

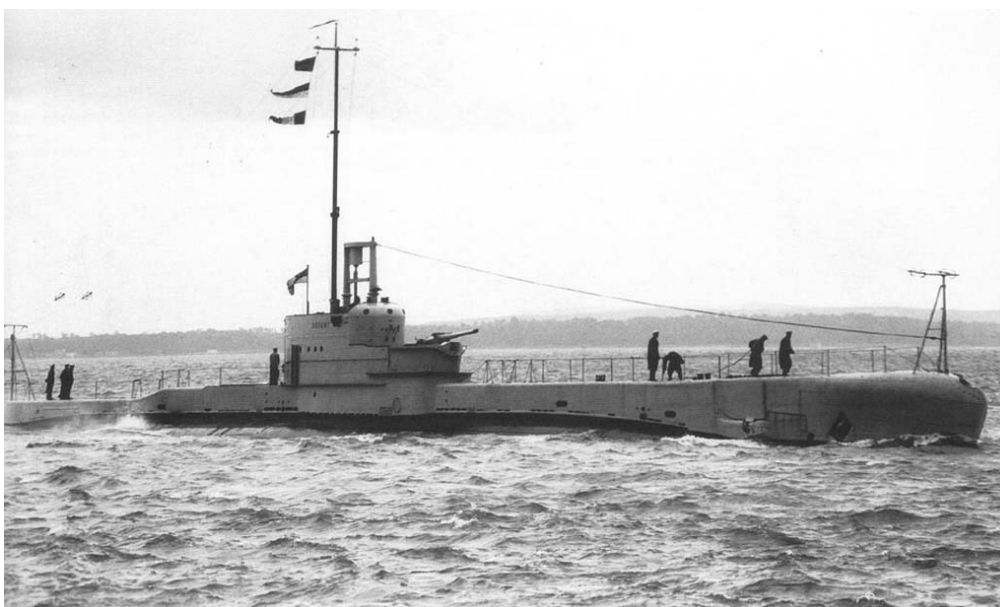


GRUPPO STUDI SUBACQUEI LEGA NAVALE ITALIANA

Sez. Foggia
Corso Roma 204/B
71121 Foggia (Fg)
Italia

CHAPTER 1

1.1 Operation N41 HMS REGENT



Displacement standard, t	1475
Displacement normal, t	1763 / 2030
Length, m	87.5
Breadth, m	9.12
Draught, m	4.90
No of shafts	2
Machinery	2 Admiralty diesels / 2 electric motors
Power, h. p.	4640 / 1670
Max speed, kn	17.5 / 8.8
Fuel, t	diesel oil 158
Endurance, nm(kts)	7050(9.2) / 62(4)
Armament	1 x 1 - 120/45 QF Mk IX, 8 - 533 TT (6 bow, 2 stern, 14) Rainbow: 1 x 1 - 102/40 QF Mk XII, 8 - 533 TT (6 bow, 2 stern, 14)
Sensors	type 118A sonar



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Complement	53
Diving depth operational, m	95

R-CLASS submarine ordered on 28 February 1929 by Vickers-Armstrong in Barrow with the submarines HMS REGULUS and HMS ROVER, prepared on 19/06/1929 and launched with them on 1/06/1930. Construction was completed on 11/11/1930 and was commissioned for service in the fourth submarine flotilla at China Station where it was deployed until 1940. The HMS REGENT was used alongside other submarines of the same class, [Regulus, Rover, Rainbow] for 14 patrols in the Pacific and Indian Oceans and subsequently in the Mediterranean theatre in order to neutralize the Italian convoys between Taranto and Cyrenaica and between Bari / Brindisi and the Italian Yugoslavia. The command of the HMS REGENT was entrusted respectively to the commanders Browne, Bartlett and Knox from the moment of its commissioning.

From 18/04/1943 there will be no more news of the HMS REGENT which will be missing in action (M.I.A.) with the entire crew. A risky theory was endorsed over the years by previous teams, including it as the victim of a minefield off the coast of Barletta, but as will be explained later, this theory will be definitively shelved after careful studies.

