

ACC

AC/15.1/TN6

10000/148/3400

SA-
FEB

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SALVAGE - SUNKEN CRAFT
FEB. 1945 - FEB. 1946 PORTS AND
WAREHOUSE

HEADQUARTERS MILITARY COMMISSION
AFM 354
TRANSPORTATION AND SHIPPING SUB COMMISSION

Ref : 347
Ref : AG/13.1/80/1n6

SAG/lp
16 February 1946

Subject: Disposal of Cargoes Salvaged from
French Ship sunk in Italian Ports.

AG : M.A.C. - G-3 Section.

1. Reference your letter S-3 : 356.2 dated 12 Jan. 1946
and our letter to Direzione Generale Marina Mercantile, Rome, dated
24 ditto on the above subject.

2. According to information now received from the above
Military, the cargo on board the s/s "TOLL" ex "ARMADIS" was all
of Italian Nationality.

3. The cargo in question was composed of:-

<u>Civil Cargo</u>	17,044	Tons	zinc plated iron
	240,000	"	flour
	500,000	"	rice
	44,000	"	sugar
	10,000	"	beans
	<u>900,000</u>	"	
<u>Military Cargo</u>	33,300	"	cement
	200,000	"	lumber
	30,000	"	empty petrol drums
	<u>319,700</u>	"	

For the Director:

CHARLES C. BROOKS, Chief
Ports & Warehouse Division

Copy to :
S.A.C.S.
Gen. Sec. (Supply Group)

6365

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

~~5:29/1~~
6.0/ 5:4/2

G-5: 386.3

19 January 1946

SUBJECT: Disposal of Cargoes Salvaged from French Ships
Sunk in Italian Ports.

TO : Headquarters Allied Commission, APO 394

1. The French vessel HARELAIS was seized by the Italians in December 1942 and the name was changed to "TODI". This vessel was damaged by Allied bombing on 23 March 1943 and later sunk in Palermo harbour on 5 April 1943. The cargo is still in the sunken vessel.

2. There is now a dispute as to the eventual disposition of the cargo and before a decision can be made it is necessary to know:

- (a) Which nation owned the cargo (i.e. Italy or Germany).
- (b) Whether the cargo was war material or not.

3. The above information can only be supplied by the Italian Ministry of Marine. You are requested to obtain this information and advise AFAC.

4. Please treat this as urgent.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. I. Hamblin Col
A. I. HAMBLIN
Brigadier General, GSC,
Assistant Chief of Staff, G-5.

Copy to:- JAGS

29 JAN 1946 - Tract S/H

21 JAN 1946

Action: Tm S/C

Jfs: A/VP

S/Hy Ap

6363

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref : AC/15.1/79/TnG

UAG/lp
24 Jan 1946

SUBJECT: Disposal of Cargoes Salvaged from
French Ships Sunk in Italian Ports.

TO : Direzione Generale Marina Mercantile
Divisione Naviglio - ROME
(Attn: Col. Bordoli)

1. We have been approached by AFHQ-G-5 Section in connection with the French Vessel "RABELAIS" seized in December 1942 by the Italian Authorities & renamed "TODI". This vessel was damaged on 23 March 1943 and subsequently sunk in Palermo Harbour on 5 April 1943. The cargo, we are informed, is still in the sunken vessel.
2. To enable a decision being reached as to the eventual disposition of the cargo the following information is required:
 - (a) which nation owned the cargo (i.e. Italy or Germany)
 - (b) whether the cargo was war material or not.
3. As such information is very urgently needed, it would be appreciated if you could furnish same as promptly as possible.
4. Your early advices will oblige.

For the Director:

C. C. CROOKS, Chief
Ports & Warehouse Division

Copy to :
AFHQ, G-5 Section
SACS

6364

TRANSLATION

AS/fl

Ref: 356

Rome 5 Feb. 46

Subject : Instructions regard the cargoes recuperated from
French Ships Suck in Italian Ports.

To : Transportation & Shipping S/C.

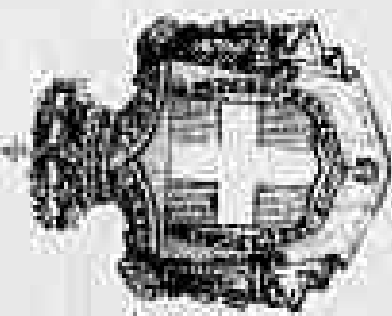
Answer to note AG/15.1/79/Tn6 od 24/1/46 of your S/C
we inform that the cargo on board the S/S Todi ex Rabelais was
all of Italian nationality.

The cargo was divided as follows:

<u>Civilian</u> ^{Cargo} <u>Commodities</u>	17,044	Tons zinc plated iron
	340,200	" flour
	503,600	" rice
	24,580	" sugar
	15,500	" beans
	<u>900,924</u>	"
	=====	
<u>Military</u> ^{Cargo} <u>Commodities</u>	58,800	" cement
	228,993	" lumber
	32,000	" empty petrol drums.
	<u>319,793</u>	"
	=====	

For Minister
illegible

6362



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Divisione III L. U.N.
Prod. V. 3 L. Allegati

Roma. 5 FEB 1946 19

Headquarters Allied Commis-
sion A P O 394
Transportation and Shipping Sub
Commission.

Risposta al Foglio del
Dir. L. V.

OGGETTO Disposizioni relative ai carichi recuperati dalle navi
francesi affondate in porti italiani.

In riscontro al Foglio AG/15.1/79/Tn 6 dd.24/1/46 di codesta
Sub Commissione, si comunica che il carico esistente a bordo del ffo
"TODI" ex "RABELAIS" era tutto di nazionalità italiana.

Detto carico era così suddiviso:

MERCE CIVILE:	Tonn.	17.044.	di ferro zincato
"	"	340.200.	di farina
"	"	503.600	di riso
"	"	24.580	di zucchero
"	"	15.500	di fagioli
	Tonn.	900.924	
	=====		

MERCE MILITARE:	Tonn.	58.800	di cemento
"	"	228.993	di tavole di abete
"	"	32.000	di fusti vuoti
	Tonn.	319.793	
	=====		

IL MINISTRO,

Colonna
6361

Divisione III *Sec. U.N.*
Prot. V. 356 Allegati

Headquarters Allied Commis-
sion A P O 394
Transportation and Shipping Sub
Commission.

Rapporto al Foglio del
Dir. Sec. V.

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	=====		

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"	"	228.993	di tavole di abete
"	"	32.000	di fusti vuoti
	Tonn.	319.793	
	=====		

IL MINISTRO,
[Signature]
6361

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION AND SHIPPING SUB COMMISSION
A.P.C. 394

Tel : 347
Ref : AC/15.1/76/Tn6

UAG/lp
20 Dec. 1945

SUBJECT: Co-ordination of non-operational Salvage
in Italian waters.

TO : Navy Sub-Commission. A.C.

1. Reference your letter NSC/4204 dated 10 December 1945 addressed to Commander-in-Chief, Mediterranean, on the above subject.

2. In reply to request contained in Para.3. of above mentioned letter, the appointment of a representative of the Transportation Sub-Commission for the Italian "Interministerial Committee for Marine Salvage" is not considered necessary.


P.D.G. BUCHANAN, Col.
DIRECTOR

Copy to : F.C.I.L.

6360

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394NSC/4204
10 December 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Co-ordination of Non-operational Salvage in Italian Waters.
Reference: (a) CINC MTP ltr Med.45/217/4/3 of 28 September 1945.
(b) Navy S/C ltr NSC/4016 of 16 September 1945.
Enclosure: (A) Copy Ministry of Marine ltr 24531/2 of 2 December 1945.

1. In reply to reference (a), it is regretted that the Allied Commission is not in a position to assume responsibility for the control of non-operational salvage in Italian waters.

2. The Italian Ministry of Marine, in reply to reference (b), in enclosure (A) informs the Navy Sub-Commission that non-operational salvage in Italian waters can be co-ordinated by the "Interministerial Committee for Marine Salvage" without Allied assistance. It is therefore considered that the activation of the non-operational salvage committee recommended by the Campbell Committee is not required, and the Italian Ministry of Marine will be informed accordingly.

3. By copy of this letter the Transportation Sub-Commission, AC is requested to inform the Navy Sub-Commission, AC whether it is desired to nominate a representative for the Italian "Interministerial Committee for Marine Salvage", otherwise the Ministry of Marine will be advised that no Allied Commission representatives will attend the meetings of the committee.

