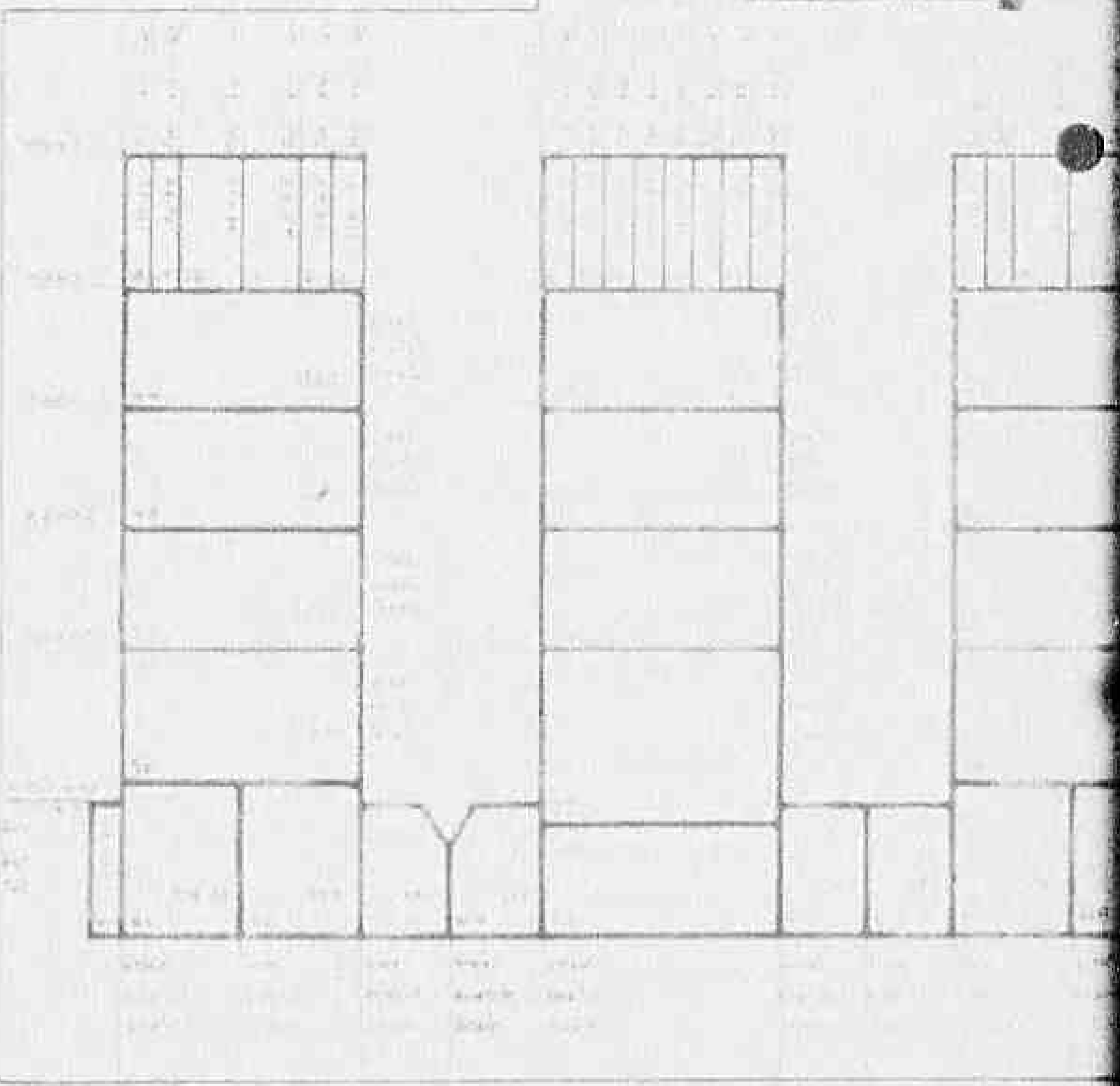
1993-94

## DEPOSITO PORTUALE DI MILAZZO



INVENTARIO

1993-94



## GENOVA - PONTE PARODI


## RIPOSTO


## DEPOSITO PORTUALE DI NOVI-CITTA' VERE

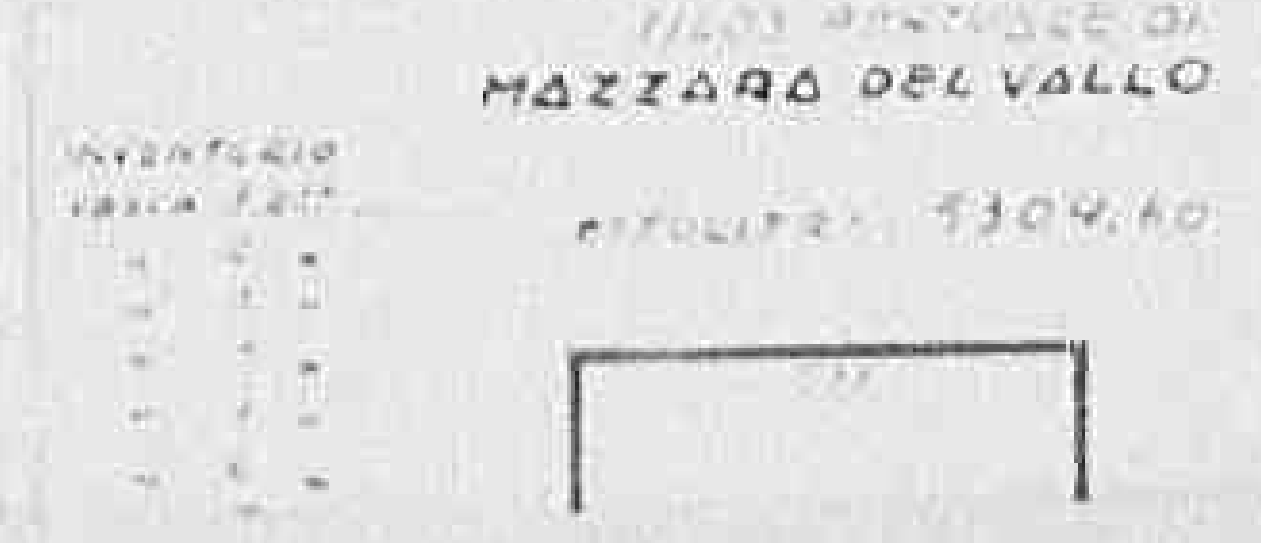
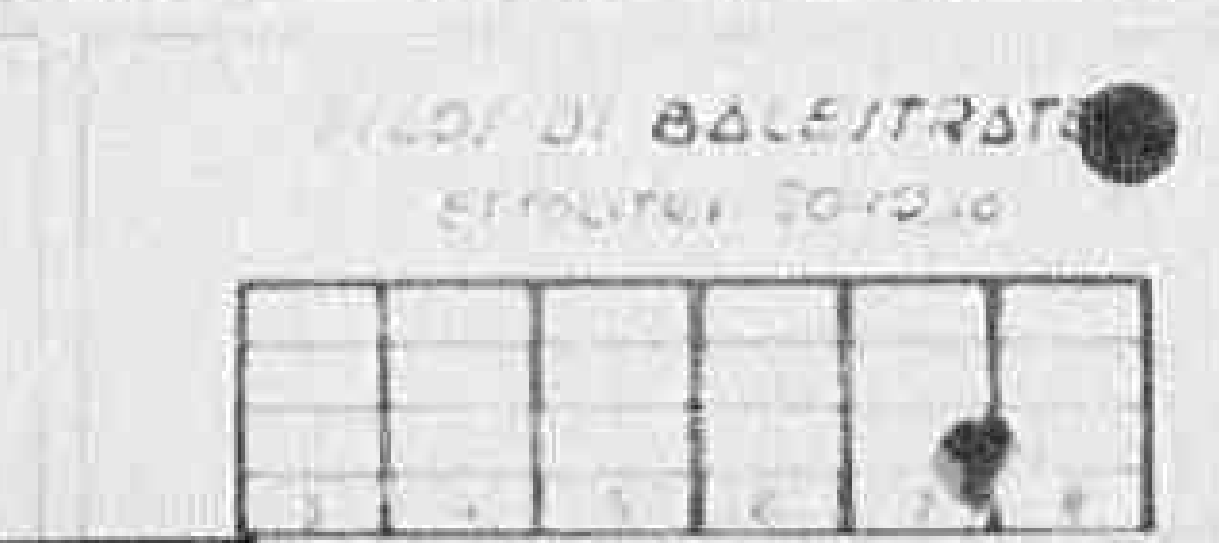
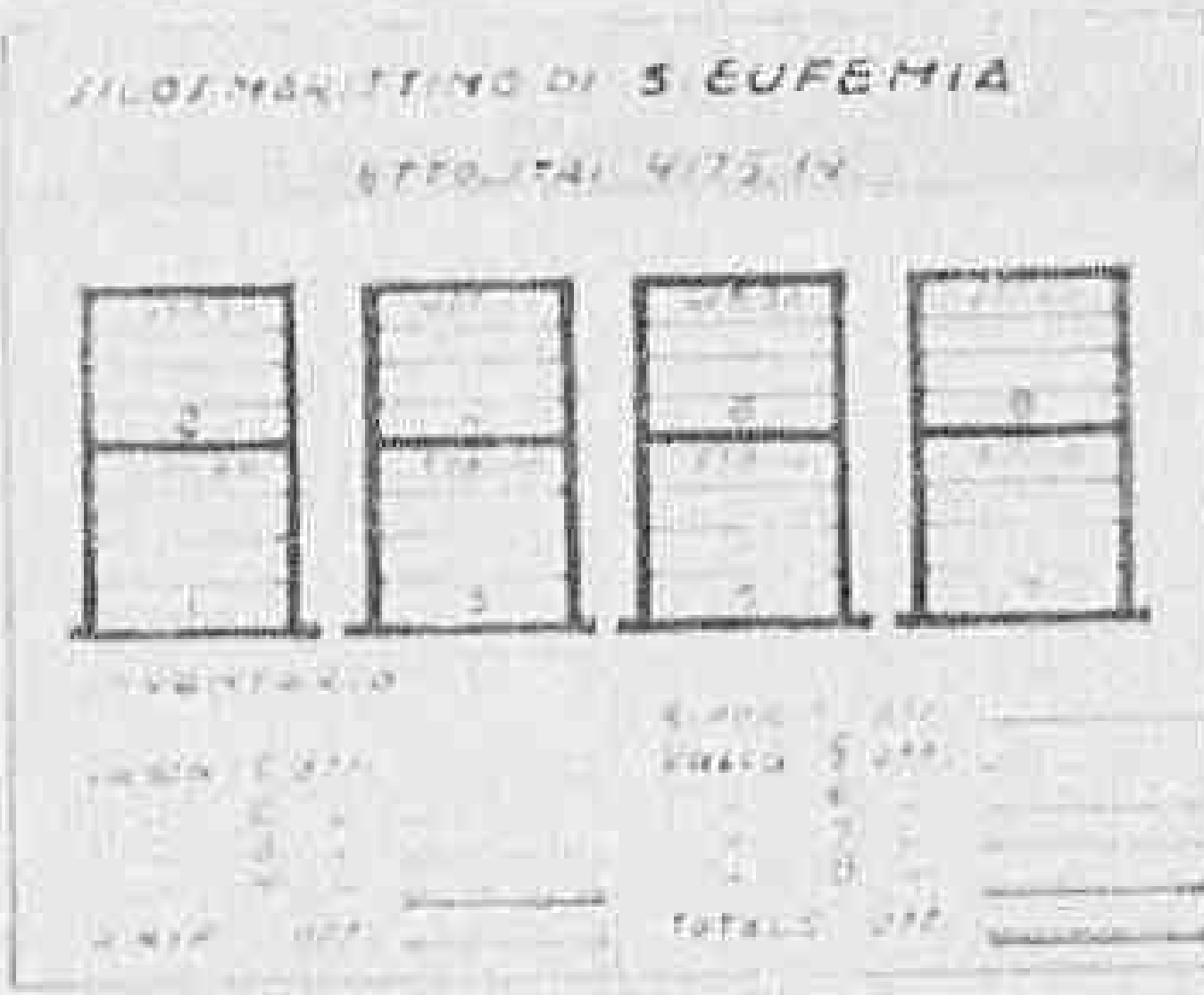
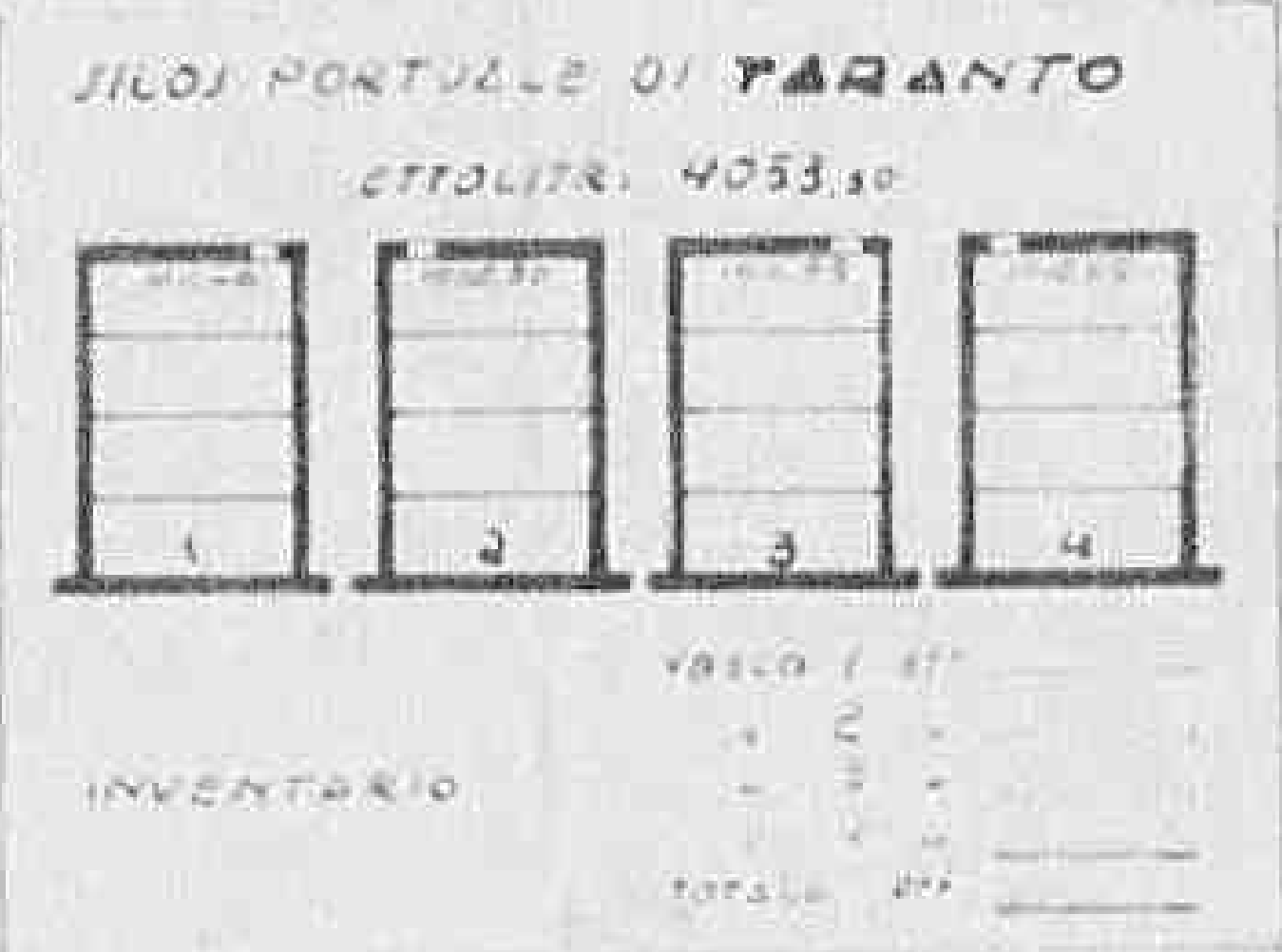
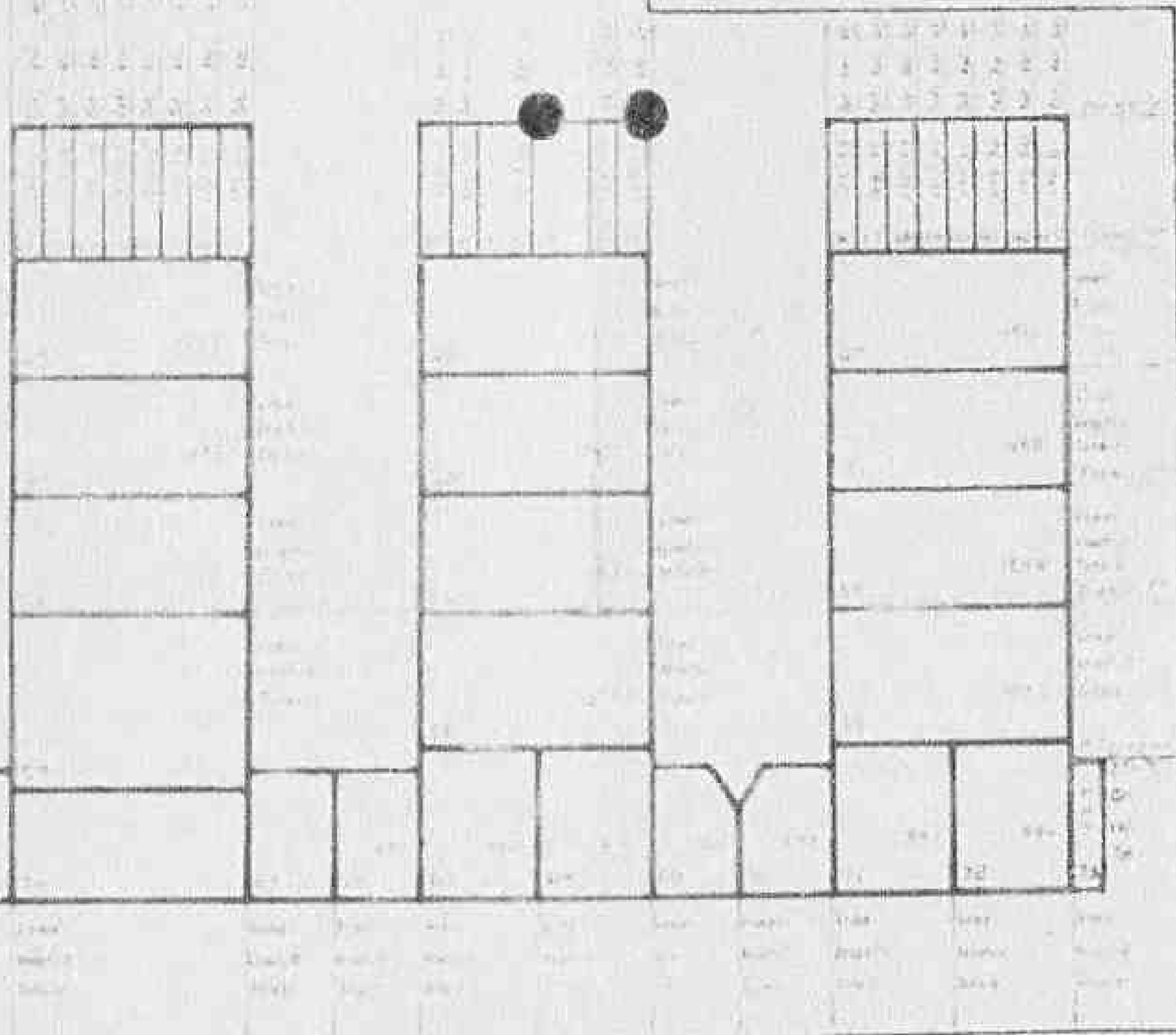
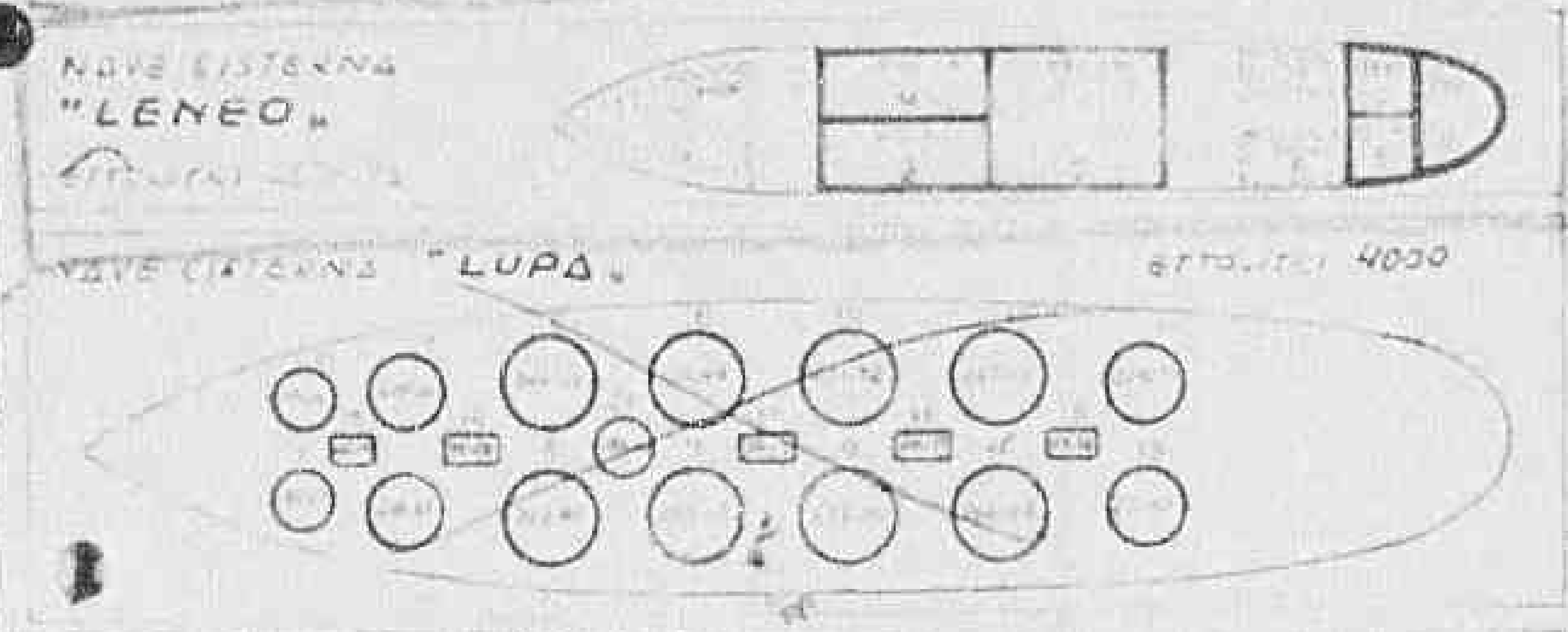