1.2 Departure

We have found official Royal Navy material regarding the last patrol of the HMS REGENT and recreated the outward route from Malta towards the Otranto channel, with total certainty between the days 17/04/43 and 18/04/43 the HMS REGENT was actually in the Monopoli area following the route traced from 35°10' N 15°40' E towards the point 39°48' N 18°49' E. The departure was scheduled for 9/04/43, but due to a breakdown on 10/04/43, the Regent returned to Malta and then left again on 12/04/43. On 18/04/43, the day of the possible sinking, the submarine receives the change coordinates of the exit from the channel towards Corfu and then [on coordinates in our possession] proceed to Port Said and finally Beirut.

1.2.1 Attack on Roccella Ionica:

From 12/04/43, the date of the actual departure, the HMS REGENT will begin its patrol along the Calabrian coast, being intercepted off the coast of Siderno / Roccella Ionica in an attempt to spy on an armed train on



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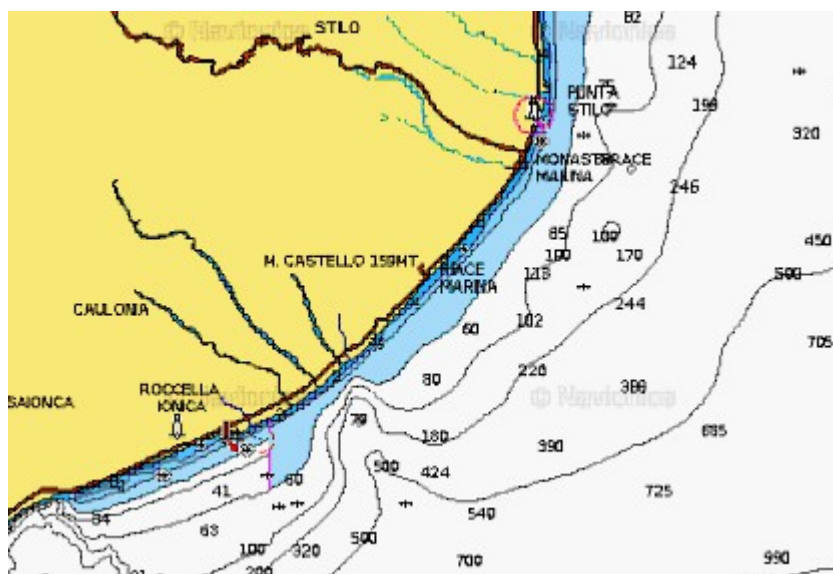
the seafront¹. Based on data cross-referencing with all British submarines present in the Mediterranean at the time of the attack, the presence of additional RN boats in the Ionian Sea in the aforementioned period is excluded, giving total certainty of the identification of the Regent as the attacking submarine. Official Supermarina material about this attack is produced in communication. Through a thorough investigation at the historical office of the Navy in Rome, it was possible to trace the identity of the Corvette author of the patrol against the HMS REGENT in the Siderno area, which is the CORVETTA GABBIANO. Under the command of the Captain of Frigate Alberto Ceccacci, there are two itineraries on close dates with departure 2015 / 14-0520 / 15 on the Messina-sea-Messina section with 82 miles traveled for A / S protection with steamship stranded and 0300 / 16-0900 / 18 on the Messina-sea-Messina section with 432 miles traveled for A / S patrol. Reports by Supermarina show the presence of an enemy submarine off the coast of Roccella Ionica in the locality of SIDERNO, where on 15/04/1943, at 4.15 pm, an enemy boat had emerged in an attempt to attack an armed train on the coast. From here, on day 16 the GABBIANO will start a patrol in the area with launching of depth charges on a target identified at 210° for 10 miles from Punta Stilo, outcome: NEGATIVE. The hypothesis, confirmed by the entry times of the HMS REGENT and the RN GABBIANO, is that the submarine entered the Otranto channel on 17/04/43 around 06.00 after escaping from the theatre of skirmish against the GABBIANO. The telegram reporting the attack with depth charges on the presumed position of the HMS REGENT is produced in communication by means of the on-board echogoniometer.

¹ Attacks of this kind were not to be considered so strange given the technological unpreparation of the Italian A / S vehicles which relied on patrols of the Carabinieri and Guardia di Finanza on the coasts.