(Sgt) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
For CHIEF COMMISSIONER.Copy to: (w/c Encl.)
FOIL
Executive Commissioner, AC
Transportation S/C, AC. ✓

6359

From : MINISTRY OF MARINE (Cabinet)
To : N.S.O. - H.Q. -, A.O.
Date : 2nd December, 1945.
Ref. : 24531/2

Subject : Coordination of non-operational Salvage work.

1. In reply to your letter NSO/4016 dated 16th November, 1945, this Ministry is of the opinion that non-operational salvage can be co-ordinated by the "INTERMINISTERIAL COMMITTEE FOR MARINE SALVAGE" and thus the responsibility for this can be accepted by the Italian Government without Allied intervention.

2. The assistance of an Allied Commission Representative at the above committee would be welcomed, however.

CHIEF OF CABINET.

6358

TRANSLATION OF MESSAGE RECEIVED FROM MAS. P. MORETTI
P.L.O. CIVITAVECCHIA - AT 2. A.M. 20 December 1945.-

20 December 1945

The U.N.R.A. S.S. "LACON" from Genoa struck two mines
at 6.30 A.M. 19/12/1945.

Civitavecchia received signal from Malta and Naples with
ship's position only at 10.30 A.M. on that day.

At time of explosion vessel was about 8 miles
from the port of Civitavecchia, bearing 230.

I, in company with the Deputy Capt. of the Port immediate-
ly left Civitavecchia on board the tug "CARLO BRUNO" but owing
to heavy seas, we returned to Civitavecchia at about 1.00 P.M.
We left again on board the M/V "Pola" but the result of our
search was negative.

It was then, in agreement with the S.S.A. representative
(Mr. Regan, who was in Civitavecchia at the time), decided to
request assistance from the Air Force and at 3.30 P.M. life-
boats with personnel on board were sighted off Montalto di
Castro. U.N.R.A. vehicles were immediately sent along the
coast and it was possible to collect 42 persons and one body;
only one member of the crew appears to be missing. The ship-
wrecked crew was sent to Rome to hospital and all are well.

The vessel is lying beached at Marina di Fregene (at 12 Km.
north of Montalto) with fire on board.

As soon as weather will permit attempts will be made to
salvage the cargo which is reported to be still in good condition.

Vessel had about 5000 tons cargo for discharge at Civitavec-
chia.

The Captain states that he struck 3 mines.

X Salvage - Sunk Ship X

6357

AC/15.1

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel : 347
Ref : 85/15.1/T7/Tn5

UAC/1p
25 November 1943

SUBJECT: Salvaging of sunken ships.

TO : A.C. LIAISON OFFICER
C/O A.C.L. - Navy 157
Palermo
Sicily
(Attn: Lt.Col. W.C. MacCallum)

1. Reference your letter 10/8/43 dated 3 Nov. 43 on the above subject.

2. For your guidance, firms interested in the salvaging of sunken vessels should apply to the following authorities for necessary permissions:

For Italian ships, to :

Lt.Col. Acquaviva
"Morsicilia"

REGGIO

For British or ex-enemy ships, to :

Fleet Salvage Officer (Mediterranean)
Office of Commander-in-Chief
MALTA

For American ships, to :

US Shipping Administration
BARCELONA

For French ships, to :

Capitaine de Vaisseau J. Denis,
Palazzo Vidoni, Piazza Vittorio Emanuele
ROME

For the Chief :

U.S. GILBERT
Operation Branch
Ports & Warehouse Div.

Cops to :
Fleet Salvage Officer, 6 Via Lucullo ROMA
(Attn: Capt. W. Hippen R.N.V.N.)
Nav. Div. (Shipping Branch)

6356

Prod. num
6 Van Renss
10-15
82d Comm credit
5

3 November 1945

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1. A request has been received from the Firm Giuseppe Musmeci Patanò of Catania for authorization to salvage a ship which lies near Ceta.

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.

H. P.
Cet. de Vaisseau
Boris
J. Palazzo

~~Vedoni~~
Vedoni
Praga V. E.
Rome

Wm. LacCallum
W. J. LacCALLUM, ED, Lt.Col.
A.C. L.O., SICILY.

[Handwritten:]

Harrison shot
apparently by accident
Second Harrison Naval Officer
H. G. A. Assurance
Sergeant

[illegible]

Application for salvaging of sunken vessels to be forwarded to : -

If Italian Ship to :

Lt.Col. Acquaviva

~~Senior Italian Naval Officer for Italy~~

"Marisicilia"

~~CATANIA~~ Messina

If any difficulty, matter should be referred to Lt.Col. Spinelli, Ministero della Marina, ROME.

If British or ex-enemy ship, to :

Fleet Salvage Officer (Medit).
Office of Commander-in-Chief, Medit

MALTA

If American Ship to :

War Shipping Administration

NAPLES

If French ship to :

If British or ex-enemy ship, to :

Fleet Salvage Officer (Medit).
Office of Commander-in-Chief, Medit

MALTA

If American Ship to :

War Shipping Administration

NAPLES

If French ship to :

Capitaine de Vaisseau J. Bonis
Palazzo Vidoni
Piazza Vittorio Emanuele

ROME

6354

X. Salvageur 4 Sunk in wreck 4

AC/15.1/ +

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AND 394

NSC/3423
30 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Committee for Non-operational Salvage in Italian Waters -
Activation of.
Reference: (a) CHSC NSC Ltr NSC 45/217/4/3 of 21 August 1945.
(b) Navy Sub-Commission Ltr NSC/3440 of 24 July 1945.
(c) CHSC NSC Ltr NSC 45/649/19/1 of 10 August 1945.
Enclosure: (A) Copy Minute 46, Campbell Committee Meeting of 13 April
1945, S/C Director of Harbour Craft, AFHQ, Ltr of 12
April 1945.

1. The Allied Naval Commander-in-Chief, Mediterranean in reference (a), in reply to reference (b), suggests that the formation of the Salvage Authority recommended by the Campbell Committee be held in abeyance and that the functions thereof be performed by the present Salvage Committee, Mediterranean.

2. The recommendations contained in Section 4 of the Campbell Committee Report, with reference to the formation of a Salvage Authority, were based on Minute 46 of Minutes of the meeting of the Campbell Committee in Rome on 13 April 1945, a copy of which is forwarded herewith as enclosure (A).

3. The Campbell Committee Report has been approved by the Chief Administrative Officer on behalf of the Supreme Allied Commander, Mediterranean and by the Commander-in-Chief, Mediterranean, and the Italian Ministry of Marine has been directed to take the necessary steps to implement the policies established therein. If it is not desired to activate the Salvage Authority recommended in Section 4 of the Campbell Committee Report, it is suggested that the matter be taken up with Allied Force Headquarters in order that the Campbell Committee Report may be notified. It is considered urgent that the responsibility for the co-ordination of non-operational salvage in Italian Waters be definitely fixed.

4. As a matter of information, no Salvage Liaison Officer, as stated in paragraph 3 of reference (a), is attached directly to the Navy Sub-Commission, AC. In accordance with the provisions of reference (c), one Sub-Lieutenant is assigned to the staff of Flag Officer Italy and Liaison as Staff Salvage Officer.

6353

AC/15.1

NSC/3425
30 August 1945

Subject: Committee for Non-operational Salvage in Italian Waters -
Activation of.

5. Pending a final decision, the Offices referred to in paragraph 3 of reference (a) will be notified of the dates of meetings of the Salvage Committee, Mediterranean, upon receipt of this information.

(Sgd) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMMISSIONER.

Copy to:
(S/C Ref.(a) and Encl.A)

AFHQ G-5
COMNAVNAV
FOIL
MPCBO

Chief Commissioner, AC
Executive Commissioner, AC
Transportation Sub-Commission, AC
Public Works & Utilities S/C, AC.

6352

MEDITERRANEAN SHIPPING BOARD

Minutes of Meeting of CAMPBELL COMMITTEE in ROOM

13th April, 1945.

46. Salvage, Ref. 30. Lt. Cdr. Young, Deputy F.S.O., drew the attention of the meeting to the amendments he considered necessary to the memorandum of the Director of Harbour Craft on the salvage of Italian small craft discussed at the last meeting. He pointed out, for instance, in Item 2 of the memorandum, the Ministry of Marine, when an area or port has been handed over to Italians, compile a list of vessels found sunk and which they intend to salvage. The list should be submitted through the Navy S/C. to C in C. Med., and from this the salvage of craft necessary to the Allies, such as dredgers, is taken over by the British Navy Salvage Organisation. The C in C. Med. is not interested in the salvage of the remaining craft, which is entirely a matter for the Italian Ministry of Marine. The Ministry of Marine is responsible for the salvage of all Italian craft other than those required by Allied Authorities in a non-operational area or port.