1075

Declassified E.O. 12356 Section 3.3/NND No. 185021

# TRO · VINI · GENOVA · TORINO

DELLE VASCHE NEGLI STABILIMENTI E NEI MAGAZZINI DI:  
LAZZO - RIPOITO - CASTELLAMARE GOLFO - BALESTRATE - MAZZARO DEL VALLO - S. EUFEMIA - TORINO  
NAVI-CISTERNE

Rapporto:  $\frac{1}{12} \text{ m} = 1 \text{ attorno}$



RIE  
LCCA  
Genova  
Genova  
Rochino  
Gallipoli  
Milano  
Riposto  
Castellam  
Jalisco  
Mazze  
S. Euf  
Taranto  
Tot

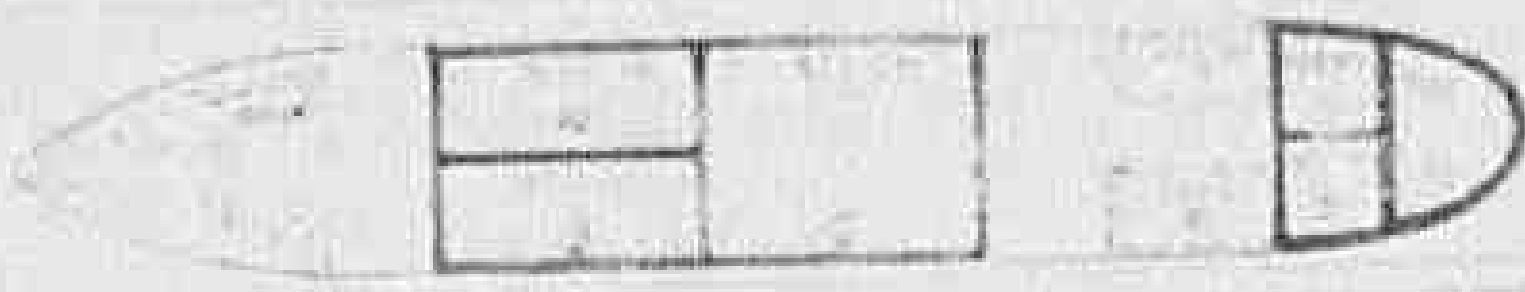


1276

NOVI - TORINO

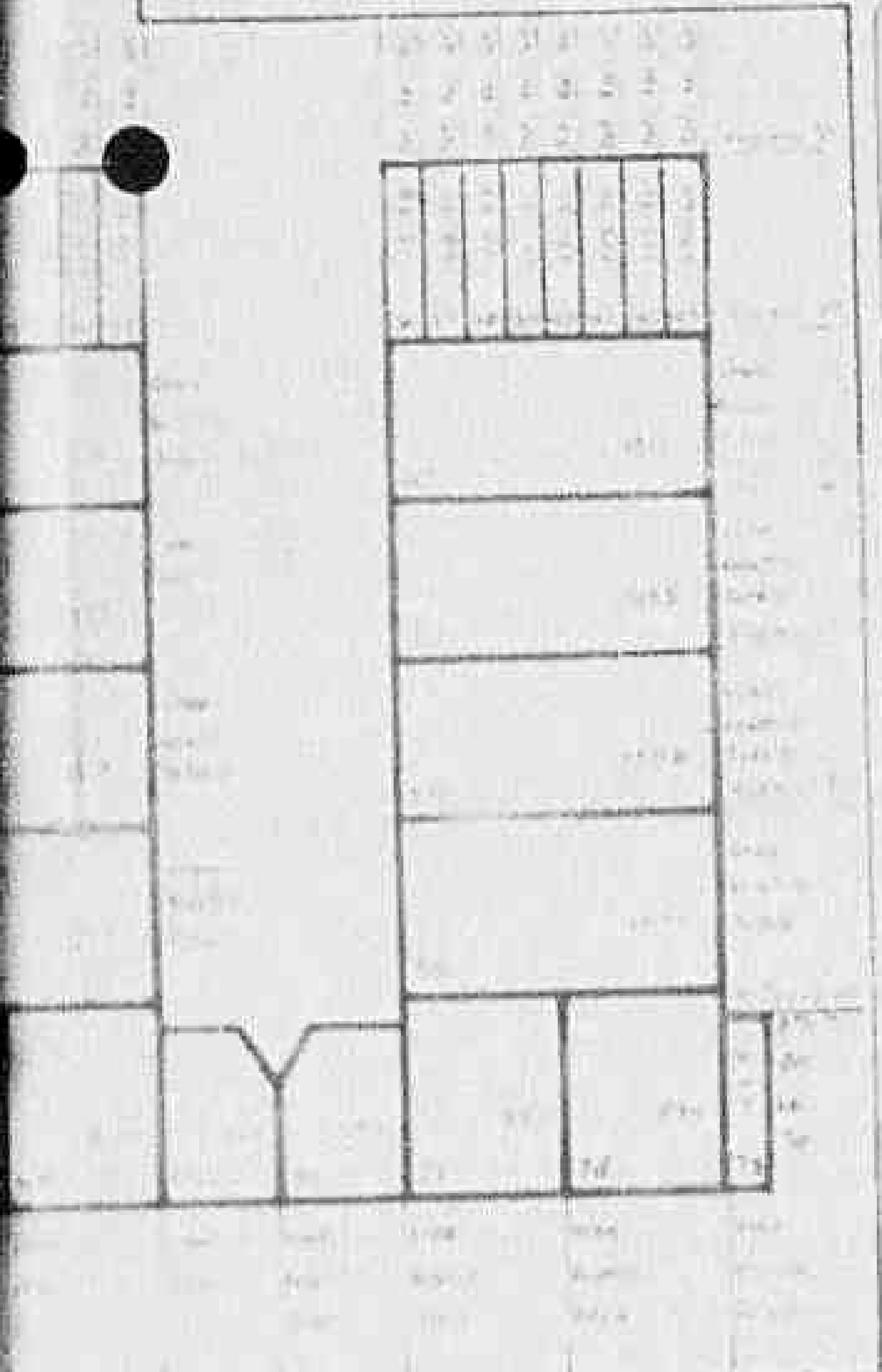
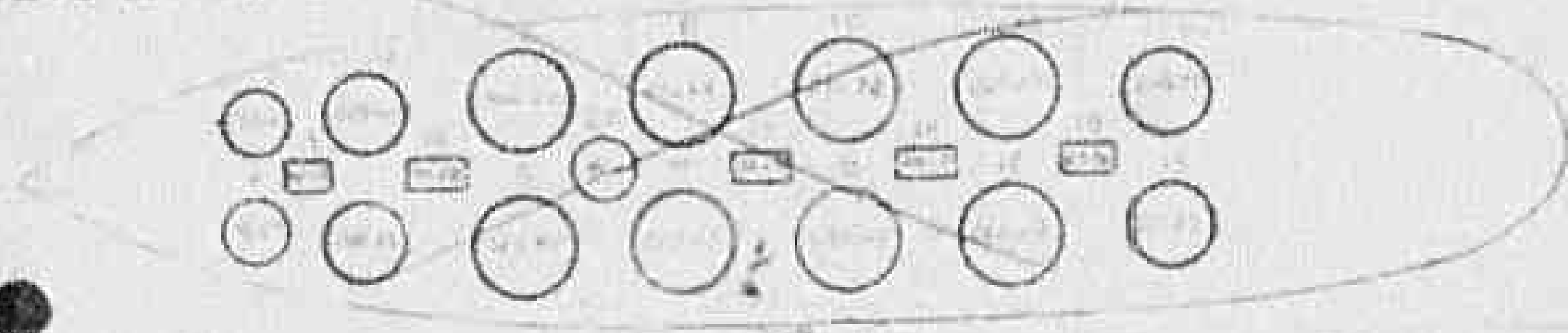
SILOI MARITTIMI DI GOLFO-BULBASTROTE - MEZZANO DEL VALLO - S. EUFEMIA - TARANTO

NAVE CISTERNA "LENEO"