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 **SEGRETO**

SUPERMARINA
COMUNICAZIONE TELEFONICA

CON DISPOSITIVO SEGRETO SENZA DISPOSITIVO SEGRETO

Giorno 17/4/43/XXI ore 205

Da M.MESSINA (C. te PANIZZI) SUPERM. (C. te CAPUTI)
N. 6778

IL GABBIANO ci ha comunicato di aver ^{esaurite} ~~esami~~ ~~nate~~ le bombe.==

E' stato organizzato un rifornimento in mare
Successivamente ha comunicato di aver scoperto
un Sommergibile con l'ecogoniometro a 10 mgl.
per 210° da Punta Stilo.==

Poichè in detta posizione dalla carta dei relitti
risulta uno scafo affondato non ~~ALCUNA~~ abbia
mo diffuso segnale di scoperta e abbiamo comu-
nicato al GABBIANO di desistere dal bombardamen-
to nella posizione da lui indicata.==

3 m 113 Roberto E.G. A.V.P.

Copia: Supermarina Sez. Operativa FIRMA
su 9 202 - T. 6 M.A. A.V.P.

MARIANTISOM. = M.B.

Nuove Grafiche S. A. - Roma - Ord. 257 (1000 x 200) 5-3-943-XXI.



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Launch of depth charges.



Corvette Gabbiano.

1.3 Mission orders - ADRIATIC PATROL

The HMS REGENT continued on a set course until its sinking caused by the probable entry into a minefield off the coast of Monopoli. An indication of non-sinking by the GABBIANO is in a service report of the 3rd class chief signalman D'Addio Gennaro, matr. 32060 / Spe, Naples 03/13/15, where he was on board from 08/25/42 to 05/08/45. Among the "**war actions at sea in contact with the enemy**" [source Supermarina], the sinking of the HMS SAHIB on 24/04/43 is recorded. This entails the exclusion of any involvement in combat action by the Seagull against the HMS REGENT in Adriatic waters. War bulletin nr. 1026 also shows the sinking of the HMS SAHIB with the addition of the loss of another submarine in a minefield, thus confirming the thesis of the sinking of the HMS REGENT for mines (source: Ufficio Storico Marina - Rome)².

² It often happened that A / S attacks produced naphtha stains after the explosions of the charges and these were mistaken for damage to the enemy submarine by decreeing its sinking even when there was no concrete evidence.



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AZIONI DI GUERRA IN MARE A CONTATTO COL NEMICO	Citazioni nel Bollettino, encomi ed elogi svuti per azioni di guerra.
26-27 gennaio 1943 = Attacco di aerei nemici a volo radente con sgancio di bombe e mitragliamento.	Dispaccio di Supermarina numero 8517 in data 19/3/1943 (allegato in copia)
8-9 febbraio 1943 = Attacco notturno di bombardieri con sgancio di bombe.	=====
15-16 febbraio 1943 = Attacco di motosiluranti nemiche e attacco notturno di bombardieri.	=====
17-21 febbraio 1943 = Affondamento di un sommergibile nemico - Attacco notturno di bombardieri al convoglio.	Unità al comando del Cap. Cor. Alberto Ceccacci - Azione citata nel Bollettino di guerra n. 1024.
24 aprile 1943 = Affondamento del Sommergibile inglese SAHIB con la cattura del Comandante 5 Ufficiali e 41 membri dell'equipaggio.	Unità al comando del Cap. Cor. Alberto Ceccacci - Azione citata nel Bollettino di guerra n. 1076.

War actions at sea in contact with the enemy.

1.3.1 Correspondence relating to patrolling

To date it was possible to calculate the entry and exit route logically never realized.