Lt. Cdr. Young suggested that Item 5 be deleted because the R.I.N. salvage is part of the Ministry of Marine organisation, and is inclined to be confused with an organisation under Col. Spinelli who is in charge of a salvage group which works entirely under the direction of Fleet Salvage Officer, Mediterranean.

Item No.7. of memo to be deleted and new paragraph inserted.

It was therefore agreed that the D.O.H.C. memorandum on salvage of Italian small craft dated 5th April be cancelled and substituted by a new memorandum attached.

Lt. Cdr. Young advised that the Salvage Committee, Eastern Med., will hold its first meeting on 24th April, and recommended that the Sub-Committee take over where C in C. Med. Salvage leaves off in the control of Italian salvage. He also stated that the appointment of a Salvage Liaison Officer to POTALI will be made in about ten day's time.

Col. Gazzo presented a list of salvage firms showing the work they were at present engaged in, and this was passed to D.O.H.C.

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ENCLOSURE (A)

AMENDED MEMORANDUMALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft
Eastern Mediterranean

12th April, 1945.

To: Chairman, Campbell Committee, MEDRO.

Subject: Salvage of Italian Small Craft.

1. Commander-in-Chief, Mediterranean is responsible for all salvage in the Mediterranean.
2. The Italian Ministry of Marine is responsible for the salvage of all Italian craft other than those required for the use of the Allied Forces in any non-operational port or area.
3. C in C, Med. will shortly appoint a Salvage Liaison Officer to be attached to FOTALI Home or Navy Sub-Commission who will be his representative on salvage matters.
4. The salvage branch of the Italian Ministry of Marine is the Divisione Ricupero who supervise all salvage in territory under the jurisdiction of the Italian Government.
5. Colonel Spinelli has been appointed as R.I.N. Salvage Officer Liaison by the Commander in Chief, Mediterranean. He is in charge of an Italian group which works entirely under the direction of the Fleet Salvage Officer, Mediterranean.
6. All privately owned craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricupero.
7. In practice the Italian Ministry of Marine submit lists of vessels found in any non-operational area to C in C, Med. The salvage of any craft not required for the use of the Allied Forces then becomes the responsibility of the Italian Ministry of Marine.
8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as dredgers, and R.I.N. craft, to make applications for salvage. It is not clear if priorities are established or what supervision is exercised.

RECOMMENDATIONS

- i. That Divisione Ricupero prepare a list of all salvageable small craft, details of licences issued and progress of work.
- ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation Sub-Commission and Divisione Ricupero representatives meet as soon as possible to decide how the salvage of craft required for the agreed programme can be accelerated, and hold regular meetings thereafter.
- iii. An Officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.
- iv. Fleet Salvage Officer's view is that the suggested Sub-Committee would fulfil a useful function in controlling salvage of Italian craft not required by the Allied Forces (see 7. above).
- v. Fleet Salvage Officer concurs with recommendation that the Salvage Officer on FOTALI's staff attend these meetings in order to co-ordinate the resources used for salvage generally.

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Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
21st August, 1945.

Med 45/217/4/3.

THE NAVY SUB COMMISSION, HEADQUARTERS,
ALLIED COMMISSION.

NON-OPERATIONAL SALVAGE IN ITALIAN WATERS - RESPONSIBILITY FOR.

With reference to your NSC/3040 dated 24th July 1945, the present Salvage Committee, Mediterranean, has been dealing with all questions of non-operational salvage in Italian waters and to avoid complications it is considered that the formation of the new committee might be postponed with advantage until outstanding items have been dealt with.

2. Subsequently the new committee could be formed and the present one dissolved or alternatively the old one be taken over by the new.

3. Although the Public Works and Utilities Sub Commission, Allied Commission, the Director of Harbour Craft and the Transportation Sub Commission, Allied Commission, are all represented on the present committee either through the Ministry of War Transport or through the Salvage Liaison Officer, Navy Sub Commission, Allied Commission, it would be advantageous to all concerned if they directly attended the meetings of the present Salvage Committee and you will be informed of dates of meetings accordingly.

/s/ J.R.S. HAINES

for ADMIRAL

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

ENC/3040
21 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Non-operational Salvage in Italian Waters -
Responsibility for.
Reference: (a) CINC ASD Ltr No. 45/217/L/3 of 1 January 1945,
to POA Only.
(b) CINC ASD Ltr No. 45/219/L/7 of 7 March 1945,
not to all Info Addres.
(c) Navy Sub-Commission Ltr ENC/2863 of 6 July 1945.
Enclosure: (1) Copy of Section IV, Caspell Committee Report (Salvage).

1. The Flag Officer, Taranto and Adriatic, Italy (Rome), was informed by reference (a) that the Commander-in-Chief, Mediterranean will continue for the present to control non-operational salvage in Italian Waters, employing the Flag Officer, Taranto and Adriatic, Italy (Rome), as the channel of correspondence with the Italian Ministry of Marine. No information has been received indicating that these instructions are modified.

2. A Salvage Committee, Mediterranean was formed by reference (b) for non-operational salvage, composed of representatives of the Commander-in-Chief, Mediterranean, the Ministry of War Transport, the War Shipping Administration, the French Navy and Merchant Marine, and the Italian Navy. This Committee is understood to be primarily concerned with the non-operational salvage of Allied vessels and Italian vessels which may be required in the interest of the war effort, rather than non-operational salvage of Italian vessels in the interest of Italian security and port clearance.

3. The Italian Ministry of Marine was informed in reference (c) that the Caspell Committee Report has been approved by the Supreme Allied Commander, Mediterranean and the Commander-in-Chief, Mediterranean, and directed to take the necessary steps to implement the policies established. A copy of Section IV of the Report, relating to Salvage, is forwarded herewith for information. Paragraph 4 thereof recommends that an authority be established to co-ordinate non-operational salvage, including representatives from the Commander-in-Chief, Mediterranean, the Director of Harbor Craft, Mediterranean, the Transportation Sub-Commission, Allied Commission and the Italian Ministry of Marine. It is recommended that the Commander-in-Chief, Mediterranean issue a directive to activate the Salvage Authority. Representatives from the offices concerned should be nominated

NSC/3040
22 July 1945

Subject: Non-operational Salvage in Italian Waters -
Responsibility for.

by name, a chairman appointed, and the Authority directed to conduct meetings at specified times. It is considered that the meetings should be held at Headquarters, Allied Commission, Rome. It is further suggested that representatives from the Flag Officer, Italy and Liaison (FOIL), and the Public Works and Utilities Sub-Commission, Allied Commission be included in the Salvage Authority.

4. It is considered to be of the utmost importance that non-operational salvage activities in Italian Waters be coordinated and controlled to insure that the maximum results are obtained.

(Sgd) G. L. WARREN

REAR ADMIRAL

CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMMISSIONER.

Copy to:

AFHQ G-5.
COMNAVSTA.
FOIL.
NSC/3040.

Chief Commissioner, AC.

Executive Commissioner, AC.

Transportation Sub-Commission, AC.

Public Works & Utilities S/C, AC.

6347

MEDITERRANEAN SHIPPING BOARDCANNIBAL COMMITTEESECTION IVSALVAGE

1. The Committee have examined the question of salvage insofar as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.
2. It has been ascertained that subject to the overriding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Services.
3. All privately owned craft can only be salvaged by private salvage companies or individuals under licence granted to the owner by the Divisione Ricupero of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricupero, is the Port Technical Services Section of the office of the Captain of the Port.
4. As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of allotting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the Authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Ricupero). The Authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non-operational by the Allies.
5. In the event of any Italian vessel or craft having been salvaged by private enterprise and thereafter requisitioned by either the Allied or Italian Authorities, the Committee have been advised that the question of compensation will be arranged and settled by the Italian Government.

ENCLOSURE (A)

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/5027
24 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
TO : LAENG. LUZI, Piazza Vittorio Emanuele No. 79, Roma.
Subject: Salvage of Abandoned Motor Fishing Vessel,
"CAMILLO I".