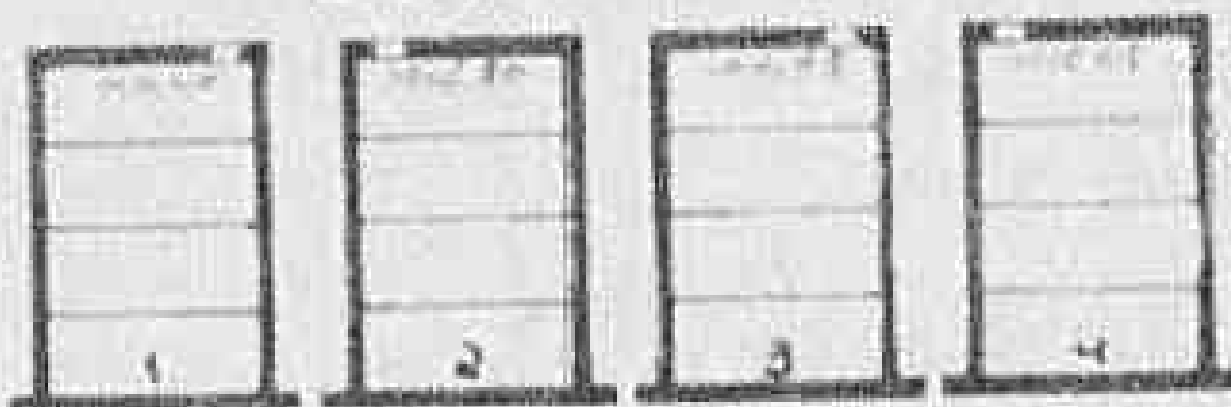
NAVE CISTERNA "LUPA"

CAPACITA' 4000



SILOI PORTUALE DI TARANTO

CAPACITA' 4053,30

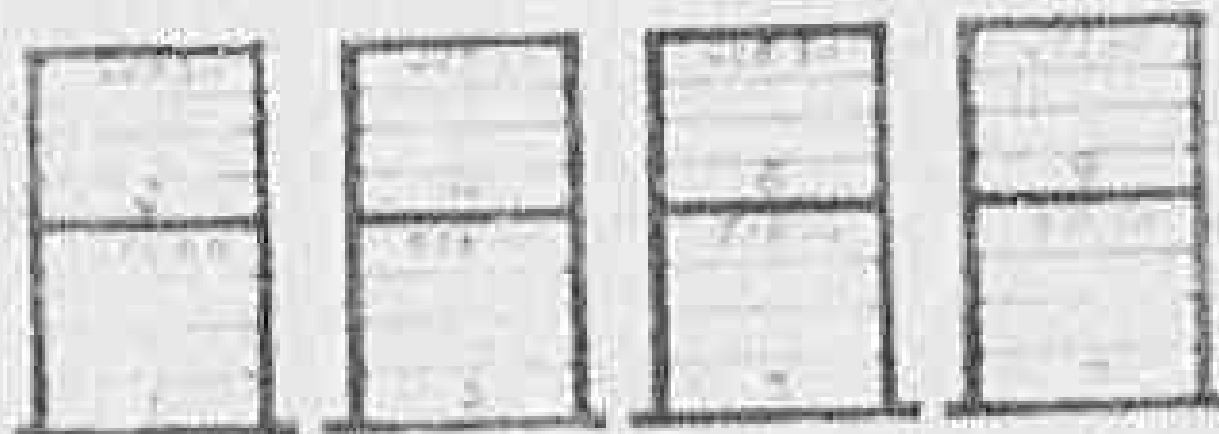


INVENTARIO

TOTALE

SILOI PORTUALE DI S. EUFEMIA

CAPACITA' 4125,14



INVENTARIO

TOTALE

SILOI PORTUALE DI MAZZARA DEL VALLO

CAPACITA' 5304,80



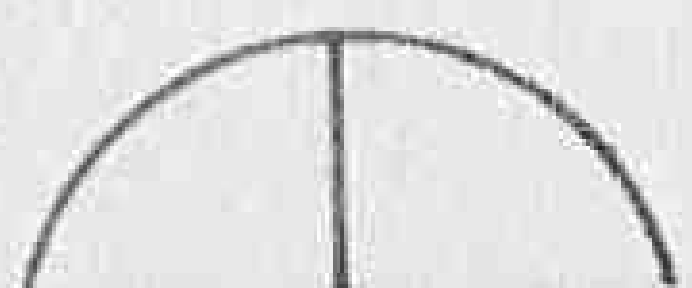
1276

RIEPILOCO CAPACITA' SILOS

LOCCALITA'	CAPACITA' (ETTOLETTI)	SITUAZIONE
Genova - Pa. Arena	46.800,00	
Genova - Pa. Parodi	4.800,00	
Ravenna	4.947,50	
Gallipoli	4.050,00	
Milazzo	5.555,00	
Risateo	4.187,00	
Castellamare Golfo	5.305,00	
Bulbastrote	5.140,00	
Mazza del Vallo	5.304,80	
S. Eufemia	4.125,14	
Taranto	4.053,30	
<b>Totale hi.</b>	<b>93.906,16</b>	

SILOI DI CASTELLAMARE GOLFO

CAPACITA' 1112



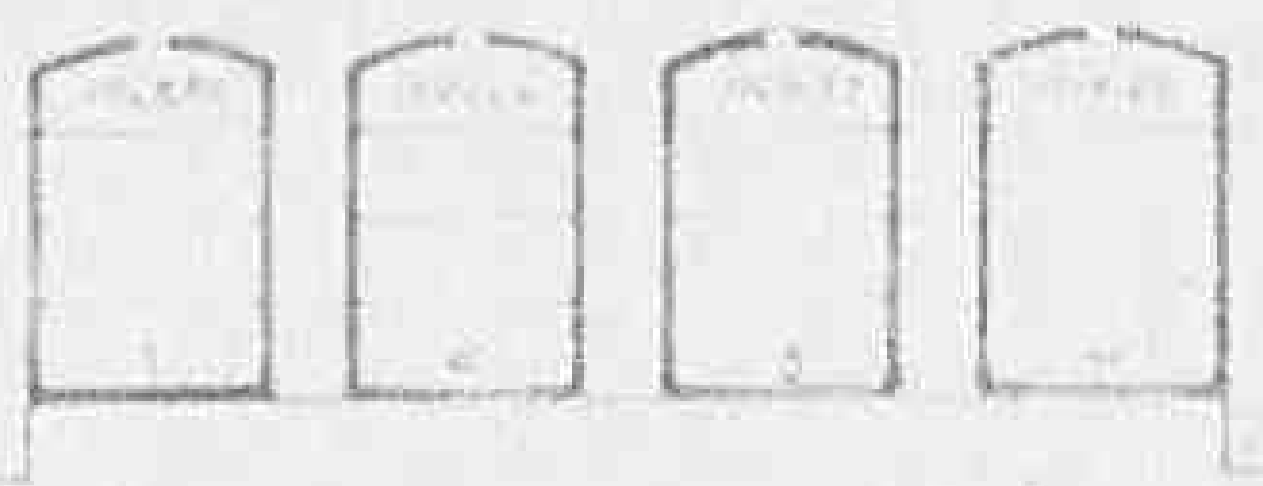
INVENTARIO

TOTALE

1677

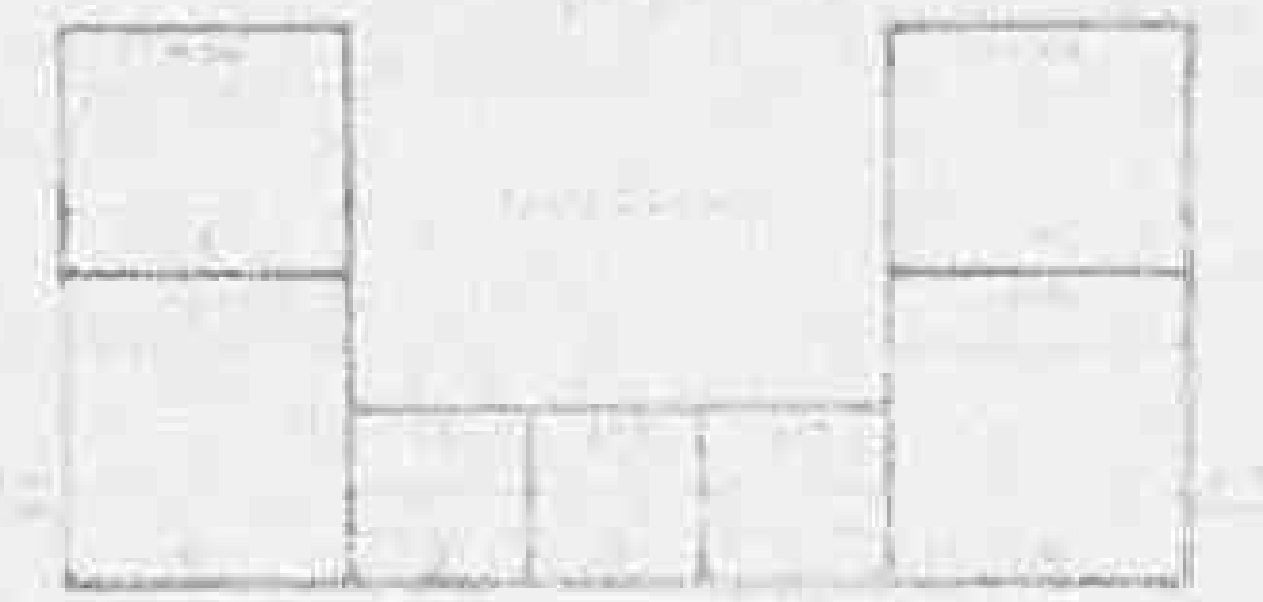
Declassified E.O. 12356 Section 3.3/NN No. 3850 21