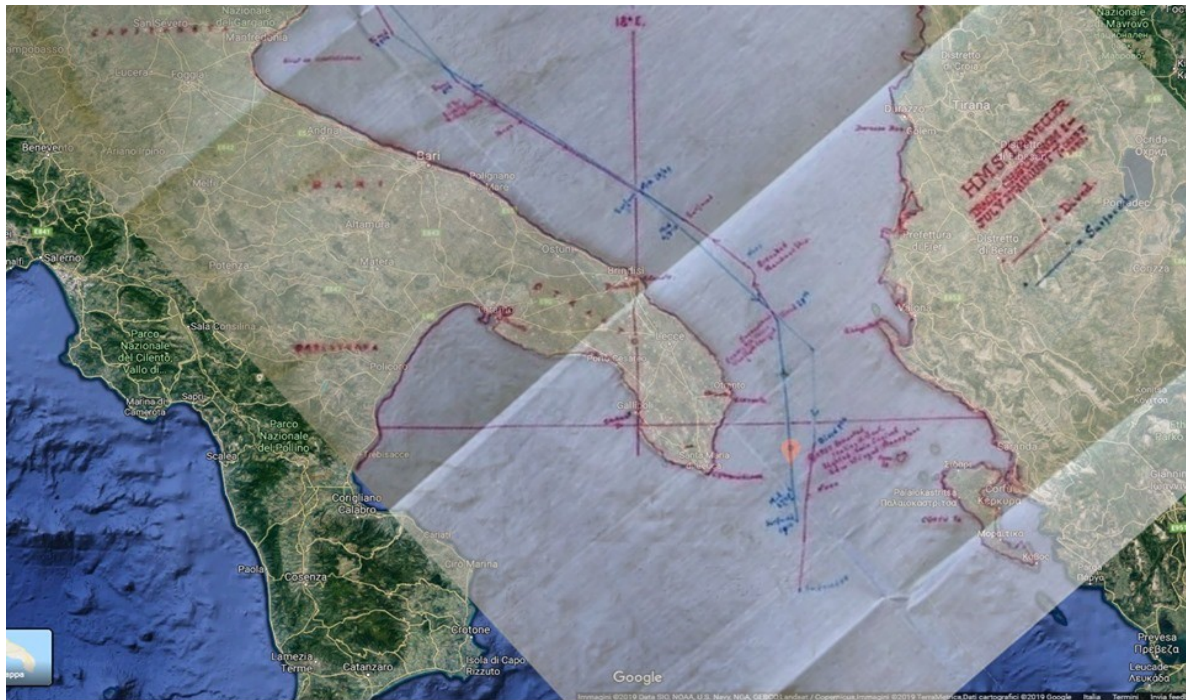
However, rumors circulated that the British had very detailed maps of the Adriatic as allies in the First World War; these charts also served to enter undisturbed without hitting our A / S networks in the Otranto channel. Keeping on a patrol route provides the possibility of interfering with targets or having the way open to a possible escape in case of being intercepted. By examining the entry point into the channel with the HMS TRAVELER patrol route, it can be seen that the waypoint is perfectly on course. This makes us assume that the routes taken are completely similar to each other. At this point it is easy for us to imagine how the route of the second quarter of navigation was planned. It is now necessary to understand how the HMS REGENT found itself at that point. This leads us to think that we are dealing with a large-scale patrol operation given the excessively large time frame given the provisions of S.10 Malta Station³.

³ S.10 was the code name of Commander Raw, who directed every operation to and from Malta.



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Route overlay Traveler / waypoint Regent.