1. With reference to your letter of 16th June 1945 addressed to Transportation Sub-Commission, Ports and Warehouses Division, this matter has been referred to the French Representative on the Salvage Committee Mediterranean and in due course you will be able to obtain advice from - Capitaine De Vaisseau BONIS
MARINE MARCHANTE
Palazza Viduni, Roma.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation S/C (Ports & Wharves Div.) ✓
Agriculture S/C (Fisheries Div.)

6345

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/18/Tn6

GWEW/mvm
28 June 1945

SUBJECT: Motor Fishing Vessel "CAMILLO I"
TO : Salvage Liaison Officer
Navy Sub Commission
(Att. Lt. McMillan)

1. For your information and handling, attached is letter on the above mentioned vessel (in Italian) with corresponding translation.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:

~~xxxxxx~~

Translation only attached.

Copy to:

Agriculture S/C, Fisheries Division

6344

TRANSLATIONTRANSLATION

Rome, 16 June 1945

Ministry of Marine
Rome

Transportation Sub-Commission
Ports & Warehouse Division
Rome

SUBJECT: Salvage of Abandoned Motor Fishing Vessel "CAMILLO I"

The undersigned residing in Rome, Piazza Vittorio Emanuele No. 79, represented by Ernesto Luzi ask the Ministry for authority to salvage the abandoned motor fishing vessel "CAMILLO I" sunk by war action on 28 April 1943 at 8 a.m. in the waters of Cape Bon (Tunisia) and precisely in the neighborhood of Ras El Ahamar Eq. Sphelibia.

According to information received from the crew, the wreck is lying in very low water for which reason salvage appears possible.

We intend to salvage the vessel at our risk and expense.

We pledge ourselves, upon salvage being effected, to those guarantees which may be required, and an indemnity to be fixed in relation to the value of the material and machinery salvaged.

We further declare that the above vessel, of our property, requisitioned and registered in the auxiliary shipping of the State and later sunk as mentioned above, was the object of a regular act of abandonment by the State, and consequently the indemnity due was settled in accordance with the law.

(signed) L. E. G. Luzi

6343

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/16/Tn6

RMB/mvm
23 June 1945

SUBJECT: Motor Fishing Vessel "CANILLO I"
TO : Movements Division
(Att. Col. W. J. Sieff)

1. For your information and handling, attached is letter on the above mentioned vessel (in Italian) with corresponding translation.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above.

6342

TRANSLATIONTRANSLATION

Rome, 16 June 1945

Ministry of Marine
Rome

Transportation Sub-Commission
Ports & Warehouse Division
Rome

SUBJECT: Salvage of Abandoned Motor Fishing Vessel "CAMILLO I"

The undersigned residing in Rome, Piazza Vittorio Emanuele No. 79, represented by Ernesto Luzi ask the Ministry for authority to salvage the abandoned motor fishing vessel "CAMILLO I" sunk by war action on 28 April 1943 at 8 a.m. in the waters of Cape Bon (Tunisia) and precisely in the neighborhood of Ras El Ahagar Eq. Sphelibia.

According to information received from the crew, the wreck is lying in very low water for which reason salvage appears possible.

We intend to salvage the vessel at our risk and expense.

We pledge ourselves, upon salvage being effected, to those guarantees which may be required, and an indemnity to be fixed in relation to the value of the material and machinery salvaged.

We further declare that the above vessel, of our property, requisitioned and registered in the auxiliary shipping of the State and later sunk as mentioned above, was the object of a regular act of abandonment by the State, and consequently the indemnity due was settled in accordance with the law.

(signed) L. E. G. Luzi

6341

1945

Translation of letter dated 16 June addressed by L.E.G. Luzi and Ida Tedeschi and Olga Fantini to Ministry of Marine, with copy to ACHQ, Ports Division.

Subject: Salvage relict motorfishing vessel "Camillo I°"

The undersigned (as above) residing in Rome, Piazza Vittorio Emanuele N°79, represented by Ernesto Luzi ask the Ministry for authority to save the relict of the motor fishing vessel "Camillo I°" sunk by war action on 28 April 1943 at 8 a.m. in the waters of Cape Bon (Tunisia) and precisely in the neighbourhood of Ras El Ahamar Eq. Sphelibia.

According to information received from the crew, the relict is lying in very low water for which reason salvage appears possible.

We intend to save the vessel at our risk and expenses.

We engage ourselves, on salvage being effected, those guarantees which may be required, and an indemnity to be fixed in relation to the value of the material and machinery salvaged.

We further declare that the above vessel, of ~~which~~ our property, requisitioned and registered in the auxiliary shipping of the State and later sunk as mentioned above, was the object of a regular act of abandonment by the State, and consequently the indemnity due was settled in accordance with the law.

6340

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/16/5/Tn6 AC/15/1/Tn6

RMB/evia
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 3, 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. BAZZANELLA, Chief
Ports & Warehouse Division

6339

MINUTES OF MEETING OF THE BOARD OF SALVAGE CRAFT AND CAPTURED MERCHANT CRAFT - 29 MAY 1945

A meeting was called in the Office of Director, Transportation Sub-Commission at the request of Capt. Myron, Fleet Salvage Officer of the Royal Navy, to discuss the disposal of salvaged craft and captured enemy craft for an estimated total lift of 20,000 tons per month and composed of 30 power-driven barges and from 10 to 15 fast motorized coxswains of German MT type.

It was pointed out that it is proposed that COMSALV, the Italian Government authority for supervising schooners and coxswains be re-organized so that it will be composed of three Italian Government officers and four representatives of Italian ship owners, with a liaison representative of Allied Commission attending COMSALV meetings. COMSALV will not operate any vessels but will supervise and regulate vessels of Italian owners. This will be the subject of a meeting to be held May 30th under the auspices of Mediterranean Shipping Board.

The Admiralty Marshall, London, can sell or charter 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 8% procedure where a charge in sterling could be raised against the Italian Government on memorandum receipt against delivery of the craft.
- 3) charter 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, also Transportation Sub-Commission deals 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 invasion lire so that there would be no question of paying out pound sterling for salvage operation and raising of sterling charges against the Italian Government would not cause any outlay of sterling in the transaction. If it is impossible for the Admiralty Marshall to issue invasion lire in connection with salvage operations, would it not be possible to arrange for the sale of a limited number of craft for lire so that lire would be available for salvaging operations and repairs to the balances of the craft?

ship owners, with a liaison representative of Allied Commission attending the meetings. COMNAV will not operate any vessels but will supervise and regulate vessels of Italian owners. This will be the subject of a meeting to be held May 6th under the auspices of Mediterranean Shipping Board.

The Admiralty Marshall, London, can call or charter 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 8/6 procedure where a charge in sterling would be raised against the Italian Government on memorandum receipt against delivery of the craft.
- 3) charter 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, altho Transportation Sub-Commission deals 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 invasion lire so that there would be no question of paying out found sterling for salvage operation and raising of sterling charges against the Italian Government would not cause any outlay of sterling in the transaction. If it is impossible for the Admiralty Marshall to issue invasion lire in connection with salvage operations, would it not be possible to arrange for the sale of a limited number of craft for lire so that lire would be available for salvaging operations and repairs to the balance of the craft. Lt. Commander Gifford-Young stated that he would put the problems before the Admiralty Marshall, London, for his decision, so that an agreed method of payment could be established.

Capt. Phipps, Fleet Salvage Officer, Mediterranean, suggested that inasmuch as all Italian salvage operations are now 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 Transportation Sub-Commission and Navy Sub-Commission representatives and it was agreed that this matter would be discussed with WILSON.

It was further pointed out there is a centralized salvage committee for the Mediterranean, under the Chairmanship of Capt. Wilson, on which all interested parties are represented with the exception of Transportation Sub-Commission, and it was the view of the representatives of Transportation Sub-Commission that representation would not be desirable.

6338

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Minutes of Meeting
29 May 1945 (Cont'd.)

as to whether allocation or sale of additional craft to the Italian Government or Italian private shipping firms should first be approved by the Mediterranean Shipping Board, or its successor in allocation of world shipping, namely, United Maritime Authority (UMA), it was agreed that this question would be put before the proper authority for decision.