PLAN PORTALE DI CALLE FORTI  
STABILIMENTO 48700



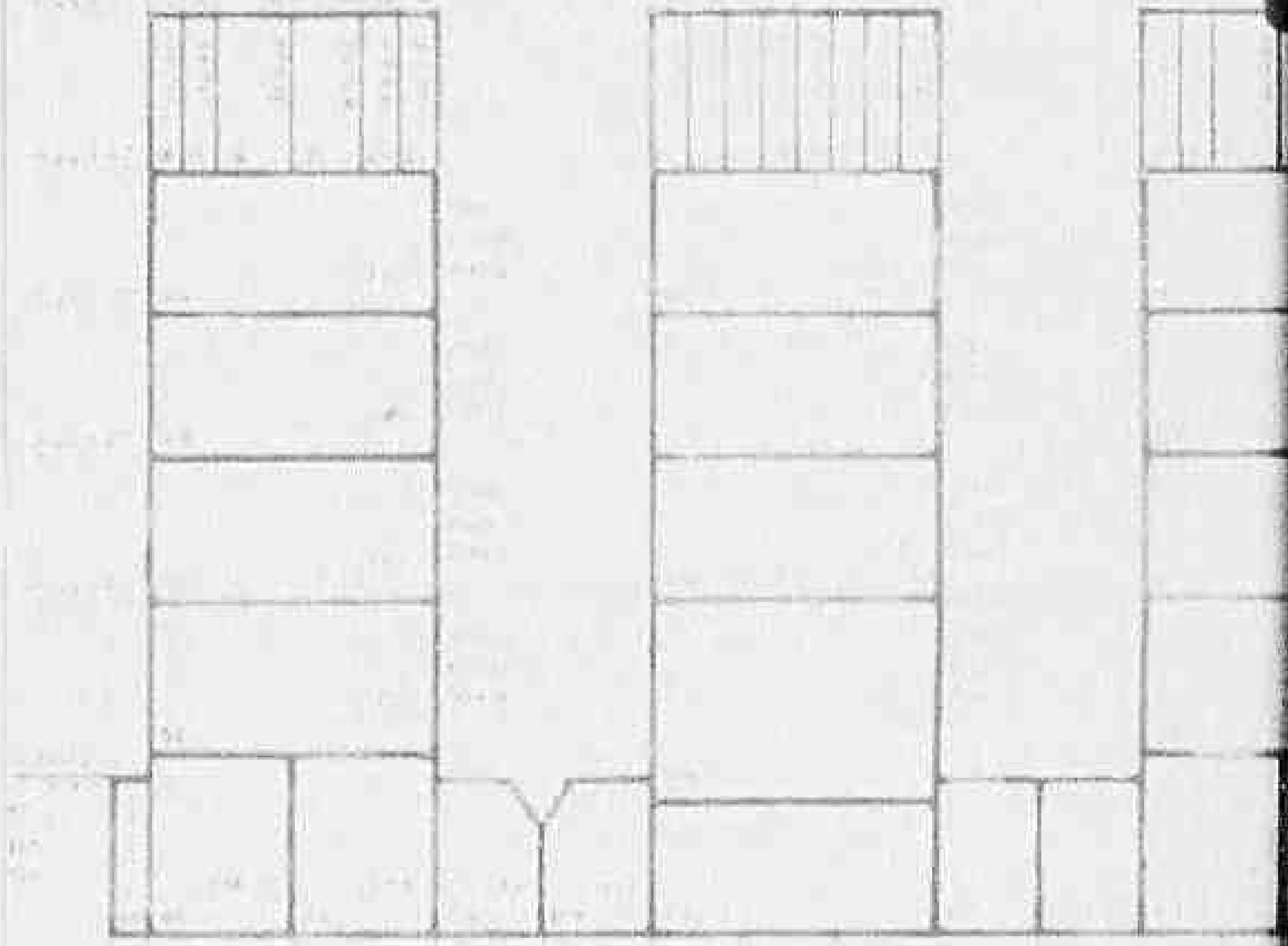
INVENTARIO  
VIALE  
LARGHEZZA  
LARGHEZZA

PLAN PORTALE DI CALLE FORTI  
STABILIMENTO 48700



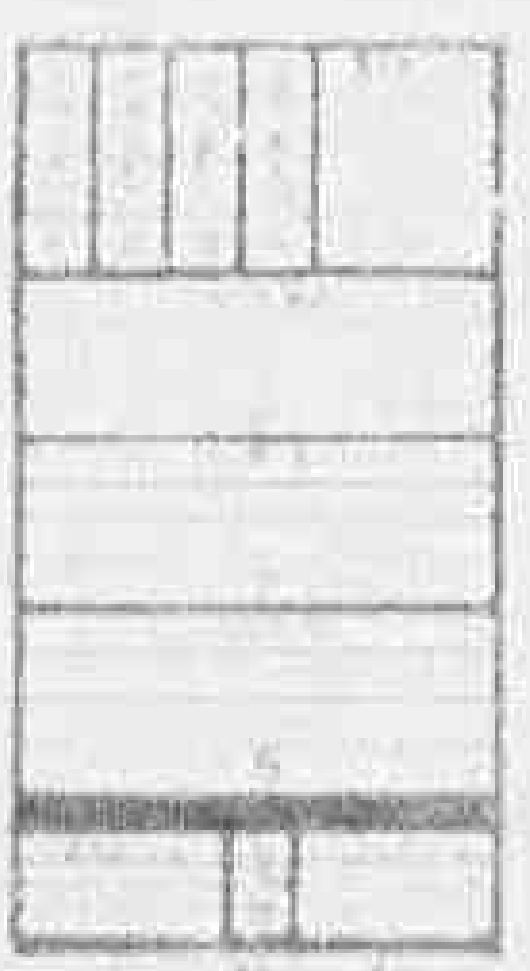
INVENTARIO  
VIALE  
LARGHEZZA  
LARGHEZZA

PLAN PORTALE DI CALLE FORTI  
STABILIMENTO 48700



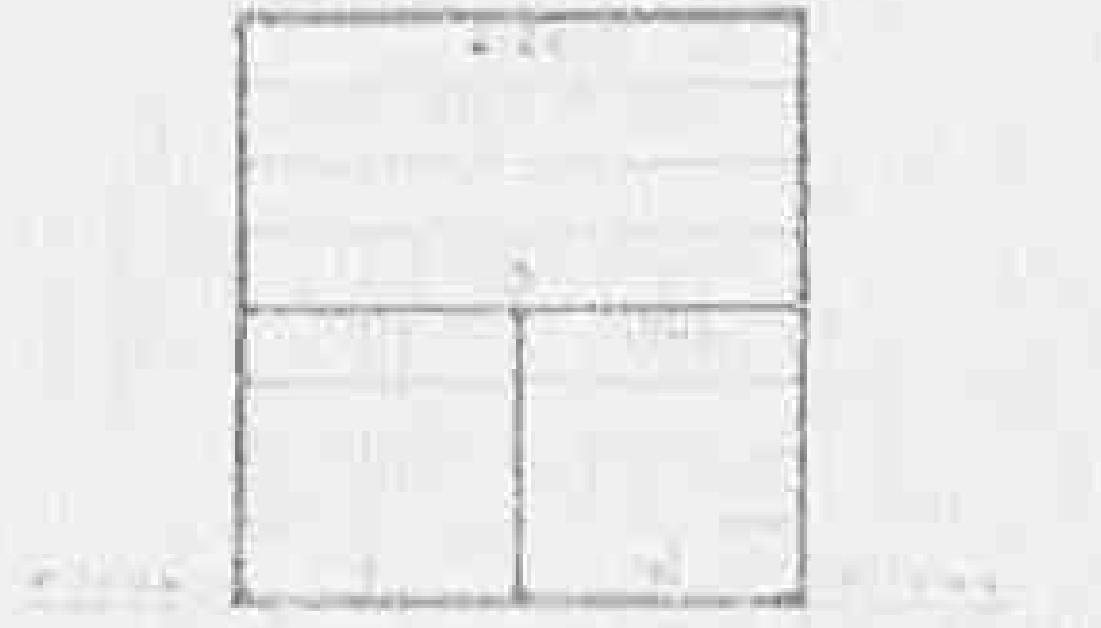
INVENTARIO  
VIALE  
LARGHEZZA  
LARGHEZZA

PLAN PORTALE DI  
GENOVA - FONTE PARODI  
STABILIMENTO 48700



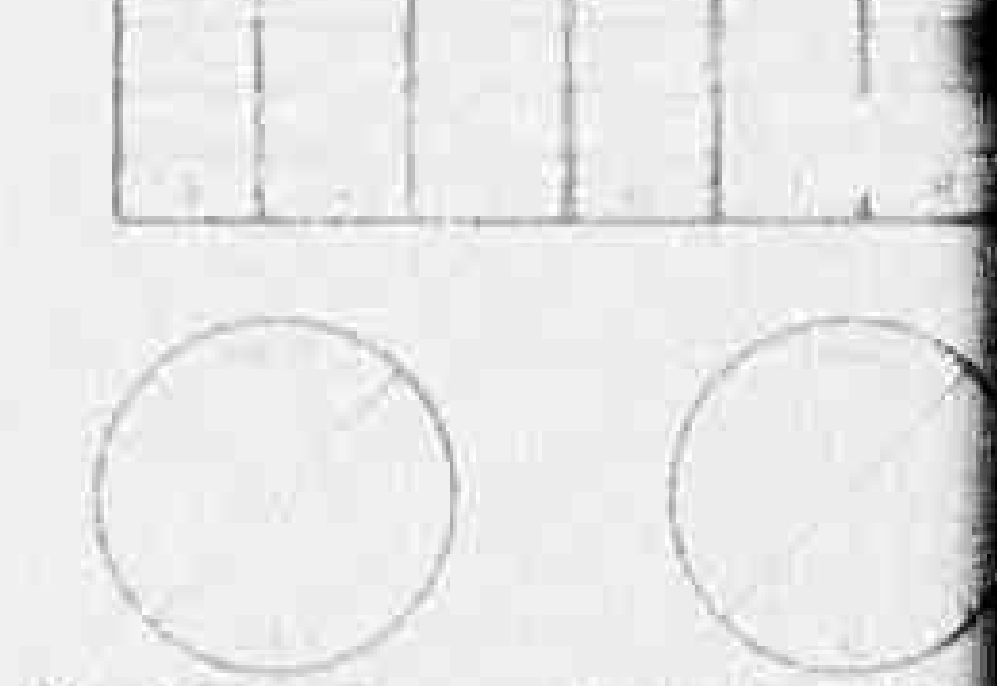
INVENTARIO  
VIALE  
LARGHEZZA  
LARGHEZZA

PLAN PORTALE DI  
RIPOSTO  
STABILIMENTO 48700



INVENTARIO  
VIALE  
LARGHEZZA  
LARGHEZZA

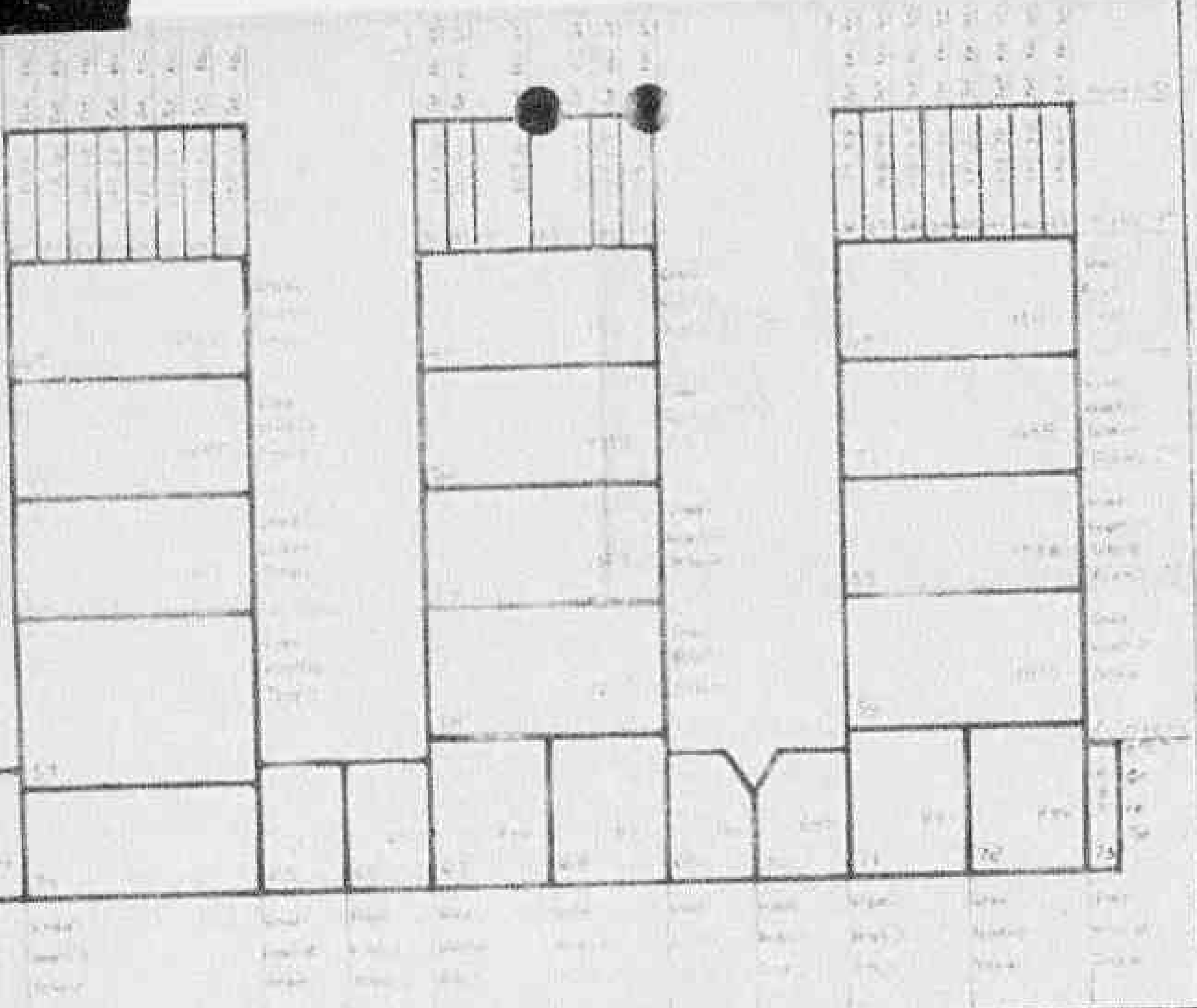
PLAN PORTALE DI  
BULETRATE  
STABILIMENTO 48700



INVENTARIO  
VIALE  
LARGHEZZA  
LARGHEZZA

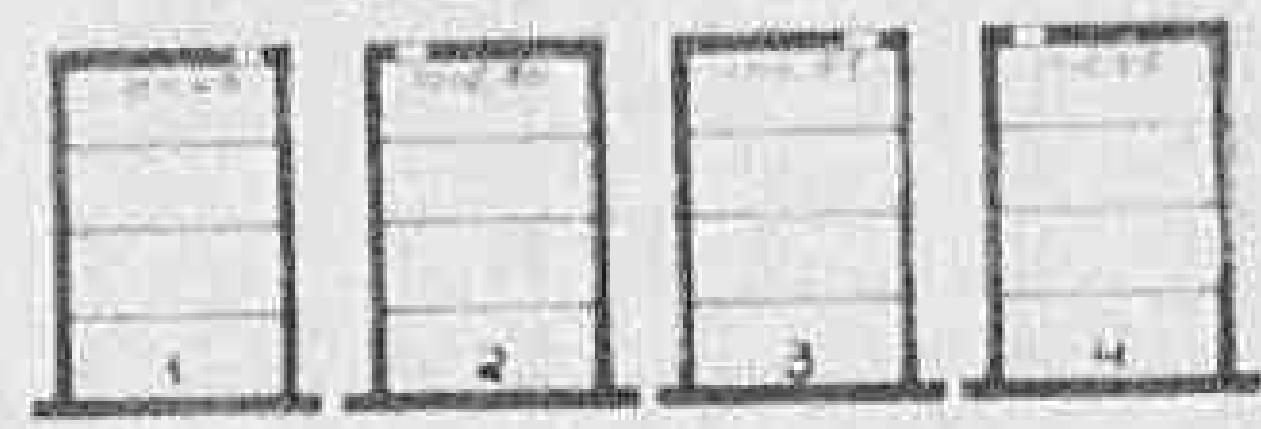
1678

Declassified E.O. 12356 Section 3.3/MND No. 185021



**SILOS PORTUGUESI DI TARANTO**

ETTOLETRI 4053,30

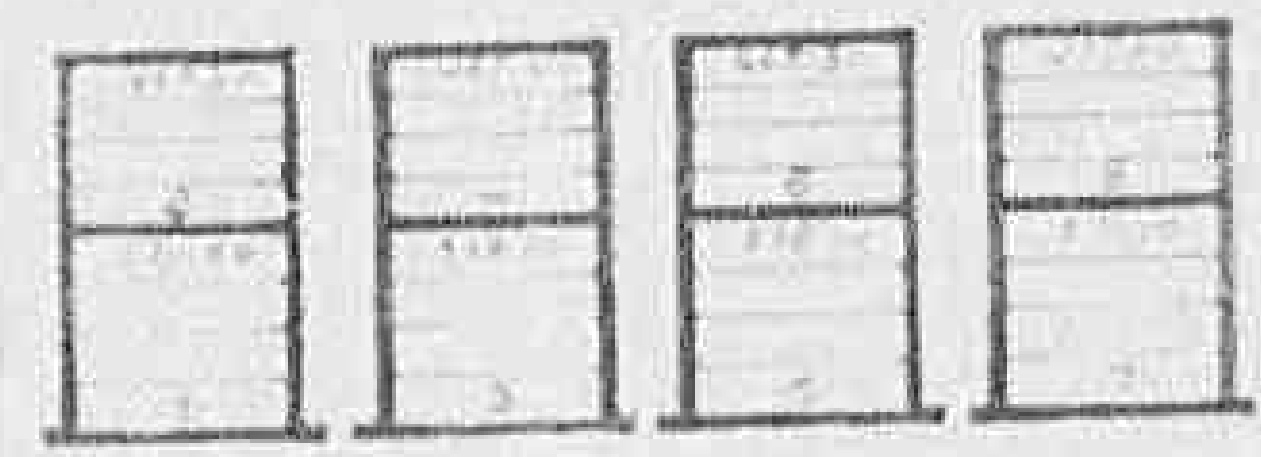


INVENTARIO

Vasca 1 ett. \_\_\_\_\_  
 " 2 " \_\_\_\_\_  
 " 3 " \_\_\_\_\_  
 " 4 " \_\_\_\_\_  
 TOTALE ett. \_\_\_\_\_

**SILOS MARITTIMO DI S. EUFEMIA**

ETTOLETRI 4175,14

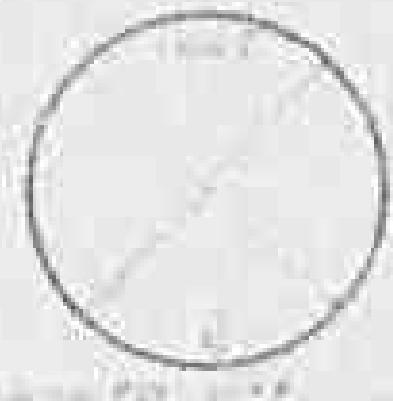
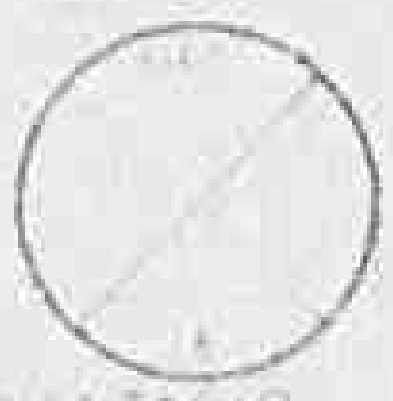
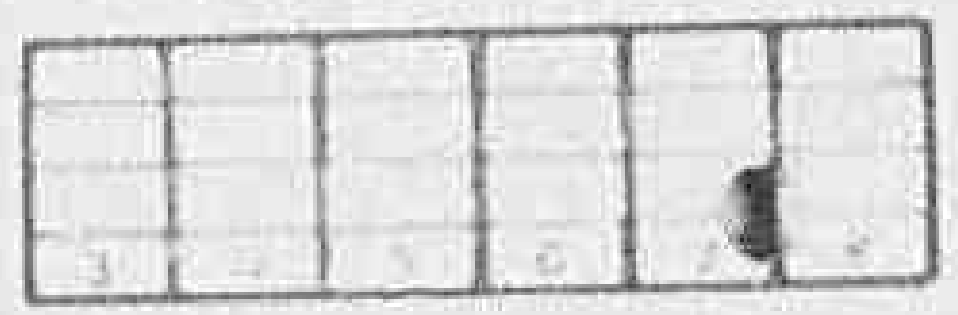


INVENTARIO

Vasca 1 ett. \_\_\_\_\_  
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 " 3 " \_\_\_\_\_  
 " 4 " \_\_\_\_\_  
 TOTALE ett. \_\_\_\_\_

**SILOS DI BALETTRATE**

ETTOLETRI 1010,00

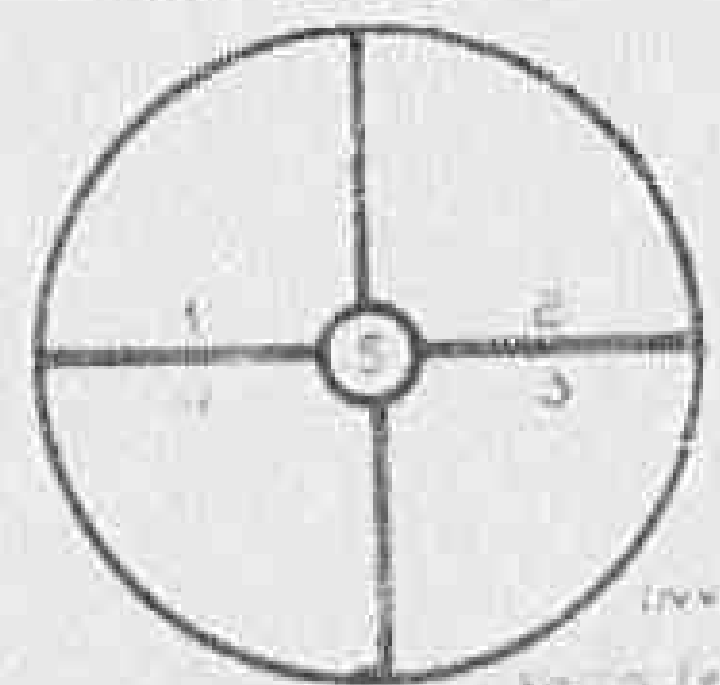


INVENTARIO

Vasca 1 ett. \_\_\_\_\_  
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 " 4 " \_\_\_\_\_  
 " 5 " \_\_\_\_\_  
 " 6 " \_\_\_\_\_  
 TOTALE ett. \_\_\_\_\_