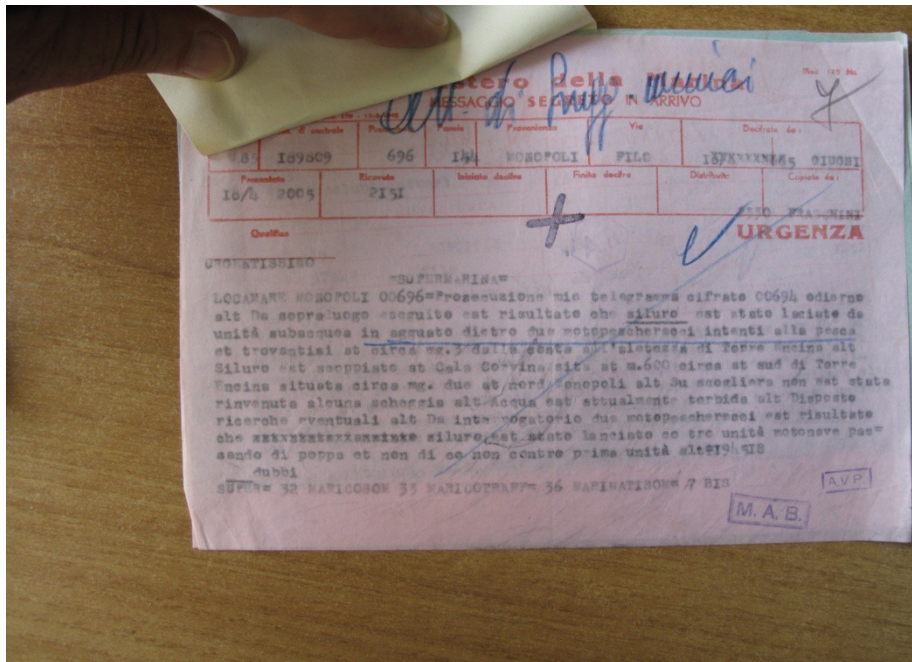
1.4 Attack on 04/18/43

We have found the last pieces of an attack on the Cala Corvino area by an unidentified enemy submarine on 18/04/1943 against the Italian / German convoy BALZAC composed of the German merchant ships Balcic and Motia, escorted by the auxiliary cruiser Morosini en route from Bari to Patras. The attack was conducted by an unidentified British underwater unit lying in ambush abaft two trawlers at work, located 3 miles from Torre Encina in Cala Corvino, Puglia. The convoy, following the attack, did not continue its route but returned to Bari escorted by patrol boats of the GdF and an aerial reconnaissance. Subsequently, documentation relating to the attack is produced. It is very likely that the submarine ran into the AS 4 minefield in an attempt to disengage from the convoy. As mentioned previously, the possibility of stumbling upon a minefield in the area is highly probable and from what will be read later it seems the most accredited thesis.



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Cala Corvino ambush.

1.5 Minefields

The following table shows the position of the minefields on the coast between Bari and Monopoli⁴.

BARI:

- 1 AS : 41 09 37 N - 17 06 15 E/41 07 18 N - 17 08 13 E
- 2 AS: 41 09 50 N - 17 00 E/ 41 09 15 N - 17 02 E
- 3 AS: 41 12 30 N - 16 53 09/41 13 04 N - 16 55 45 E
- 4 AS: 41 15 45 N - 16 43 12 E/ 41 16 32 N - 16 45 E
- 5 AS: 41 17 06 N - 16 37 30 E/ 41 17 10 N - 16 39 38 E

⁴ Source Navy Historical Office - Rome



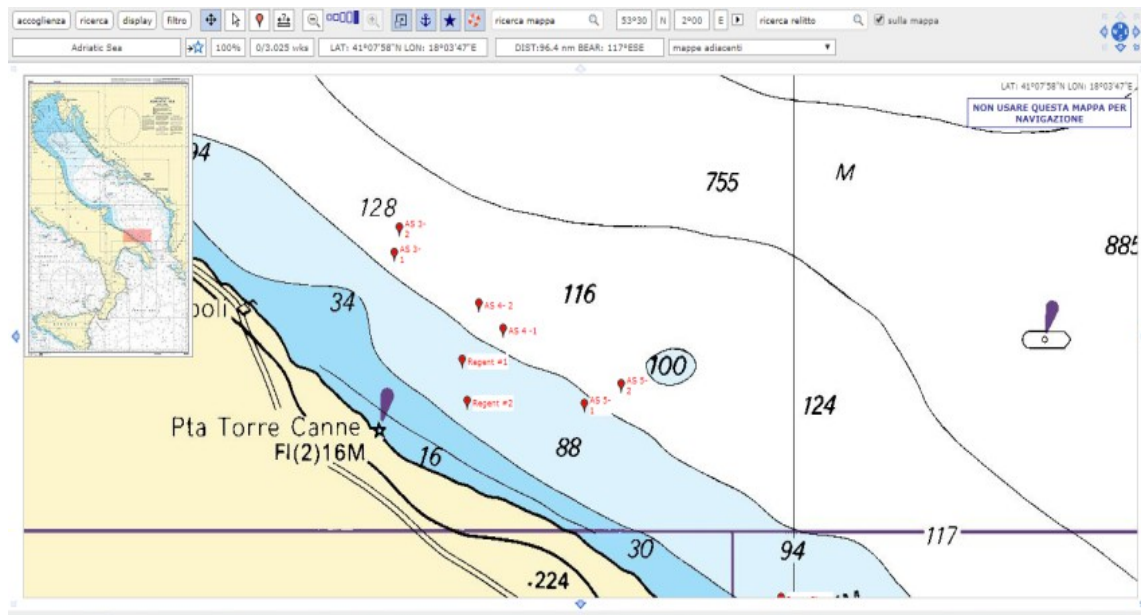
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- 6 AS: 41 19 14 N - 16 32 40 E/ 41 18 35 N - 16 34 30 E