James H. Taylor
 JAMES H. TAYLOR
 Director, Transportation S/C

ATTENDANCE:

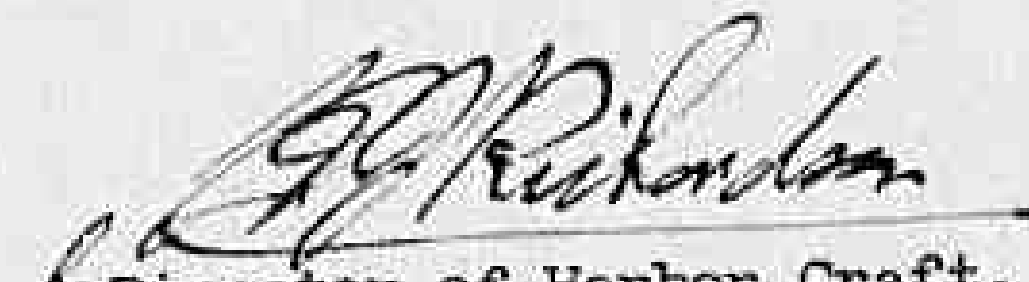
Lt. Col. J. Giffard-Young, Admiralty Marshall's Substitute
 Capt. W. Nippon, Fleet Salvage Officer.
 T. Col. R. Spinelli, Italian Liaison Naval Officer, Salvage
 T. Col. G. Jori, Deputy Italian Liaison Officer, Salvage.
 Capt. S. M. Blackburn, Navy Sub-Commission
 Capt. M. C. Holt, Finance Sub-Commission
 Transportation Sub-Commission

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

7 May 1945.

MEMORANDUM : H.Q. ALLIED COMMISSION, TRANSPORTATION S/C TN6
SUBJECT : SALVAGE OF EX GERMAN EQUIPMENT.

1. Reference your memorandum AC/15 1/21/TN6 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 150HP be obtained.


Director of Harbor Craft.

Copy : Transportation S/C TN 3

6336

S C I A

SOCIETÀ COMMERCIALE ITALIANA AZIONARIA
ESPORTAZIONE - IMPORTAZIONE

May, 5 - 1945

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-CommissionR O M E

Subject : Salvage of German Barges.

We have no answer to our letter of 16 April. If it is difficult to take a decision about the Barges, could it be possible, and on what terms, to save at least the engines? As we have the organisation to save anything is sunk, we hope to have from you a favorable answer.

Yours

Mauro R. y here

*Salvage Commission
Office of the
Allied Commission*

6335

May, 5 - 1945

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

R O M E

Subject : Salvage of German Barges.

We have no answer to our letter of 16 April. If it is difficult to take a decision about the Barges, could it be possible, and on what terms, to save at least the engines? As we have the organisation to save anything is sunk, we hope to have from you a favorable answer.

Yours

Maule R. yhere

*Salvage Commission
Office of the
Allied Commission*

6335

ac/15.1/Hub

INTER OFFICE MEMO

RMB/er

1 May 1945

Ref : AC/15.1/21/TMG

SUBJECT : Salvage of Sunken Craft

FROM : Port & Whse. Div.

TO : D.O.H.C. (Att. Mr. R. Hughes)

1. Enclosed please find original and translation of letter received from "LA FIERRENA" dated April 23, 1945 for your information and reply.

R.M. PACEANELLA
Chief, Port & Whse. Div.

6334

LA TIRRENIA
Impresa Recupero Marittimi
LUCCA
Via Napoleone 193 - Tel/ 5643

23 April 45

Roma : Borgo Angelico 6

TO : Port & Warehouse Division
Tn. S/C AC. HQ. ROME

This Society beg to ask the permission to recover the engine and the boiler of a relit haul, the owners of which are in Germany.

The above said relit is at about 4/5 metres depth between the "Accademia Navale" and l'Ardenza (Leghorn).

This material can be used to repair our haul of 150 HP which is ready to be launched in Codocasa di Viareggio wharf.

We hope the A.C. will kind agree to our request.

6333

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

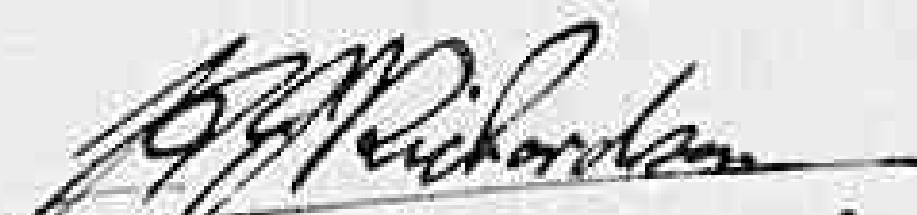
1 May 1945

MEMORANDUM: : H.Q. Allied Commission Ports & Warehouse Division.
SUBJECT : Salvage of ex-Germah Craft.

1 Ref. your A.C./15.1/16/TN 6 of 18 April

2 For your own information the representative in Italy of the Admiralty-Prize 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.


for Director of Harbor Craft.

Copy : Transportation Sub-Commission, TN 3 ,

6332

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/15.1/16/Tn6

GWBY/1st
18 April 1945

SUBJECT : Salvage of Sunken Barges.

TO : Mr. Hughes, DCHC.
Navy House, Naples

1. Attached you will find copy of letter we received from Societa Commerciale Italiana Azionaria dated 16 April 1945. It is being transmitted to you for your information and files.

R. M. BASSANELLI
Chief, Ports & Rhee. Division

Attachment:

As stated above.

6331

VIA PIAVE 11

S C I A

SOCIETÀ COMMERCIALE ITALIANA AZIONARIA
ESPORTAZIONE - IMPORTAZIONE

Rome, 16 April 1945

Transportation Sub Commission

Rome

Subject: Salvage German Barges.

We answer to your letter of last 18 February.
We have located three German barges in Portoferraio (Elba).
These barges are in iron about 400 T. each, with three
engins.

There are many other barges sunk; and if we could have
an authorisation, or know on what terms we could save them, we
could study if it is convenient to save them, as we have the im-
pression it could be more convenient to save these barges better
than destroy them as it seems it is done.

S C I A
Soc. Comm. Ital. Azion.
L'Amministrazione Unica

W. G. L.

6330

Rome, 16 April 1945

Transportation Sub Commission

Rome

Subject: Salvage German Barges.

We answer to your letter of last 18 February.
We have located three German barges in Portoferraio (Elba).
These barges are in iron about 400 T. each, with three
engins.

There are many other barges sunk; and if we could have
an authorisation, or know on what terms we could save them, we
could study if it is convenient to save them, as we have the im-
pression it could be more convenient to save these barges better
than destroy them as it seems it is done.

SCIA

Soc. Comm. Ital. Azion,
L'Amministrazione Unica

W. G. L.

6330

SOC. COOP. ROMANA DI NAVIGAZIONE FLUVIALE

(A RESPONSABILITÀ LIMITATA)



ROMA, 11 APRILE 1945

Via Salaria 4

Telef. 67279

Prot. N. 50

Risposta a lettera

OGGETTO:

CONCESSIONE DI
... ex German river boats

To the Officer in Charge
of the A. C.

R O M A

=====

Sir,

Our efforts for the development of the Tevere river navigation have been appreciated by the Rome Council and by H.E. the Prefect of Rome.

We would now be in a position to considerably increase the river traffic between Orte and Rome if our old wooden pontoons could be substituted by the 10 tons iron pontoons abandoned by the German Army along the river.

Trusting that the A.C. will assist our efforts to the interest of the Town, we beg to request you to grant us the concession of following ex German pontoons:

- 5 units situated at about 400 yards from the Risorgimento bridge;
- 4 units situated close to the bridge of Castel Giubileo;
- 2 units situated in the neighborhood of the Porto Fluviale of Rome.

Furthermore we beg to request the concession for re-

6329

navigation material

Sir,

Our efforts for the development of the Tevere river navigation have been appreciated by the Rome Command and by I.E. the Prefect of Rome.

We would now be in a position to considerably increase the river traffic between Orte and Rome if our old wooden pontoons could be substituted by the 70 tons iron pontoons abandoned by the German Army along the river.

Trusting that the A.C. will assist our efforts to the interest of the Town, we beg to request you to grant us the concession of following ex German pontoons:

5 units situated at about 400 yards from the disengagement to bridge;
4 units situated close to the bridge of Castel Giordano;
2 units situated in the neighborhood of the Porto Fiume of Rome.

Furthermore we beg to request the sum of 6329 for re-
operating ex German pontoons and navigation materials existing along or under the Tevere River waters, or unduly detained by civilians.

Yours faithfully

IL PRESIDENTE
(Dr. Giorgio Adami)

ac/s.1/1726

HEADQUARTERS ALLIED COMMISSION
AND 394
TRANSPORTATION SUB-COMMISSION

Tel. 290
Ref. AC/15.1/14/Tn6

RMH/lml
10 April 1945

SUBJECT : Salvage of Sunk Steamers.