**SILOS DI CASTELLAMARE GOLFO**

ETTOLETRI 4112



INVENTARIO

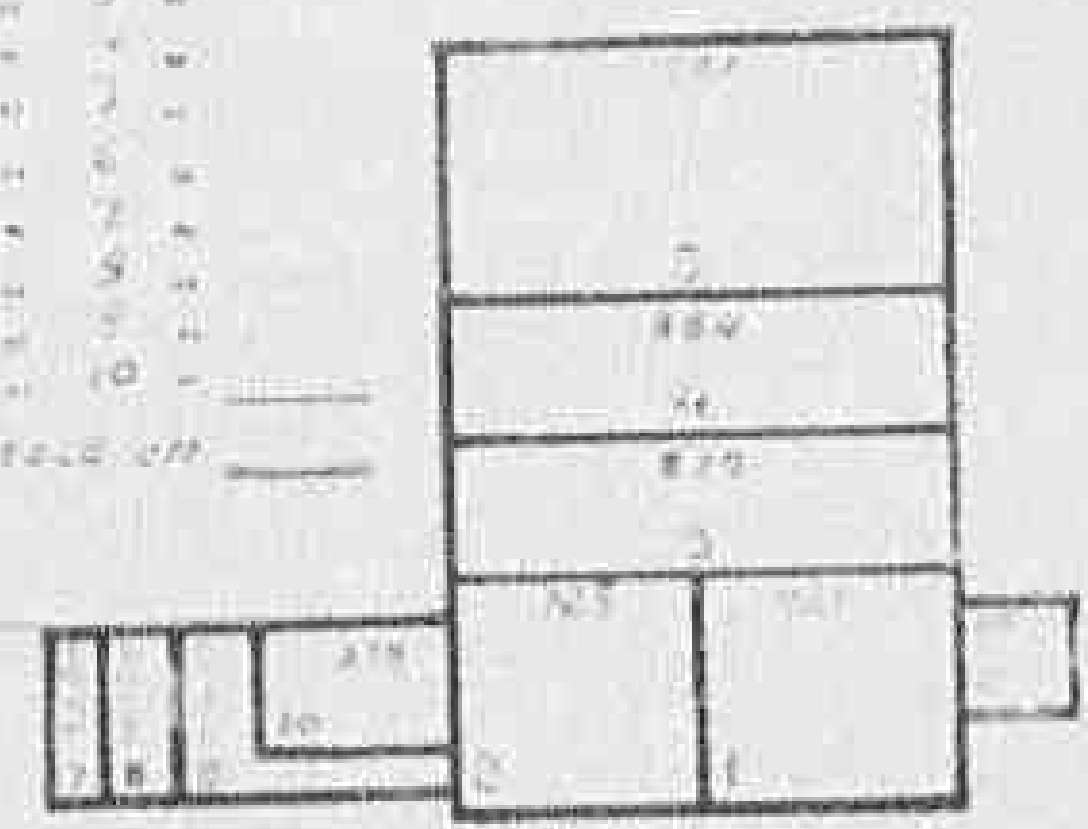
Vasca 1 ett. \_\_\_\_\_  
 " 2 " \_\_\_\_\_  
 " 3 " \_\_\_\_\_  
 " 4 " \_\_\_\_\_  
 " 5 " \_\_\_\_\_  
 TOTALE ett. \_\_\_\_\_

**SILOS PORTUGUESI DI MAZZARA DEL VALLO**

ETTOLETRI 5304,00

INVENTARIO

Vasca 1 ett. \_\_\_\_\_  
 " 2 " \_\_\_\_\_  
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 " 4 " \_\_\_\_\_  
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 " 6 " \_\_\_\_\_  
 " 7 " \_\_\_\_\_  
 " 8 " \_\_\_\_\_  
 " 9 " \_\_\_\_\_  
 " 10 " \_\_\_\_\_  
 TOTALE ett. \_\_\_\_\_



LOCALI

Genova

Pescara

Palermo

Trapani

Messina

Reggio Calabria

Catanzaro

Crotone

Corigliano

Oppido

Castellana

Stellone

Castellana

Stellone

Castellana

Stellone

Castellana

Stellone

Castellana

Stellone

Castellana

Stellone

Castellana

Stellone

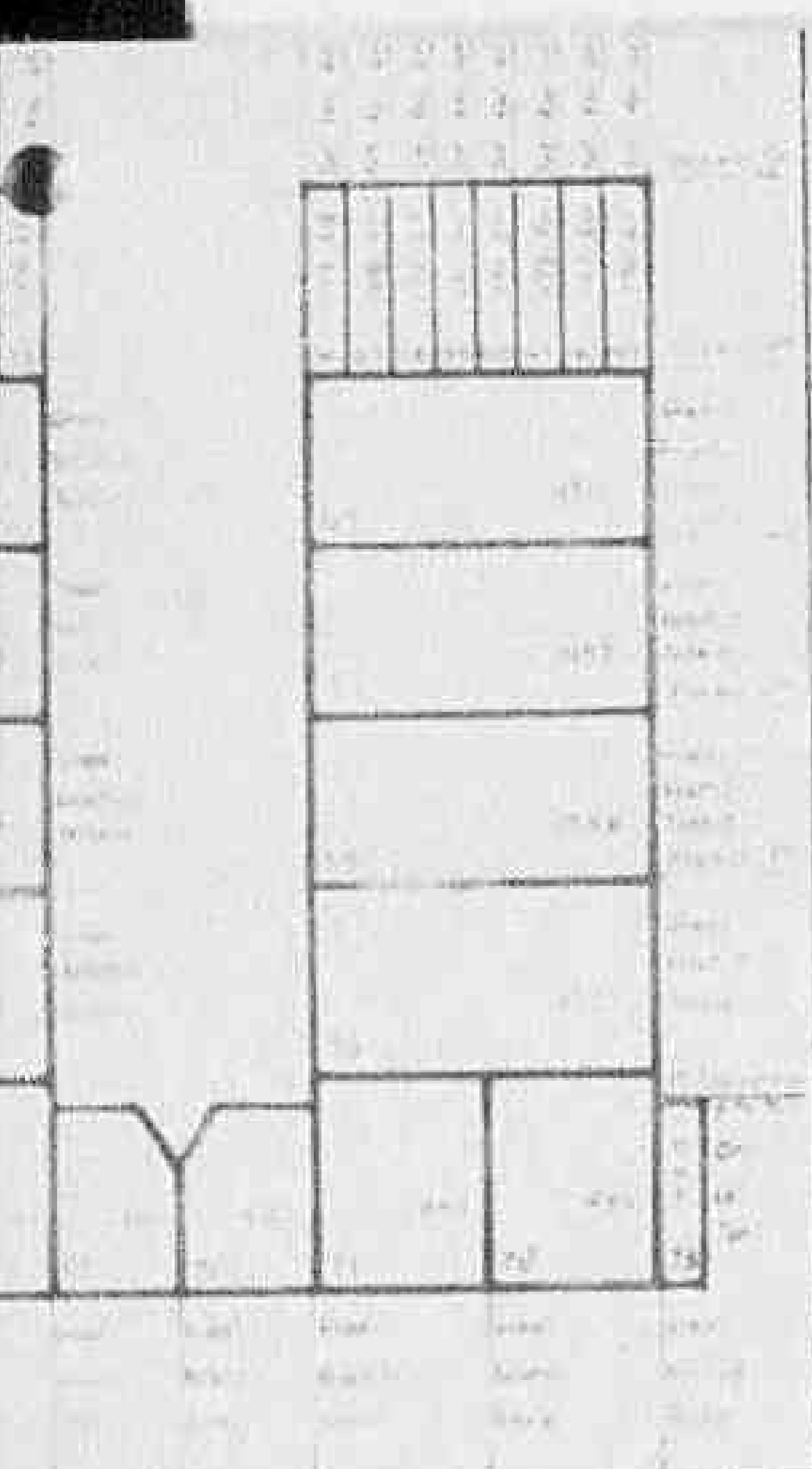
Castellana

Stellone



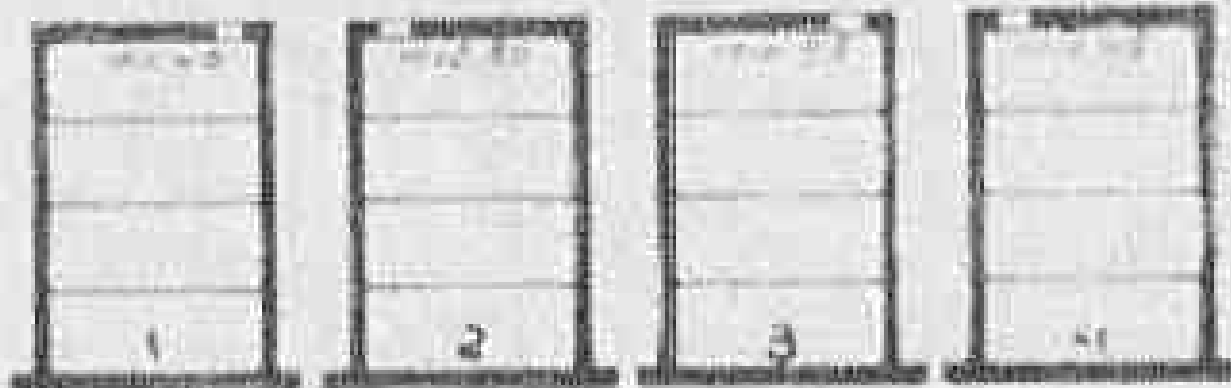
1679

Declassified E.O. 12356 Section 3.3/NND No. 785021



**SILOS PORTUOLI DI TARANTO**

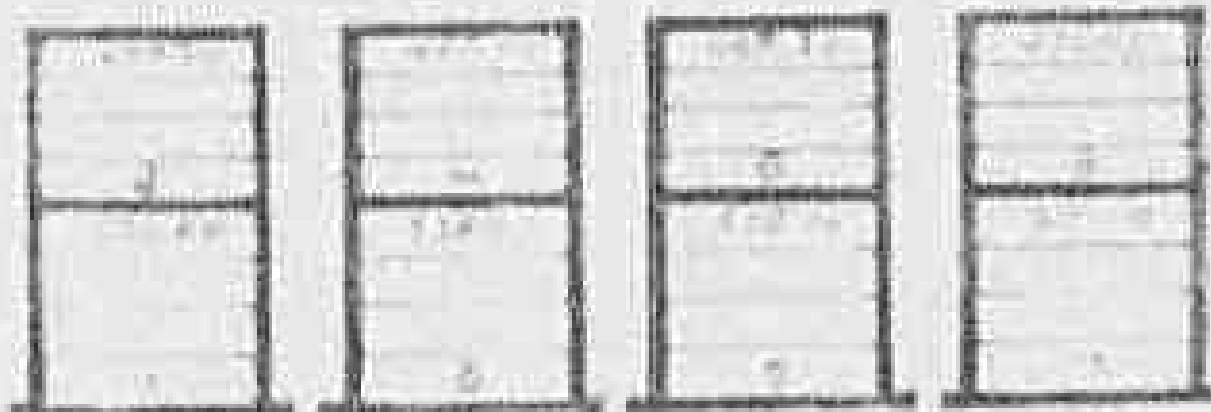
ETTOLITRI 4053,30



INVENTARIO  
 VASCA 1 EFF. \_\_\_\_\_  
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 4 \_\_\_\_\_  
 TOTALE EFF. \_\_\_\_\_

**SILOS PORTUOLI DI S. EUFEMIA**

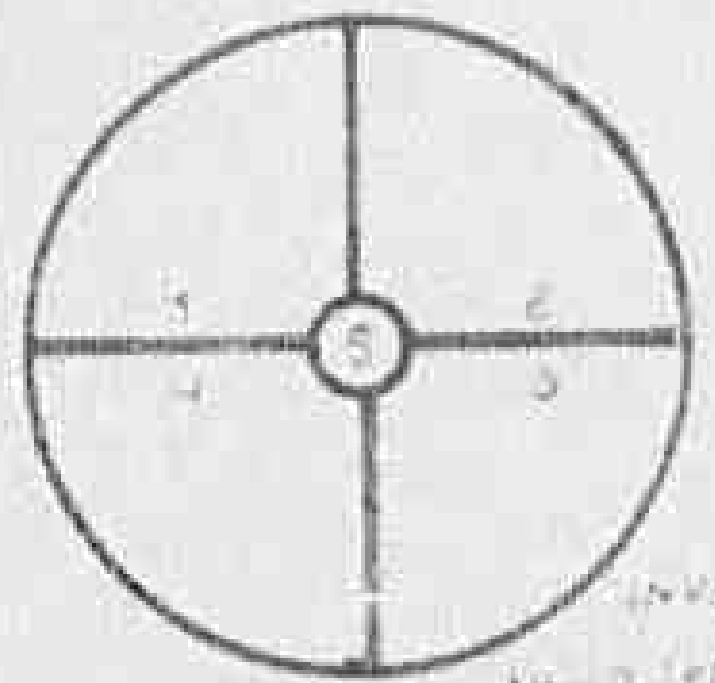
ETTOLITRI 4175,14



INVENTARIO  
 VASCA 1 EFF. \_\_\_\_\_  
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 3 \_\_\_\_\_  
 4 \_\_\_\_\_  
 TOTALE EFF. \_\_\_\_\_

LOCALITA'	CAPACITA' IN ETTOILI riferita a 1000 metri q.li	SITUAZIONE
Novara Pa. Brera	46.500,00	
Porto S. Paolo	4.807,00	
Dacomo	4.988,50	
Gallipoli	4.850,00	
Milazzo	5.555,00	
Riposto	4.187,00	
Castellmare Golfo	5.100,00	
Quicciara	5.800,00	
Mazzara del Vallo	5.200,00	
S. Eufemia	4.175,14	
Taranto	4.053,30	
<b>Totale hli.</b>	<b>93.906,16</b>	

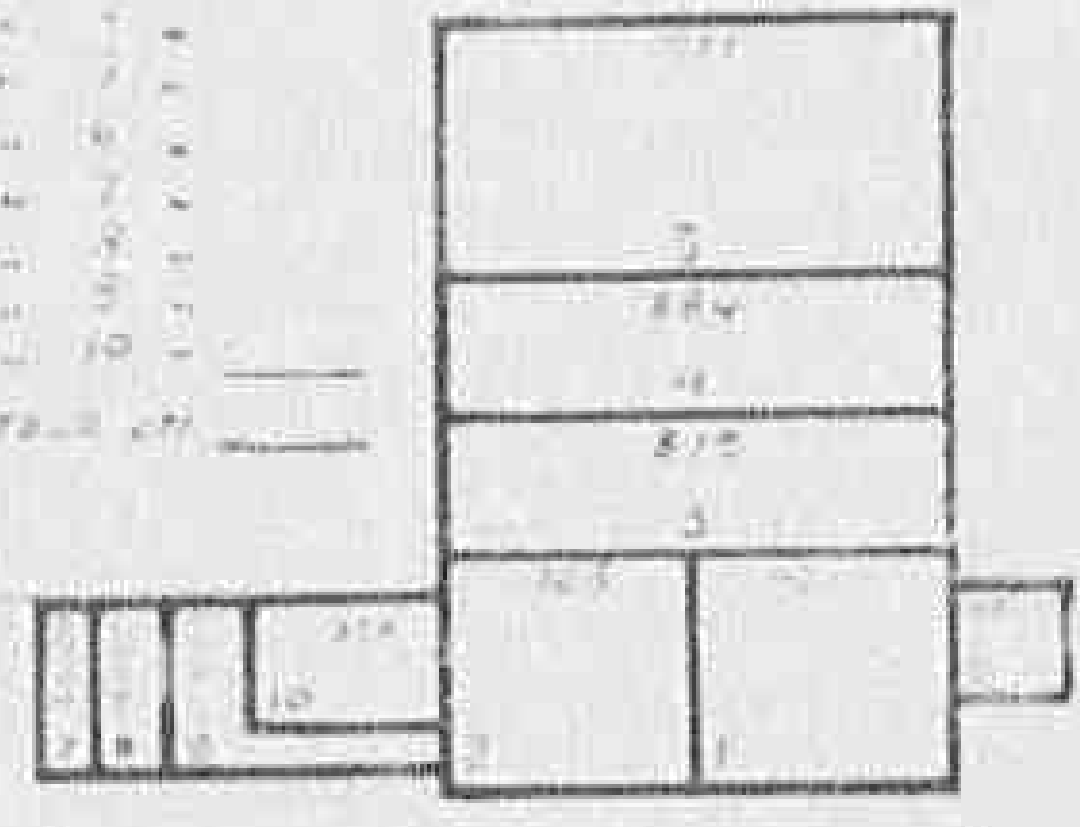
**SILOS DI CASTELLMARE GOLFO**



INVENTARIO  
 VASCA 1 EFF. \_\_\_\_\_  
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 3 \_\_\_\_\_  
 4 \_\_\_\_\_  
 5 \_\_\_\_\_  
 TOTALE EFF. \_\_\_\_\_

**SILOS PORTUOLI DI MAZZARA DEL VALLO**

ETTOLITRI 5300,00



INVENTARIO  
 VASCA 1 EFF. \_\_\_\_\_  
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 3 \_\_\_\_\_  
 4 \_\_\_\_\_  
 5 \_\_\_\_\_  
 TOTALE EFF. \_\_\_\_\_

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION

Tel. 290  
Ref. AC/16/5/Tn6

RMB/avm  
23 June 1945

SUBJECT: Salvage of "Citta di Venghazi"  
TO : Movements Division, Shipping Branch  
(Att. Major G. B. Godfrey)

1. Our investigation re the above steamer discloses that she is now lying in a sunken condition in Naples, Pier 8, Berth 9.

2. For your information, we wish to state that it is reported to us that the owner is not agreeable to the salvage of this vessel.

*R. M. Hazzanella*  
R. M. HAZZANELLA, Chief  
Ports & Warehouse Division

24  
1219

To: Captain W. H. [unclear]  
Investigation Sub-Commission,  
Accounts Br.

(S4)A

With reference to telephone conversation ~~of today~~ of today, receipt hereto is the only document in the possession of this Sub-Section, in respect of the fare \$5.00 appearing in the Sep 43 account of CAC Erise, Tripani.

Please return the above mentioned receipt to this office in due course.

*[Signature]*  
W. E. R. Harris, Captain,  
Accounting Sub-Section,  
Audit Division.

21 June 45

1239

George Washington



Reference to the documents with  
ADA in this matter. ADA was in writing for  
regarding the documents  
in the... the documents are  
in the... Archives.

George Washington

185021

1683

Declassified E.O. 12356 Section 3.3/NND No. 785021

BEST COPY POSSIBLE

File : 404

HEADQUARTERS ALLIED COMMISSION

INTER OFFICE MEMO

19 June 1943

Our ref.: AC/526/43/Tn 3

SUBJECT : Salvage of schooner Marisa  
at Trapani in September 1943

TO : Archives Section

This office urgently requires to see any documents you may have in connection with the salvage and sale of a/m schooner. This is reported to have taken place in Trapani on 17 Sept. '43, when the vessel was sold on behalf of AMCOT by Lt. J. Taylor, C.A.O. of the town of Erice (Trapani) to Sign. Vito Amico. The sale price was Lit. 33,000, and the sale was apparently authorized by Lt. Col. Thomas, Chief Civil Affairs Officer at Trapani.

Please let this office see any papers you may have on this case.

For the Director:

*G. B. Godfrey*  
G. B. GODFREY,  
Major, I.E.

FILE

1257

HEADQUARTERS ALLIED COMMISSION  
APO 304  
ECONOMIC SECTION

3A

**ROUTING AND WORK SHEET**

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: *Attached Correspondence*

No	Date	To	REMARKS	From
1	16/6/45	T/W S/c	<p>Atchd matter reported to you as per our telephone conversation of this morning. Mr. Bagaratta of P. W. Bisc knows nothing of this matter. But suggests that because it involves transfer of funds, Capt. Wyatt of your Accounting Div. may have some record of the sale.</p> <p><i>James M. Thompson 2nd Lt. Inf.</i></p>	<p>Supply Div. S/S</p>
				1236

1686

TRANSMISSION

1  
6/11/43  
604  
23A

Trapani - 18 May - 1943

TO : ALLIED COMMISSION  
Civil Affairs  
ROME

On September 17th 1943, Lt. J. Taylor, C.A.O. of the town of Erice (Trapani) has sold on behalf of ANCOI to Mr. Vito Amico, delegate mayor of San Vito Lo Capo (Erice), the m/ schooner "Martea" which was stranded near San Vito Lo Capo (Erice) and had been savastated by the crew and by the population.

The sale price was of 20.000 liras which were paid as it result from the receipt no. 101688 of September 19th 1943. The undersigned, after having purchased the ship, has raised her name transferred the vessel in the port of Erice where it was repaired and it was also salvaged the motor and part of the instruments.

The said vessel which had a gross tonnage of 381,73 tons and a net tonnage of 281,99 tons was privately owned, but had been requisitioned by the Italian war navy and had been enrolled in the register of the auxiliary Italian warships and was operating under the supervision of the Italian war navy.

The former owners of said m/ schooner and the Italian Navy do not want to approve the sale done by the ANCOI to Mr. Amico and the latter have seized the ship.

Therefore there will be a civil process at the Court of Trapani. The undersigned, in order to prove the validity of the sale done by the ANCOI, must submit to the Court two documents from which it results:

1236

- 1) that the sale was authorized by Lt. Col. Thomas, Chief Civil Affairs Officer at Trapani and that the price of the sale - 20.000 liras - has been collected by the ANCOI.
- 2) that the competent Allied Authorities have approved the sale of said vessel.

Therefore I beg you to send me the two mentioned documents which can be released only by this Commission and which I need for my process in Trapani.

1/1



If the judgment which renders valid the proxy of the ship has not yet been done, we beg you to accomplish it and send to the undersigned the certificate. Please send us in the meantime the first document.

We attach hereto copy of the sale-bill signed by Lt. J. Taylor.

Best regards

Gdg Amico Vito  
S. Vito Lo Capo (Erice)  

---

(Trapani)

T.N. S/c

TRAPANI 18 MAGGIO 1945

CN/26 COMMISSIONE AMIATA

per GLI AFFARI CIVILI

S. O. M. A.

Il giorno 17 Settembre 1943 il Tenente J. Taylor, C.A.O.,  
Ufficiale addetto agli Affari Civili del Comune di Erice  
(Trapani), per conto dell'A.M.G.O.T. vendette al sottosegretario  
Sig. Vito Amico, delegato sindaco di San Vito Lo Capo,  
(Erice), il motoveliero "Merisa" che trovavasi incagliato  
nei pressi di San Vito Lo Capo (Erice), ed era stato devastato  
dall'equipaggio e dalla popolazione.

La vendita avvenne per il prezzo di L. 35.000., che fu incassato  
giunta ricevuta N. 101653 del 17 Settembre 1943.

Il sottoscritto, dopo comprata la nave, la fece disinnescare  
e la fece riparare, recuperando anche il motore e parte  
degli attrezzi.

Il motoveliero suddetto, avente la stazza lorda di tonnellate <sup>933</sup>4,333

lute 341,73 e stazza netta tonnellate 281,09 era di pro-

(Trapani), per conto dell'A.M.C.C.T. vendette al sottoscritto Sig. Vito Amico, delegato sindaco di San Vito Lo Capo, (Trice), il motoveliero "Merisa" che trovavasi incagliato nei pressi di San Vito Lo Capo (Trice), ed era stato dovuto stato dall'equipaggio e della popolazione.

La vendita avvenne per prezzo di L. 25.000. =, che fu incassato giusta ricevuta N. 101653 del 17 Settembre 1943.

Il sottoscritto, dopo comprata la nave, la fece disincagliare, la fece rimorchiare XXXXXXX nel porto di Trapani e la fece riparare, recuperando anche il motore e parte degli attrezzi.

Il motoveliero suddetto, avente la stazza lorda di tonnellate 341,73 e stazza netta tonnellate 281,08 era di proprietà privata, ma era stato requisito in uso dalla Marina da guerra Italiana, era stato iscritto al Ruolo delle navi ausiliarie della Marina da Guerra e navigava a servizio ed alle dirette dipendenze della Marina da Guerra Italiana.

Gli antichi proprietari del motoveliero suddetto e la Marina Italiana non vogliono riconoscere la vendita fatta

./.

dell'A.M.S.O.T. ed al sig. Amico, ed i primi hanno fatto sequestrare la nave.

Vi è perciò in corso una causa civile innanzi al Tribunale di Trapani.

Al sottoscritto, per dimostrare la validità della vendita suddetta fattagli dall'A.M.S.O.T., occorre presentare al Tribunale due documenti, dei quali mi affido:

- 1o) che la vendita suddetta fu autorizzata dal Ten. Col. Thomas, allora Capo degli Affari Civili della Pro- vincia di Trapani e che il prezzo di L. 25.000.000.00 fu incassato dall'A.M.S.O.T.;
  - 2o) che la competente autorità alleata ha proceduto al giudizio di convalida della preda della nave suddetta.
- Si prega quindi di volere inviare al sottoscritto i due documenti suddetti, che possono essere richiesti soltanto da questo Gayle Commissione, e che è necessario presentare al Tribunale di Trapani.

Se il giudizio di convalida della preda della nave suddetta non è stato ancor- fatto, si prega di volervi

presentare al Tribunale due documenti, dei quali ri-

sulti:

1°) che la vendita suddetta fu autorizzata dal Ten. Col. Thomas, all'ora Capo degli Affari Civili della Prov. di Trapani e che il prezzo di L. 25.000. = fu incassato dall'A.M.G.O.T.;  
2°) che la competente Autorità Alleata ha proceduto al giudizio di convalida della preda della nave suddetta.

Si prega quindi di volere inviare al sottoscritto i due documenti suddetti, che possono essere rilasciati soltanto da cotesto On/le Commissione, e che è necessario presentare al Tribunale di Trapani.

Se il giudizio di convalida della preda della nave suddetta non è stato ancora fatto, si prega di volervi procedere, inviando poi il relativo attestato al sotto scritto, con preghiera di inviare nel ~~SEMPRE~~ frattempo il primo documento sopra indicato.

Si alliga copia dell'atto di vendita fatto dal I. Ten. S. Taylor al sottoscritto.

Con ringraziamenti ed ossequi.

*Quirico Vito*  
S. Vito Lo Capo (Trapani)  
(Trapani)

1692

SECRET

PROVINCE OF TRAPANI

17 th Sept. 1943

ALLIED MILITARY GOVERNMENT OF OCCUPIED TERRITORY

Authorisation for sale of the derelict three masted boat "MAREMA" now at S. Vito Lo Capo, previously the property of the Italian Government has been given by Lt. Col. Thomas, S.C.A.O. of the Province of Trapani.

Signor AMICO VITO, Delegato Sindaco at S. Vito Lo Capo has bought the above named boat for the sum of L. 25,000 (twenty five thousand lire) and is the sole proprietor.

ftt/ J. Taylor I.T. C.A.O.  
Amgot 17 th Sept. 1943

Received the sum of L. 25,000 (twenty five thousand lire) Receipt N. 101453

ftt/ J Taylor It. C.A.O.  
Amgot, 17 Sept. 1943

Registrato a Trapani  
il 1 Febbraio 1944

N. 1311 Mod. II Vol. 128 n. 57  
este lire cinquecentoundici e cent. 45

IL PROCURATORE SUPERIORE  
ftt/ GIUSEPPE LO DUCA

Vale per il 1944  
IL PROCURATORE SUPERIORE  
GIUSEPPE LO DUCA

1943  
A 5078010

Signor AMICO VITO, Delegato Sindaco at S. Vito Lo Capo has bought the above named boat for the sum of L. 25.000 (twenty five thousand lire) and is the sole proprietor.

ft)/ J. Taylor Lt. C.A.O.  
Amgot 17 th Sept. 1943

Received the sum of L. 25.000 (twenty five thousand lire) Receipt N. 101653  
Fto/ J Taylor Lt. C.A.O.  
Amgot, 17 Sept. 1943

Registrato a Trapani  
il 1 Febbraio 1944  
A. III Mod. II Vol. 158 n. 57  
cette lire cinquecentoundici e cent. 45  
IL PROCURATORE SUPERIORE  
Fto/ GIUSEPPE LO DUCA

Vale per il 1944  
IL PROCURATORE SUPERIORE  
GIUSEPPE LO DUCA

1239



1694

Declassified E.O. 12356 Section 3.3/NND No. 785021

92

ALLIED FORCE HEADQUARTERS  
Office of the Director of Harbor Craft,  
Western Mediterranean.

8th June 1945.

MEMORANDUM: H.C. Allied Commission,  
Transportation Sub-Commission, TN.6.  
(Copy to: TN.5).  
SUBJECT: Steel Barge SF.11.

The attached report from the S.S.T.O. Ancona is passed for your information and advice if you have any use for this craft.

*[Signature]*  
Director of Harbor Craft.

1231



COPY

FROM : Superintending Sea Transport Officer - Ancona.  
DATE : 29th May, 1945. No. 1951/2  
TO : Director of Harbor Craft, Western Mediterranean,  
Allied Force Headquarters.  
Copy to: Principal Sea Transport Officer - Mediterranean.

SUBJECT

"BARGE S.T. 11"

Reference your signal 251241 P May. - *11/5/45*

No details are available regarding this craft.

The barge is composed of numerous steel tanks approximately six feet square bolted together and decked over with planks.

A steering house is fitted on stanchions at a height of about twelve feet above the deck.

Two engines and two propellers are fitted but need a thorough overhaul before they can be used.

The vessel was constructed at Ravenna and used by the Germans as a ferry for M/T and personnel. At the same time she was fitted with anti-aircraft guns and used as a flack ship during hostile air attacks.

The guns were removed previous to or after the craft was sunk.

Draught of the barge will be about four feet.

(SIGNED) G. BLACKLOCK.  
Commander R.N.R.  
Superintending Sea Transport Officer  
ANCONA.

1945  
12

Ext. 318

TRANSPORTATION MILITARY COMMISSION  
474 194  
TRANSPORTATION SUB-COMMISSION

AM/6  
Phone 40301

SRB/21/20 2

4 June 1945

SUBJECT: Disposal of Salvaged and Captured Enemy Craft.

TO : Chairman, WPMO, WPM  
(Attention: Mr. Gibson (Room))

1. Reference is made to the discussion held at the WPMO meeting on Friday, 1 June 1945.

2. Attached are the minutes of the meeting held at Headquarters AC on the disposal of salvaged and captured enemy craft. The distribution of these minutes gives details of those who were present at the meeting.

3. No action has been taken by the Transportation Sub-Commission, who requested that the matter be referred to the shipping authorities for approval first, in accordance with the last minute.