TO : Lt. Colonel, M. J. Sieff
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 ROENIGSBURG 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
Chief, Port & Whse. Division
Transportation Sub-Commission

Attachment:

As stated
in para. 1.

6328

(COPY)

(COPY)

COMPAGNIA MARITTIMA

Ufficio di Roma-April 5th 1945
Via Del Tritone 102

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 "KOENIGSBERG" and "MAINTHE". 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 "MAINTHE", which was in good condition and had just been revisioned, should have been fitted on the hull of the "KOENIGSBERG" 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 "KOENIGSBERG" as a barge, then being ready for immediate employment and to repair the "MAINTHE" fitted with the original engine. Later on the Fleet Salvage Office changed their instructions and ordered the "KOENIGSBERG" to be towed by Royal Navy personnel to Leghorn, for putting her in order as soon as possible with the installation of the "MAINTHE" engine and we understand that the work is presently being carried out in the Navy yard at Leghorn.

We understand also that the "KOENIGSBERG" may be expected to be ready by the end of this month and that provisional repairs will be made at Orbetello on the "MAINTHE"'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

6326

COMPAGNIA MARITTIMA

GENOVA

PIAZZA PORTELLO, 6

TELEGRAMMI: MARINSE - GENOVA

TELEFONI: 26-424 - 26-798

TELEGRAMMI: MARINSE - ROMA

CODICI: NEW 802 - 802

SCOTT'S 10 TH EDITION

A. B. C. - BENTLEY'S

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

Transportation Sub Commission,
 Ports & 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 "KOENIGSBERG" 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 "KOENIGSBERG" whose motor requires extensive repairs and will probably have to be replaced.

In a second time the Fleet Salvage Office has agreed to leave the "KOENIGSBERG" 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 "KOENIGSBERG" 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 "KOENIGSBERG" may be expected to be ready by the end of this month and that provisional repairs will be made at Orbetello on the "MALENTE" for using her provisionally as a barge.

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2180

Transportation Sub Commission,
Ports & Warehouse Division,
Allies 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 "KOENIGSBERG" and "MAIENTE". 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 "MAIENTE", which was in good condition and had just been revised, should have been fitted on the hull of the "KOENIGSBERG" whose motor requires extensive repairs and will probably have to be replaced.

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

We understand also that the "KOENIGSBERG" may be expected to be ready by the end of this month and that provisionally repairs will be made at Orbetello on the "MAIENTE"'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

Sheet 2/

Allied Commission = Transportation Sub Commission. Rome.
re. ex German motorbarges for coal trade to Rome.

Tiunicino 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 MARITIMA

Francesco Cameli
FRANCESCO CAMELI

6325

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/19/13/Tn6

GWG/1ml
9 April 1945

SUBJECT : Salvage - Port of Civitavecchia.

TO : Port Liaison Officer. (Capt. J. N. Bowes)
Port of Civitavecchia

1. It is understood that little progress has been made with the clearance of the wrecks lying off Berth 9, while considerable progress has been made with the rebuilding of the main quay on Berth 9. Unless the wrecks are cleared the quay is of little use. It is also understood that considerable delay has been experienced in raising the pontoon sheerlegs, which are necessary for repairing the sea wall and for wreck clearance; this despite assurances given two months ago that these pontoon sheerlegs would be raised within 20 days.

2. Will you please take the necessary action and inform this Division when clearance and salvage work is likely to be completed, so that future shipping programs can make provision for the increased capacity that will result.

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

6324

COPY

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

/fd

DATE..... MARCH 24th, 1945.

Ref: 4013/6/B

TO TRANSPORTATION SUB-COMMISSION, H.Q. ALLIED COMMISSION
 APO 394

SALVAGE OF NON-OPERATIONAL AND PRIZE CRAFT

With reference to your No.AC/526/Tn.3 of 10th March.

1. 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.

CAPTAIN R.N.V.R.

Copy to : Navy G/C.

✓ ~~IPM~~

D.O.H.C. G/C

complete Committee

To Port and Warehouse
 Revision ✓

6323

24/5/45

GSG/cog

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission

AC/526/Tn.3

15 March 1945

SUBJECT: Salvage of Non-Operational and Prize Craft.

TO : Fleet Salvage Officer A.F.H.C.

1. Reference C in C Med's letter No. Med/45/212/2/2 dated 7th March advising the formation of a Salvage Committee.

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

3. It would be appreciated if an early ruling could be given if these local offers for salvage work may be accepted, and if so whether a promise of recompensation can be made to these firms should at a later date, the craft which they have salvaged be requisitioned by the Allies.

FOR THE CHIEF COMMISSIONER

M.B. THOMAS
Colonel
Deputy Director
TRANSPORTATION S/C

Copies to:
~~Shipping Sub-Commission~~
Ports & Warehouse Division ✓

6322

ac/15.1/Tn.6

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AG/15.1/11/Tn6

GWTB/1ml
14 March 1945

SUBJECT : Salvage Sunken Craft

TO : Societa Commerciale Italiana Azionaria
Rome Italy

1. Reference your letter 26 February 1945.
2. While every effort will be made to assist Corporations in the attempt to salvage craft for the purpose of supplying food for Rome, it is regretted that at the present moment it is not possible to guarantee against the possibility of requisitioning by the Allied Naval Authorities.
3. In order to safeguard your interests against requisitioning, it is necessary for us to be in possession of full particulars of the craft concerned and for what purposes it is proposed to use said craft.

R. M. BAZZANELLA
Chief, Port & Warehouse Division
Transportation Sub-Commission

CC: Food Sub-Commission
Attention: Maj. E. J. Lush

6321

*INTER OFFICE MEMO-

KJC/au

Tel : 466

8 March 1945

Ref : 51-7/31/FOOD

SUBJECT : Schooner PORTO FERRAIO

TO : HQ. AC Transportation Sub-Commission

1. We are enclosing copy of letter dated 26 February from the Società Commerciale Italiana Azionaria.

2. Translation likewise is enclosed.

3. The letters are forwarded to you for necessary action.

W. J. Legg
W. J. LEGG

Colonel

Director, Food Sub-Commission

6320

2041113

(17A)

S.C.I.A.

SOCIETA' COMMERCIALE ITALIANA AZIONARIA
Esportazione Importazione

ROMA = 26 = 2 = 1945

Alla Commissione Alleata
R o m a

e per conoscenza
All'Azienda Servizi Annonari
R o m a

La ns. Società ha ottenuto dalla R. Marina di poter recuperare il rimorchiatore "Portoferraio" affondato presso l'isola d'Elba.

Detto recupero e la rimessa in opera di detto rimorchiatore sarà fatto a intere spese della nostra Società ed a compenso la R. Marina si è impegnata, con lettera ordierna a lasciare l'uso di detto rimorchiatore alla ns. Società, purché ciò fosse nell'interesse del 'Annona di Roma.

Ciò premesso ci permettiamo rivolgerci a codesta Superiore Commissione Alleata perché ci voglia dare le necessarie assicurazioni affinché il rimorchiatore "Portoferraio" non appena sarà di nuovo in efficienza, non sia requisito dalle Autorità Navali Alleate e ciò in considerazione che, come sopra detto, il rimorchiatore stesso sarà adibito al servizio rifornimento Annonario della città di Roma.

In attesa di un cortese cenno di riscontro, inviamo i più distinti saluti.

14Amministrazione Unico
(PRINCIPE MARCELLO BERGHESE)

Food S/C, Transportation S/C
con preghiera di benevolo esame in considerazione del
apporto che ne deriverà all'approvvigionamento della popolazione
romana.
5 Marzo

(170)

To Food Transportation AC, with request to examine in view of the contribute to be derived for the supplying of Rome's population.

Società Commerciale Italiana Azionaria

Our Company has obtained from the R. Marina the authorization to recover towboat "Portoferraio", sunk near Elba Island.

This recovery, and the putting a.m. tow boat in working order again, shall be entirely done at our Company's expense, and R. Marina has taken the engagement, with a letter of today to leave the use of a.m. towboat to our Company provided it be in the interest of Rome Annona.

We request AC to give us the necessary guarantee that as soon as towboat "Portoferraio" will be once more efficient, it shall not be requisitioned by naval Allied Authorities, considering that, as we said above, the towboat will be destined to food supplying service of Rome city.

Please confirm

The Administrator

6318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/15.1/7/Tn6

GWEN/lm1
1 March 1945

SUBJECT : Salvage of Boats and Materials.
TO : Vice President, Political Section.