For the Chief Commissioners:

R. J. SHEFF, Colonel  
Chief, Movement Division

1 Incl:  
Minutes of Mtg 29 May 45.

1220

1697

Declassified E.O. 12356 Section 3.3/NND No. 785021

20

ALLIED FORCE HEADQUARTERS  
OFFICE OF DIRECTOR OF HARBOUR CRAFT  
WESTERN MEDITERRANEAN

1 June 45

Memorandum : H.Q. ALLIED COMMISSION, TRANSPORTATION S/C IN 6

Subject : Italian Steel Barge at Calabrono.

1. Enclosed herewith is a copy of a report made by M. E. T. Surveyor, Leghorn, on an Italian Steel Barge at Calabrono.
2. Information is requested as to what use could be made by you of this craft.

*[Signature]*  
Director of Harbour Craft.

C.C. TRANSPORTATION S/C IN 6

1225

Director of Harbour Craft

British Ministry of War Transport  
Mary House, Naples.

Date:- 16th May 1945.

From:- C.C. Shakespeare - R.N.R. Surrey Lougharn.

Re:- Italian Barge.

With reference to your signal 030911 B of the 3rd Inst, the above vessel was surveyed at Calcintra on the 12th of May 1945, and the under-noted particulars of condition were ascertained.

The vessel is an Italian Navy Type of L.R.M. steel barge, self-propelling with two Fruda Type Six Cylinder Internal Combustion Engines, and a carrying capacity of approximately 40 tons.

The Hull is in good condition, with one eighth thickness welded shell plating.

The vessel is now lying in soft mud.

With exception of six bullet holes on her forward part and also in the landing platform, there is no other visible damage to the hull as far as could be seen.

The Hull will require to be thoroughly cleaned, scraped and painted, holes to be patched and hinges of landing platform to be made free and workable.

The Motors are in good condition, requiring to be thoroughly cleaned and overhauled.

The Intermediate Shafting, Universal Couplings, Engine Seating, Propellers and Rudder which are all in good condition, require to be cleaned.

It will be advisable to withdraw the tail shafts.

The Electrical Installation has been totally destroyed, and requires to be renewed thoroughly.

It is estimated that a period of three weeks would be required to put this vessel into commission, this does not include the time it would take to remove her to a berth where the repairs mentioned can be effectively carried out.

Sgd

R.N.R. Surveyor.

R.N.R. Naples:- 1 Copy.

1227

119  
SECRET - 29 JUL 1983

A meeting was held in the office of the Director, Transportation Administration at the request of Capt. Sigon, Chief Salvage Officer of the Royal Navy, to discuss the disposal of salvaged craft and captured enemy aircraft for an estimated total lift of 10,000 tons per month and captured of 10 power-driven barges and from 10 to 15 fast motorized craft of various types.

It was pointed out that it is proposed that 6,000 tons of Italian Governmental authority for salvaging submarines and aircraft be recognized so that it will be possible to dispose of these Italian Government aircraft and fast motorized barges of Italian ship owners with a British representative of allied companies attending through meetings. The ship will not operate and vessels but will supervise and regulate vessels of Italian owners. This will be the subject of a meeting to be held by both under the auspices of Mediterranean Shipping Lines.

The Admiralty Marshall, London, was called on whether these craft to either the Italian Government or private owners providing they receive sterling or a future promise to pay in sterling. It was pointed out that there are the following possibilities:

- 1) to dispose of these craft to the Italian Government, making a charge against credit in sterling available to the Italian Government in London, which is estimated to exceed 1,000,000 pounds.
- 2) to turn over these craft to the Italian Government using the 1975 procedure above a charge in sterling could be released against the Italian Government as circumstances would permit against delivery of the craft.
- 3) transfer to private ship owners with legal sterling credits.

The proper approach to the Italian Government or private ship owners was discussed. It was pointed out the normal approach to the Italian Ministry of Marine is thru the Navy Sub-Commission, whose representative was present at the meeting and the Transportation Administration deals with the Administrative of the Navy for the personnel Marine, making the Navy Administration fully advised.

In addition, the question was raised why it would not be possible to pay all charges incidental to salvage of craft with Italian lire so that there would be no question of paying out pounds sterling for salvage operations as raising of sterling charges against the Italian Government would not move any value of sterling in the transaction. If it is impossible for the Admiralty Marshall to have Italian lire in connection with salvage operations could it not be

Italian Government or private owners prevailing they receive sterling or a charge premium to pay in sterling. It was pointed out that there are the following possibilities:

- 1) to dispose of these craft to the Italian Government, making a charge against credit in sterling available to the Italian Government in London, which is estimated to exceed 1,000,000 pounds.
- 2) to turn over these craft to the Italian Government using the 9/16 per cent charge there a charge in sterling would be raised against the Italian Government on commensurate receipt against delivery of the craft.
- or,
- 3) transfer to private ship owners with legal sterling credits.

The proper approach to the Italian Government or private shipping firms was discussed. It was pointed out the normal approach to the Italian Ministry of Marine is thru the Navy Sub-Commission, whose representative was present at the meeting, although representative Sub-Commission talks with the Under-Secretary of State for the Merchant Marine, keeping the Navy Sub-Commission fully advised.

In addition, the question was raised why it would not be possible to pay all charges incidental to salvage of craft with investment loan as that there would be no question of paying out sterling for salvage operation on raising of sterling charges against the Italian Government would not cause any outlay of sterling in the transaction. If it is impossible for the directly merchant to these investment loan in connection with salvage operations, would it not be possible to arrange for the sale of a limited number of craft for use as that there would be available for salvaging operations and repairs to the balance of the craft. Lt. Commander Gifford-Vossog stated that he would put the problems before the Admiralty Marshall, London, for his decision, so that an agreed method of payment would be established.

1006

Capt. Simpson, Fleet Salvage Officer, Mediterranean, suggested that investment as all limited salvage operations are not under one head and the war in Europe is terminated, that the Committee to determine salvage priorities referred to in Campbell Report, Section 4, paragraph 4, page 6, will not be necessary. This opinion was concurred in by representative Sub-Commission and Navy Sub-Commission representatives and it was agreed that this matter could be discussed with British representatives.

It was further pointed out there is a centralized salvage committee for the Mediterranean, under the jurisdiction of Capt. 4, some of which all interested parties are represented with the exception of representation Sub-Commission, and it was the view of the representative of Merchant Marine Sub-Commission that representation could not be desirable.

*Handwritten initials*

Minutes of Meeting  
28 Nov 1953 (Cont'd)

as to whether alienation or sale of additional craft to the Italian Government or Italian private shipping firms should first be approved by the Committee on Shipping Control, or its successor in alienation of assets obligations, United Maritime Authority (UMA). It was agreed that this question would be put before the proper authority for decision.

*Lawrence H. Taylor*  
Director, Trade Station A

Participants

- 1. Mr. J. Gifford-Young, Admiralty Warship Substitution
- 2. Mr. A. J. Jones, Fleet Salvage Officer
- 3. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 4. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 5. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 6. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 7. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 8. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 9. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage
- 10. Mr. J. J. Smith, Italian Liaison Naval Officer, Salvage



KS/s. 18

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Ref: AC/526/17/TN.3.

18 May 1945.

SUBJECT: (1) Ship Repairs,  
(11) Signing on Italian Seamen.

TO: Shipping Sub-Commission.

Reference your un-dated and un-referenced letter on the above mentioned subject.

2. Surely this is a matter which can best be handled by the Shipping Sub-Commission with the Labour Sub-Commission on the one hand and the Medbo Repair Committee on the other.

If the Shipping Sub-Commission does not think it should take this matter up direct with the Medbo Repair Committee, then surely Shipping Sub-Commission can advise the Italian Representative what is necessary.

3. Verbal requests are frequently made at A.F.M.C. that this Sub-Commission handles problems of this type through the Shipping Sub-Commission and the Shipping Authorities in Rome.

4. The papers are therefore returned to you for appropriate action.

For the Director

*W. S. STEVENS*

W. S. STEVENS,

Colonel.

Enclos.

1221

1226



17

HEADQUARTERS UNITED STATES  
LABOUR, SHIPPING SUB-COMMISSION

TEL. ROOM 741.37

Subject: 1) Ship Repairs  
2) Shipping on Italian Vessels

To: Transportation Sub-Commission  
Government Division (S. Peter Search)

1. Referring to the letter from the Director of the Labour Sub-Commission to you, dated 7th May reference 123,425, we instructed by pointing out that an Italian Representative at the time the above mentioned letter was received that requests for repair facilities to Italian Merchant Vessels should be channelled through him, via the Italian Shipping authorities.

2. The Signing-off of Italian vessels was still explained to the Acting Director of the Labour Sub-Commission by reference to the letter by IMWT Ltd and the Principal Director F.S. Eastern Red Sea Branch of Mello.

3. It is suggested that as the above subjects involve other matters relating to the Italian Merchant Marine since Garibaldi's vessel approach is through the Director General of the Marine Authority.

4. The letter from the Director of the Labour Sub-Commission under reference together with a translation of Mr. Garibaldi's letter if they are returned herewith.

*Garibaldi*

G.A. 411,  
Labour, Shipping Sub-Commission.

1229

*1229*

HEADQUARTERS ALLIED COMMISSION  
APO 304  
ECONOMIC SECTION

16

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Ship Repairs.

No	Date	To	REMARKS	From
1	13-3-45	Shipping W-Com	Orders on attached unaccompanied. It is suggested that the inspection of all ships to these vessels should be revised through your command at the last possible ship repair station. I have advised the Lt-Comdr and Ltjg of the ship's company of my position which may be seen in this matter. We will be glad to advise you and your command if you have any questions. Sincerely, Galt's	W. S/O Gov. Div. Shipping  J. S. GODFREY Major I. S.

1229

1705

15

ALLIED FORCE HEADQUARTERS  
Office of Director of Harbor Craft,  
Eastern Mediterranean

7 May 1945.

REFERENCE : H. . . ALLIED COMMISSION, TRANSPORTATION S/C TR6  
SUBJECT : SALVAGE OF EX GERMAN EQUIPMENT.

1. Reference your memorandum 83/15 1/21/TR6 of 1 May 45.
2. Approval to salvage this engine and boiler cannot be given immediately as they are ex German equipment and subject to prize.
3. The matter is being referred by the Royal Naval authorities to Leghorn where a survey will be made.
4. It is requested that further particulars of the tug 1008P be obtained.

*[Signature]*  
Director of Harbor Craft.

Copy : Transportation S/C TR 3

1221

*[Handwritten mark]*

ALLIED FORCE HEADQUARTERS  
Office of Director of Harbor Craft,  
Western Mediterranean

3 MAY 1945.

MEMORANDUM : H.C. Allied Commission Transportation S/C for TW 6  
SUBJECT : Ex German M/T MALANTE.

1 A contract was made in January 1945 between FORAM and Co-operative Artigiani e Recuperari of Porto San Stefano for the salvage & repair of the Malante.

2 At that time it was stated that upon completion the craft would be used by the Royal Navy.

3 It is now understood that there is a possibility of the M.T. not requiring the Malante used therefore she would be available for reallocation.

4 It is requested you obtain a report on the present state of the craft and when it is expected to be ready for service.

  
Director of Harbor Craft.

Copy : Transportation S/C for TW 3.

1220

22

B

ALLIED FORCES WITH AIRMAILS  
Office of Director of Harbor Craft,  
Western Mediterranean.

1 May 1945

RECORDED : U.S. Allied Commission Ports & Warehouse Division.  
SUBJECT : Salvage of ex-Enemy Craft.

H.R.

128502.1/14/1000

1 Ref. your a.c. 15.1/16/45 G of 18 April

2 For your own information the representative in Italy of the Admiralty-Naval Base Marshal has full authority to dispose of ex-Enemy craft. It is preferable that enquires should take the form of a definite offer for salvage together with a full description of the craft and exact location.

3 All these enquires should be addressed to the Fleet Salvage officer, Naples.

  
Director of Harbor Craft.

Copy : Transportation Sub-Commission, TN 3, 1

1279

HEADQUARTERS ALLIED COMMISSION  
APO 594  
TRANSPORTATION SUB-COMMISSION

19

Tel. 290  
Ref. AC/15.1/14/Tnb

FMB/lml  
10 April 1945

SUBJECT : Salvage of Sunken Steamers.

TO : Lt. Colonel. M. J. Stoff  
Movements Division

1. In line with our policy to keep your Division fully informed, as a matter of cooperation and coordination, we enclose a copy of letter from Compagnia Marittima regarding Ex German Barges KOENIGSBERG and MALINTE.
2. As you know, arrangements have been made to have these barges released to them and the necessary repair work is now being done.

*R. M. Bazzanella*  
R. M. BAZZANELLA  
Chief, Port & Whse. Division  
Transportation Sub-Commission

Attachment:

As stated  
in Para. 1.

526

(COPY)

(COPY)

COMPAGNIA MARITTIMA

Ufficio di Roma-April 5th 1945  
Via Del Tritone 107

Transportation Sub Commission  
Port & Warehouse Division  
Allied Commission  
Rome

Ex German m/barges for the coal trade to Rome.

We beg to refer to the various communications we made to you and to the Coal Division these last months regarding the two ex German m/barges "KONIGSBERG" and "MALENTE". As already mentioned these crafts have been raised at Orbetello by an Italian Salvage Company under a contract with the Fleet Salvage Office Mediterranean and were to be provisionally repaired by the same Company that raised them, which was actually done in part, overhauling the engine of one of the barges and making tight the hull of both of them. Under instructions of the Fleet Salvage Office the engine of the "MALENTE", which was in good condition and had just been revised, should have been fitted on the hull of the "KONIGSBERG" whose motor requires extensive repairs and will probably have to be replaced.

In the second time the Fleet Salvage Office has agreed to leave the "KONIGSBERG" as a barge, thus being ready for immediate employment and to repair the "MALENTE" fitted with the original engine. Later on the Fleet Salvage Office changed their instructions and ordered the "KONIGSBERG" to be towed by Royal Navy personnel to Leghorn, for putting her in order as soon as possible with the installation of the "MALENTE" engine and we understand that the work is presently being carried out in the Navy yard at Leghorn.

We understand also that the "KONIGSBERG" may be expected to be ready by the end of this month and that provisional repairs will be made at Orbetello on the "MALENTE"'s hull for using her provisionally as a barge.

We have several times pointed out the importance of using these crafts for the coal trade from Civitavecchia to Fiumicino and to S. Paul's Harbour in Rome considering the very shallow draft, the good speed and reasonable cargo capacity (250/300 t.) of these motorbarges.

We therefore sincerely hope that your services may be able to arrange that the above mentioned crafts be released to us for this trade as soon as they will be ready.

Yours faithfully  
COMPAGNIA MARITTIMA

/S/ Francesco Cameli

(11) 24

Office of the Director, Joint Chiefs of Staff

MARCH 24th, 1940.

Ref: 4013/4/B

TO: THE SECRETARY OF THE ARMY, WASHINGTON, D.C.

SAVING OF WRECKAGE AND OTHER CRAFT

With reference to your letter of 14th March.

1. The salvage of wrecks has been limited only with British and Allied vessels and crews of war.

2. If the wrecks and contents mentioned in your letter are better off they should be referred to the Italian Ministry of Marine, who I understand have a Colonel in charge of this work.

3. There is no reason, therefore, why you should not accept local offers for salvage work, subject to para. 1 above.

4. There can be no question of recognition in the event of the craft being requisitioned by the Allies, and to obviate this point arising such salvage jobs should be treated as a special self-contained job.

G. H. H. H. H.

Copy to: Navy 4/3.  
J. H. H. H. o/a  
Comdante Committee

1254

5-26



FROM .... FLEET SALVAGE OFFICER, MEDITERRANEAN,  
Offices of the COMMANDER-IN-CHIEF, A.F.H.Q.

DATE .... MARCH 24th, 1945. Ref: AC/13/6/R.