1. Reference your Memorandum P/505/GE dated 25 February 1945.
2. While it is appreciated that every effort should be made to safeguard boats and sundry materials from German requisition and destruction, it is no clear to us how Signor Alberico Gentili proposes transferring craft into Swiss waters. Before sponsoring his request, it is desired to have further particulars regarding his proposals.

CHARLES C. CROOKS, CHIEF
Ports & Warehouse Division
Transportation Sub-Commission

6317

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM
Political Section

SUBJECT: Signor Alberico Gentili's Journey
to Switzerland

FILE No. P/505/GE

TO : Port, Shipping & Warehouse Division
Transportation Sub-Commission
(attn: Mr. Crooks).

25 February 1945

I enclose herewith copy of a memorandum from the Italian Ministry of Foreign Affairs. I should be grateful if you would inform me whether, in your view, it is desirable for Signor Alberico Gentili to proceed to Locarno.

W. J. M. M. M.
Major

Vice President, Political Section

1 Encl: Memo No. 6/553/234 dtd 22 Feb 45

MINISTERO DEGLI AFFARI ESTERI

NO. 6/553/234

MEMORANDUM FOR THE POLITICAL SECTION A.C.

Subject: Signor Alberico GENTILI's
journey to Switzerland.

Signor Alberico GENTILI, President of the "Societa Subalpina Imprese ferroviarie" which controls the Lago Maggiore Navigation Company, wishes to go to Locarno in order to come into contact with his officials in Northern Italy with a view to transferring into Swiss waters the Company's boats and sundry materials, safeguarding them from German requisitions and destructions.

In consideration of the interest that the preservation of these materials has for the future reconstruction of the Country, the Ministry for Foreign Affairs would be very grateful if the Allied Commission would kindly authorize signor Gentili's journey and afford him the necessary travel facilities..

Rome, 22nd February, 1945

505
GENTILI

6316

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/15.1/5/Tn6

CCC/lml
17 February 1945

SUBJECT : Salvage of Sunken Barges.

TO : Capt. Rippen, Salvage Officer
Navy House, Naples

1. Enclosed herewith find copy of a letter concerning the salvage of German motor barges.
2. Will you please advise this Office if such an offer might be considered.

MERRITT H. TAYLOR
Director
Transportation Sub-Commission

Attachment:

As stated in
Paragraph 1.

6315

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Y

SOCIETA COMMERCIALE ITALIANA AZIONARIA

Esportazione - Importazione

Roma - 8 Febbraio 1945
Via Piave 8
Telefono: 480726

To the Allied Commission

R o m e

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

6314

TELEFONO: 480-728



VIA PIAVE 8

SOCIETÀ COMMERCIALE ITALIANA AZIONARIA
ESPORTAZIONE - IMPORTAZIONE

Roma, li 7 Febbraio 1945
 via Piave 8

To the Allied Commission

Rome

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Awaiting the favour of an early answer I remain
 yours faithfully

THE ONLY ADMINISTRATOR
 (Principe Marcello Borghese)

Marcello Borghese

6313

HEADQUARTERS
ALLIED COMMISSION
FINANCE SUB-COMMISSION
A.P.O. 394.

13086/F.

9 February 1945.

SUBJECT: Salvage of Sunken Steamers.

TO : Transportation Sub-Commission. ✓

1. Reference your attached buck-slip and correspondence forwarded therewith.
2. Herewith for your information is copy of this Sub Commission's letter of even number, dated 8 February, addressed to S.E. Ministro della Marina.

for R. W. [signature]
Joint Director,
FINANCE SUB-COMMISSION.

6312

15.1-

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB COMMISSION
Tel: 475604

8 February 1945.

13076/P

SUBJECT: Enrico Conti Vecchi.

TO : S.E. Ministro della Marina,
(attention Capo Ragioneria).

1. The firm of Enrico Conti Vecchi has, since September, 1943, been engaged on the salvage of sunken vessels in Cagliari harbour, on the orders of the Allied and Italian authorities.
2. The work of this company is being seriously hampered by the failure of the Italian government to discharge the legal debts due, and the consequent interference with the salvage operations is having an adverse effect on the war effort.
3. In view of circulars n. 112611 - 100/XV/1 of 20 July 1944 and n. 103370 of 28th September 1944 which prescribe that immediate payment shall be made of all debts contracted by the Italian State, it is requested that prompt action be taken to discharge all debts due to this firm.
4. Copies of the circulars quoted are attached.

(Signed) R. E. L. DAWSON
Director

Joint Director,
Finance Sub-Commission.

JRMH/t

6311

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

30 January 1945

REFERENCE: Tptn/1605

SUBJECT: Salvage of Sunken Steamers }

TO: Headquarters, Allied Commission

OTN 16

SEEN
AMF
JRH
CG

- 8 FEB 1945

1. I attach a letter dated 27th January 1945 received from the Director of the Company that has had the task of raising and salvaging steamers sunk in CAGLIARI Bay.
2. That this work was of importance to the Allied effort, there can, I think, be no doubt and it will be seen that the Director states that he has, so far, been unable to obtain any payment for the work carried out.
3. As contractors the firm have necessarily to pay wages and other expenses as work proceeds and in these conditions, when the purchasing power of money is deteriorating sharply, it seems to be a case of genuine hardship that the Company should be left without any payment "on account" for so long a period.
4. The principle of "payments on account" for work done, even if full settlement is not made, would seem to justify a representation being made to the Italian Government for early consideration of this case.

JACP/ech

HE
J. A. C. PENNYQUICK,
Colonel,
Regional Commissioner.

6310

[ENRICO CONTI-VECCH.]

PRODOTTI CHIMICI - MINERALI FERROSI - TRASPORTI MARITTIMI - SALVATAGGI E RICUPERI

MILANO

GENOVA CAGLIARI ROMA

FILIALE DI CAGLIARI

Onorevole

COMMISSIONE ALLEATA PER LA

S A R D E G N A

via Roma 37

C A G L I A R I

TELEGRAMMI: COVEMARE
C. P. E. N.SEZIONE SALV. RIC. DATA
Rif. VAMP/mv 27 Genn. 1941

DA CITARE NELLA RISPOSTA

OGGETTO: Situazione lavori ricupero navi Porto Cagliari.-

Riferendoci al colloquio che il nostro Direttore Ing. Vittorio Minio Paluello ebbe l'onore di avere con l'egregio Sig. Colonnello PENNIQUICK ieri mattina, ci affrettiamo a riassumere, come cortesemente chiestoci, la situazione dei lavori di ricupero di navi nel porto di Cagliari.-

Nel Settembre 1943, quando ancora la città di Cagliari era spopolata completamente e senza segno di vita, fummo d'urgenza invitati dalle Autorità Marittime Italiane a provvedere allo sgombero del porto di Cagliari dagli scafi affondati che avrebbe impedito il libero traffico delle navi alleate.-

Consci delle necessità del momento aderimmo all'invito senza attendere la regolare stipulazione di contratti, e demmo immediatamente inizio alle opere di salvataggio delle varie navi affondate, anche per il vivo desiderio di risollevare il prestigio del nostro Paese nei confronti delle Armate Alleate: ci siamo accinti a quel lavoro interpretandolo come un dovere di buoni cittadini italiani.-

Con le sole nostre forze finanziarie e con la fiducia che godiamo presso le Banche locali siamo riusciti a portare a termine il lavoro; in soli 52 giorni e cioè entro il Novembre 1943 avevamo già sollevato dal fondo del porto di Cagliari 3 grosse navi (s/s Albisola di 8.000 ton., s/s Capo Mele di 6.700 ton., Paolo di 8.000 ton.); successivamente l'Albisola ed il Capo Mele furono da noi rimessi in efficienza per navigare con i

COMMISSIONE ALLIATA PER LA

S A R D E G N A

via Roma 37

C A G L I A R I

C. P. E. N.

SEZIONE Salv. Ric. DATA

Ref. VII/IV

27 Genn. 1944

DA CITARE NELLA RISPOSTA

OGGETTO: Situazione lavori ricupero navi Porto Cagliari.

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DITTA ENRICO CONTI-VECHI
RAMO RICUPERI E SALVATAGGI
FILIALE DI CAGLIARI

seguito: Lettera Commissione Alleata Sardegna
in data 27/1/1945

Loro mezzi, ciò che portò un concreto contributo alla disponibilità dei trasporti. Non appena ebbero terminato i lavori su queste navi, intraprenderemo il difficile recupero del s/s S. Rita che presentava 3 grosse falle per una superficie complessiva di circa 200 mq.; anche questa nave fu finalmente sollevata nel dicembre 1944 dopo oltre 8 mesi di lavoro assiduo.-

Nell'ottobre 1944 e cioè dopo circa un anno da che furono iniziati i lavori e che questi erano già stati in gran parte compiuti, in seguito a nostre reiterate preghiere ed insistenze perchè fosse stipulato un regolare contratto, riuscimmo ed ottenemmo, per cortese interessamento del nuovo Comandante la Marina di Cagliari, che si addivenisse alla stipulazione dei contratti: questi però furono limitati ai soli piroscafi che erano stati a suo tempo noleggiati dallo Stato (e cioè Albisola e Paolo) mentre per gli altri due (Capo Mele e S. Rita) fu deciso dal Ministero che la nostra Ditta dovesse regolare i suoi rapporti con gli Armatori. Successivamente poi il Ministero volle disinteressarsi anche del pagamento per il piroscafo Paolo adducendo la ragione che questa nave non affondò per cause belliche; cosicchè di 4 navi che ebbero l'ordine di recuperare, soltanto una verrà pagata dal Ministero, mentre per le altre 3 dobbiamo accordarci con gli Armatori.-

Le lungaggini burocratiche dello Stato relative al pagamento del piroscafo Albisola e le difficili condizioni finanziarie in cui si trovano gli Armatori del Capo Mele, S. Rita e Paolo, non hanno ancora permesso che venissero regolati i pagamenti per i lavori da noi compiuti, lavori che hanno richiesto l'esborso di ingenti somme di cui noi siamo tutt'ora debitori verso i nostri finanziatori.-

Dobbiamo riconoscere che grazie al vivo interessamento e senso di comprensione da parte del nuovo Comandante la Marina di Cagliari, sono stati fatti ultimamente passi veloci verso una conclusione, però a tutt'oggi non abbiamo ancora incassato nulla nè dallo Stato nè dagli Armatori.-

Tale situazione non solo ci ha obbligati a fortissime spese per interessi passivi, ma ci toglie ora qualsiasi possibilità di sviluppare la nostra opera di salvataggio che potrebbe essere utile agli effetti della restituzione di altre navi alla navigazione.-

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CJUB

./.

DITTA ENRICO CONTI-VE
RAMO RICUPERI E SALVATAGGI
FILIALE DI CAGLIARI

seguito: Leffera Commissione Alleata Sarniega
in data 27/1/1945

VME/IV

Riteniamo che un cortese interessamento di codesta Onorevole Commissione Alleata presso il Ministero della Marina e presso il Ministero del Tesoro sarebbe assai opportuno per sollecitare la liquidazione di quanto ci spetta. Dal Ministero della Marina dipende il pagamento del ricupero s/s Albisola, mentre dal Ministero del Tesoro dipende il finanziamento della Compagnia di Assicurazione (UNIORIAS) la quale dovrebbe provvedere ad anticipare le somme che gli Armatori stessi dovrebbero poi utilizzare per corrisponderci il pagamento dei relativi recuperi.-

L'entusiasmo e lo spirito con cui iniziamo e portiamo a termine i lavori non meritava, a nostro avviso, un simile trattamento; ad ogni modo non vediamo quale vantaggio ne possa derivare dal voler paralizzare in questo modo l'iniziativa e l'attività ricostruttrice delle industrie private.-

Noi avevamo tentato tutti i mezzi per sollecitare i pagamenti ed è per tale ragione che avevamo a suo tempo richiesto al Tribunale di Cagliari il sequestro conservativo di tutte le navi da noi recuperate.-

Grati fin d'ora di quanto codesta Onorevole Commissione vorrà fare per aiutarci ad uscire dalla critica situazione in cui ci troviamo, e rimanendo a completa disposizione per quant'altri chiarimenti occorressero porgiamo distinti saluti

DITTA ENRICO CONTI VECCHI
Ramo Salvataggi e Ricuperi
il Direttore e Commissario
(Dott. Ing. Vittorio Minio Paluello)

Vittorio Minio Paluello

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DITTA ENRICO CONTI VECCHI
Ramo Salvataggi e Ricuperi
il Direttore e Commissario
(Dott. Ing. Vittorio Minio Paluello)

Vittorio Minio Paluello

6307

TRANSLATIONENRICO CONTI-VECCHI

Prodotti Chimici - Minerali Ferrosi - Trasporti Marittimi -
Salvataggi e Recupero

Milano
Genova Cagliari Roma

Sezione Salv. Ric.
Rif. VMP/mv

27 Gennaio 1945

SUBJECT: Situation of works for the salvage of
sunken steamers in Cagliari harbour.

TO : Allied Commission - Sardegna - Cagliari.

With reference to the conversation which our Director Ing. Vittorio Minio Paluello had with Col. Pennyquick yesterday morning and having been asked to do so, we shall hereunder summarize the situation of the works for the salvaging of sunken steamers in Cagliari harbour.

In September 1943, when the population had not yet returned to Cagliari, we were urgently asked by the Italian Maritime Authorities to remove sunken hulls from the Cagliari harbour, which would have obstructed the traffic of Allied steamers.

Considering how necessary this was, we immediately began our work, without waiting for contracts to be regularly stipulated, mostly in order to restore the prestige of our country in the eyes of the Allied Armed Forces, we began this work considering it as the duty of good Italian citizen.

We succeeded in bringing the work to an end with our own means and with the credit which banks give us; in only 52 days, i.e. within November 1943, we had already brought to the surface three big steamers (s/s Albisola, 8,000 tons; s/s Capo Mele, 6,700 tons; Paolo, 8,000 tons); subsequently, s/s Albisola and Capo Mele were put back into full efficiency and could go at sea, and this increased the number of available transports. As soon as we had done this work, we stated on the very difficult salvaging of s/s Rita which had three large leaks on a 200 square metres surface, this steamer was also brought

sunken steamers in Cagliari harbour.

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- 2 -

alleging as motive, that that steamer had not been sunk because of war events. Of the 4 steamers which we were ordered to salvage, only one will be paid for by the Ministry, while for the other three we must make ship-owners.

The slowness of State bureaucracy relating to the payment for s/s Albisola and the difficult financial conditions in which the ship-owners of s/s Capo Mele, S.Rita and Paolo find themselves, did not yet make it possible for us to obtain payment for the work we have done, although our work required disbursement of large means, which we still owe our financiers.

We will admit that, thanks to the kind assistance of the new Commander of the Navy in Cagliari we have been able to make some steps towards a settlement, but up to the present moment we have collected no money either from the State or from the ship-owners.

This situation has not only obliged us to pay a lot of interest allowed, but it now prevents us from developing our salvaging work which might be very useful for putting other ships back into full efficiency. We think that it would be very helpful if your Commission would ask the Ministry of the Navy and the Ministry of the Treasury to pay out what is due to us. The salvaging of s/s Albisola must be paid for by the Ministry of the Navy, while the financing from the UNIORIAS Insurance Company depends on the Ministry of the Treasury. This Company should provide the funds which the ship-owners ought to make use of for the payment of salvages.

In consideration of the enthusiasm with which we carried out our work, we do not think we deserved to be treated as we have been, and we also cannot see any reason in paralyzing the initiative and activity of private industries for reconstruction.

We have tried all means in order to obtain payment: this is why we once asked the Court of Cagliari to distrain the ships we had salvaged.

We thank you in advance for the assistance you will be able to give us and we remain at your entire disposal for any further information you may require.

DITTA ENRICO CONTI VECCHI
Ramo Salvaggi e Ricupero
Il Direttore e Commissario
(Dott. Ing. Vittorio Minio Paluello)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347/5 1/3/4x6
Ref. AC/22/1/7n6

JHP/1m1
6 February 1945

SUBJECT : S/S PUNTA D'ORSTA.

TO : B. C. O.
Taranto, Italy

1. The bearer of this letter, Mr. William Marsano, Director Ligure Romana Limited, has advised us of the need for repairs on the S/S Punta D'Orsta presently at Bari.
2. This vessel is urgently needed to haul coal on the Tiber River between Civitavecchia and Rome.
3. We shall appreciate your giving every assistance to Mr. Marsano, in order to expedite these repairs.

CHARLES C. CROOKS, CHIEF
Ports & Warehouse Division
Transportation Sub-Commission

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