TO .... TRANSPORTATION SUB-COMMISSION, H.Q. ALLIED COMMISSION,  
A.F.O. 394.

SALVAGE OF NON-OPERATIONAL AND PRIZE CRAFT.

With reference to your No. AC/26/Tm.3. of 15th March.

The Salvage Committee that has been formed deals only with British and Allied Vessels and Prizes of War.

2. If the barges and pontoons mentioned in your para.2. are Italian Craft they should be referred to the Italian Ministry of Marine, who I understand have a Colonel Gazzo in charge of this work.

3. There is no reason therefore, why you should not accept local offers for Salvage work, subject to para.2. above.

4. There can be no question of recompensation in the event of the craft being requisitioned by the Allies, and to obviate this point arising each salvage job should be treated as a specific self-contained job.



9

145 OFFICER LIAISON, ITALY,  
ALLIED COMMISSION,  
HEADQUARTERS,  
ROME.

14th March, 1945.

No. L. 296/14.

TRANSPORTATION SUB COMMISSION,  
HEADQUARTERS,  
ALLIED COMMISSION.

SALVAGE CRAFT - POLICY.

With reference to your letter AC/515/III/Tn.3  
dated 1st March 1945, a copy of Mediterranean Temporary  
Memoranda No.214 is enclosed for your information.

*William*

REAR ADMIRAL.

121

MEDITERRANEAN TEMPORARY MEMORANDA

M.T.M. 24. Salvage Policy in the Mediterranean - Italian Waters.

The Commander-in-Chief, Mediterranean, through the Flag Officers concerned, controls all operational salvage in the Mediterranean, on which either Allied or Italian salvage resources are employed. This includes :-

- (a) The port clearance necessary in all harbours required for the use of the Allied Forces.
- (b) The salvage in non-operational areas of such ships and craft which may be required for the use of the Allied Forces.

2. The requirements of the Commander-in-Chief for Italian salvage operations under 1(a) will be placed with the Italian Minister of Marine, through the Italian Naval Liaison Officer (Salvage) (see paragraph 4). The Italian Minister of Marine is also responsible to the Commander-in-Chief through the Flag Officer, Taranto, Adriatic and Liaison (Rome) for Italian salvage under 1(b).

3. The Royal Navy and United States Navy authorities concerned will be informed by the Commander-in-Chief of all such salvage operations undertaken. These authorities should, in turn, inform the Commander-in-Chief, through the normal service channels, of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O. (Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Liegi 28, Rome (Telephone No. 863595).

for the use of the Allied Forces.

(b) The salvage in non-operational areas of such ships and craft which may be required for the use of the Allied Forces.

2. The requirements of the Commander-in-Chief for Italian salvage operations under 1(a) will be placed with the Italian Minister of Marine, through the Italian Naval Liaison Officer (Salvage) (see paragraph 4). The Italian Minister of Marine is also responsible to the Commander-in-Chief through the Flag Officer, Taranto, Adriatic and Liaison (Rome) for Italian salvage under 1(b).

3. The Royal Navy and United States Navy authorities concerned will be informed by the Commander-in-Chief of all such salvage operations undertaken. These authorities should, in turn, inform the Commander-in-Chief, through the normal service channels, of any salvage operations they consider necessary.

4. The representative of the Italian Minister of Marine in these matters will be known as the Italian Naval Liaison Officer (Salvage) short title I.N.L.O. (Sv). This duty is at present carried out by Lieutenant Colonel Spinelli, Viale Migi 28, Rome (Telephone No. 863595).

5. Normally, Italian Salvage carried out under paragraph 1 above, will utilise Royal Italian Navy and/or commercial equipment. The Italian Naval Liaison Officer (Salvage) is to request the Commander-in-Chief, Mediterranean for the loan of Royal Navy equipment if this is necessary. Such equipment will be issued by the Royal Navy Salvage Authority detailed, to the Italian Naval Officer or firm in charge of the particular salvage undertaking, against a receipt in triplicate. The Royal Navy Salvage Authority is to despatch the original copy of the receipt to the Fleet Salvage Officer, the duplicate to the Italian Naval Liaison Officer (Salvage) and will retain the triplicate. When the equipment is returned, the Royal Navy Salvage Authority receiving it will inform both the Fleet Salvage Officer, and the Italian Naval Liaison Officer (Salvage), giving sufficient detail to enable the receipt concerned to be identified.

6. The provision of consumable stores required for Italian salvage operations carried out under paragraph 1 above will be the responsibility of the Minister of Marine. In case of real necessity, the Italian Naval Liaison Officer (Salvage) may be apply direct to the Fleet Salvage Officer for the release of materials and stores in small quantities from Royal Navy sources. Any releases approved, will be subject to the procedure laid down in the Mediterranean Temporary Memorandum 43, paragraph 0(11).

7. Italian Naval or commercial salvage personnel employed in operational areas (1a) will be entitled to British Naval rations as an off-shore party. Those employed in non-operational areas (1b) will be entitled to Royal Italian Navy rations or civilian personnel rations respectively.

8. The Commander-in-Chief, Mediterranean, has delegated the responsibility of port clearance in all non-operational Italian harbours to the Allied Control Commission.

9. The Royal Navy and United States Navy shore authorities concerned will be kept informed by the Allied Control Commission of all such salvage operations undertaken. These authorities should, in turn, inform the Allied Control Commission of any salvage or port clearance operations they consider necessary in non-operational areas.

10. (a) All Italian vessels and equipment salvaged (except those included in 10(b) below) are to be handed over to the Italian Government. Those required for the use of the Allied Forces should be requisitioned in the normal way. Where British resources have been employed, an account of the cost salvage and/or repair is to be forwarded to the Flag Officer, Taranto, Adriatic and Liaison (Rome).

7. Italian Naval or commercial salvage personnel employed in operational areas (1a) will be entitled to British Naval rations as an off-shore party. Those employed in non-operational areas (1b) will be entitled to Royal Italian Navy rations or civilian personnel rations respectively.

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(b) All Allied vessels and equipment are the property of the Governments, private owners, or underwriters concerned.

Ex-German vessels are the property of the Prize Court in London.

Ex-Italian vessels in North African waters are the property of the Prize Court in London.

No salvage of vessels included in sub-paragraph (b) should be undertaken without the approval of the Commander-in-Chief, Mediterranean, or Allied Control Commission, who will take the necessary action with the owners.

11. The Commander-in-Chief, Mediterranean will inform the Allied Control Commission when any port can be considered to be non-operational, in order that the Allied Control Commission may assume the responsibility of any non-operational port clearance or salvage necessary.



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GAG/OS

HEADQUARTERS ALLY COMMISSION  
110 304  
Transportation Sub-Commission

AO/226/In.3

15 March 1945

SUBJECT: Salvage of Non-Operational and Prize Craft.

TO : Fleet Salvage Officer A.M.H. 1.

1. Reference is made to the letter AO/226/In.3/2 dated 15 March 1945 regarding the formation of a Salvage Committee.

2. The Commission is at present receiving from various Italian Shipping Companies offers to salvage wrecks and persons, which when seaworthy would be extremely useful craft for work under our control.

3. It would be appreciated if an early reply could be given if these offers for salvage work may be accepted, and if so whether a promise of reimbursement can be made to these firms at a later date, the craft which they have salvaged be recognized as the Allies.

*W. B. Clark*  
W. B. Clark  
Colonel  
Deputy Director  
Transportation S/C

1211

Copies to:  
1. Transportation Sub-Commission  
2. Liaison Division

JAB/m1

HEADQUARTERS ALLIED COMMISSION  
AFO 394  
Transportation Sub-Commission

1 March 1945

Ref : AC/515/III/Tn.3

SUBJECT : Salvaged craft-Policy.

TO : Navy Sub Com.

1. It is understood that a Naval Salvage Committee has been set up to deal with matters concerning prize craft.
2. As we receive repeated enquiries on small craft from potential freight carriers, may some guidance on policy of ownership or hire, be issued to this Division and thus avoid the necessity of referring all enquiries to the above Committee.

J. A. BALFOUR  
Lt. Col. RS  
Movement Division  
Shipping Branch

~~SECRET~~ (7)



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2. As we receive repeated enquiries on small craft from potential freight carriers, may some guidance on policy of ownership or hire, be issued to this Division and thus avoid the necessity of referring all enquiries to the above Committee.

J. A. BALFOUR  
Lt. Col. RE  
Movement Division  
Shipping Branch

*Ballin*

1720

*Let Bulford see...*  
*Let me see...*  
*about...*

COMPAGNIA MARITTIMA A

GENOVA  
PIAZZA RUFFINO 8  
TELEGRAMMI MARINERS - GENOVA  
TELEFONI 28-424 - 26-798

TELEGRAMMI MARINERS - ROMA (6)  
CODE 464 502 - 504  
SCOTT'S 18TH EDITION  
A. B. C. - BENTLEY'S

UFFICIO DI ROMA, 5th. March, 1945.  
VIA DEL TRITONE 102  
TELEFONI 485 404 - 485 405

to the Allied Commission,  
Transportation Sub Commission,  
Rome

and for information to the Coal Division in Rome.

ex German motorbarge "Malenta"

Further to our previous communications we beg to confirm that, under instructions of the Salvage Office, Royal Navy, Mediterranean Fleet, the engine of this barge has been removed and will be fitted on the other barge "Koenigsberg" whose engine requires extensive repairs.

We confirm that it would be very useful for the carriage of coal from Civitavecchia and Gaeta to Fiumicino and Rome to have the "Malenta" released to us for a certain length of time pending the decision regarding the property of the draft. In such case we would undertake to use her without engine, as a pontoon, in tow of the tugboats already allocated for this trade and we would provide the necessary hatch covers, cables and fittings after having the hull provisionally repaired.

We rely that we could have her in service condition as a barge in about twenty days from the notice that we may dispose of her.

Considering that this craft could load about 100 tons of coal on a very shallow draught which would allow her to reach Rome direct, it is essential that we know as soon as possible whether we may start at once the necessary repairs and works.

Waiting to hear from you, we are,

yours faithfully,

*[Handwritten Signature]*

ALLIED FORCE HEADQUARTERS,  
Office of Director of Harbor Craft,  
Western Mediterranean.

TN 3  
5th March 1945.

MEMORANDUM TO : H.Q. ALLIED COMMISSION (attention TN 3)

SUBJECT : Non-operational Salvage.

1. Reference your letters AC/503/110/TN 3 and AC/514/97/TN 3, dealing with the salvage and repair of ex-enemy small craft.
2. It is understood a Committee is being formed for the purpose of dealing with non-operational salvage also ex-enemy vessels.
3. This Committee will determine priorities and will include a representative of the Italian Navy.
4. After salvage has been completed, repairs will be handled through the Repairs Committee.
5. The position of prize craft is now under discussion and is expected to be clarified shortly but allocation is made by C. in C. MED.
6. It is not intended that work should be held up pending decision and no objection is seen to temporary use.

Director of Harbor Craft.

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HEADQUARTERS  
WESTERN MEDITERRANEAN

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

(4) 97  
JAN/11

all (4)  
(4)

19 Feb. 1945

AC/514/97/TR.3

SUBJECT : Salvage of German Barges.  
TO : Director of Harbour Craft,  
Navy House,  
N a p l e s.

~~10~~  
~~15/12~~

1. For your information please find attached correspondence relating to salvage offer on German motor barges on the Tyrrhenian Coast.

2. It will be appreciated if you will let this Commission know the latest position regarding enemy prizes, with particular reference to terms of ownership or hire.

3. The reply to our Memo to S.S.I.A. will be forwarded to you on receipt.

~~10~~

*Merritt H. Taylor*  
MERRITT H. TAYLOR  
Director

1207

*file*

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19 February 1945

HEADQUARTERS ALLIED COMMISSION  
C.O. 334  
Transportation Sub-Commission

Ref: 134

NO/334/36/20 3

SUBJECT: Salvage of German Barges

TO: 1 Societa Commerciale Italiana Anonima  
Via Cialave 7  
Rome

1. Your application of 17th February 1945 to salvage barges left by the Germans on Tyrrhenian coast cannot be entertained without the authorities concerned being in possession of the exact details of your offer.
2. Please let this Commission have full details for placing before the Allied Salvage Officer for decision.
3. Information must include:-

- A. Location
- B. Dimensions, including carrying capacity
- C. Type, powered or unpowered

*[Handwritten Signature]*

Director, Transportation Sub-Commission  
1200



1. Your application of 5th February '43 to salvage barges left by the Germans on Lythonsen Coast cannot be entertained without the authorities concerned being in possession of the exact details of your offer.

2. Please let this Commission have full details for placing before the Allied Salvage Officer for decision.

- 3. Information must include :-
  - A. Location
  - B. Dimensions, including carrying capacity
  - C. Type, powered or hand craft

*W. H. Taylor*  
WILLIAM H. TAYLOR

Director, Transportation Sub-Commission.

12/43

*W.H.T.*

1725

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

COPY

SOCIETA' COMMERCIALE ITALIANA AZIONARIA  
Esportazione - Importazione

Roma - 8 Febbraio 1945  
Via Piave 8  
Telefono: 480726

To the Allied Commission

Rome

For some time this Company has been transporting by sea and by land charcoal and other supplies on behalf of the Rome Annona.

To develop this work this Society request to be allowed to recuperate at its own expense some German motor barges which were sunk along the Tyrrhenian coast.

These motor barges if they are in good condition, could be put at the disposal of the Rome Annona Service.

The Company therefore, suggests recuperating at its own expense the said motor barges and asks that, to compensate for the expenses that will be incurred, both for the recovery, and for the repair of these motor barges, some of these, be retained as the property of the Company, while the rest could be bought or hired from our Company.

Awaiting the favour of an early answer, I remain yours faithfully.

THE ONLY ADMINISTRATOR  
(Principe Marcello Borghese)  
/s/ Marcello Borghese

Handwritten notes and stamps, including a circular stamp with the number 445 and a signature.

1726

UMCG/

110  
3

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

9 February 1945

Tel: 454  
Our Ref: AC/503/110/Tn.3.

SUBJECT: German Pontoons

TO : D.O.H.C.  
Ministry of War Transport  
Navy House, Naples

1. Reference conversation Mr. Hughes /Lt. Col. Balfour, following are particulars of five German pontoons lying in the Tiber and inspected by War Materials Disposal Branch.

2.	<u>Length</u>	<u>Width</u>	<u>Depth</u>
	24 ft.	5 ft.	4 ft

They are in varying state of repair and are at present located on the Tiber at Risorgimento Bridge, Rome.

3. It is considered that these boats would be useful for supplying the Rome food market.

*[Signature]*  
HERRITT H. TAYLOR  
Director  
1201



1727

Declassified E.O. 12356 Section 3.3/NNN No. 485021

*Transmittal*  
*[Signature]*

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*[Faint, illegible text]*

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*[Signature]*  
*[Faint, illegible text]*

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HEADQUARTERS ALLIED COMMISSION  
APO 384  
WAR MATERIALS DISPOSAL AND  
ITALIAN PRISONERS OF WAR SUB COMMISSION  
INTER OFFICE MEMO

WMD/51/334

19 January 1945

To: Transportation Sub-Commission. (Rail Section)  
(Attn: Col. Balfour).

Subject: German Pontoons.

1/. With reference to the telephone conversation Col. Balfour -  
Capt. Wilkins of to-day's date. Herewith particulars of  
five German pontoons impounded by us to-day.

2/. Length	Width	Depth
24 ft.	5 ft.	4 ft.

They are in varying state of repair and are at present  
located on the Tiber at Risorgimento Bridge-Rome.

3/. We have had a request for the recovery of these boats by  
a man working for the Rome food market.

*for Whittle Capt*  
J. A. CAMPBELL  
Lieut.-Colonel  
Director  
WMD & IPOW Sub-Com.

*[Handwritten signature]*

1200

103/103

1729