MONOPOLI:

- 2 AS: 41 03 06 N - 17 21 03 E/ 41 03 06 N - 17 23 05 E
- 1 AS: 41 05 38 N - 17 15 58/ 41 06 41 N - 17 17 08 E



Reference cartography of the MONOPOLY section.

The distance between the possible Regent points and the minefields immediately stands out, but it is plausible that a mine, following the bad weather occurred in the period January-March 1943, which is very probable given the poor quality of the underwater cables, has detached and has floated adrift for a few days finding himself on the submarine's position⁵. The British submarines were also equipped with sophisticated equipment together with the ASDIC, such as to track the position of the mines, but very often it happened

⁵ Drifting mines were the order of the day and interception reports were practically continuous.



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that the commanders turned it off due to continuous signals or false signals due to electromagnetic fluctuations⁶.

1.6 Finding of corpses

Following the sinking, bodies of British sailors with Davis apparatus and rubber life jackets were found on the Brindisi coast, not far from P.ta Torre Canne / Villanova di Ostuni. This discovery lets us imagine that at the time of the sinking, the crew, or part of it, was trying all out in abandoning the submarine. Documentation below.

Through e-mail contact we received from Dr. Alexiades reports of Supermarina affirming the discovery of 4 corpses with the same Davis uniform and apparatus on the Apulian coast, adding a fifth discovery of Davis apparatus next to the first corpse (Forte a mare), are reported the three surviving relationships:

1. *164001 / In the area in front of the sea fort of Brindisi, a body, probably British, is found adrift, dressed in a dark suit, without shoes, weapons, badges or identifying marks. The body has a rubber life jacket and a Davis respirator. The death was reported to have occurred by drowning for about eight days and presumably in the vicinity of Bari. Another respirator was found nearby. Investigations are underway to determine whether this is an attempted sabotage landing or of personnel escaping from a damaged submarine, given that on 18/04 a strong outbreak in the sea of an unspecified nature was detected off the coast of Monopoli and there was also the presence of an enemy submarine in those waters.*
2. *15/05 Another body is recovered, in a state of advanced putrefaction, on the beach of Sant'Andrea Missipezza (Brindisi). Also assumed this time, it is an individual belonging to the Royal Navy, probably a submariner, as equipped with a Davis device and with the flaps of the suit of the same color as that recovered on 1/05. No personal documents or other identification marks found on the body.*
3. *18/05 A body believed to be a British sailor is recovered near the beach of Castro Marina. It proves to be the body of an individual of about 38 years old and whose death dates back to over 25 days. He is not equipped with a Davis respirator. The points of discovery of these bodies (see days 1 and 15) and the respective presumed dates of death, as well as the characteristics of their*

⁶ The equipment emitted continuous pings which were easily traced by the hydrophones of the MAS and the A / S corvettes as long as their speed was less than 10 knots (Source: La lotta antisommergibile).



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equipment, would support the hypothesis that they belong to an enemy submarine, whose investigations are still underway.

The testimony is reported regarding the fourth discovery, which took place 2 miles north of Otranto in the locality of Torre Santo Stefano, of a body in an advanced state of putrefaction which, from its clothing and markings, appeared to be that of an British officer or non-commissioned officer. In any case, the death of the last three bodies mentioned above was judged to date back to over 25 days before their recovery⁷.

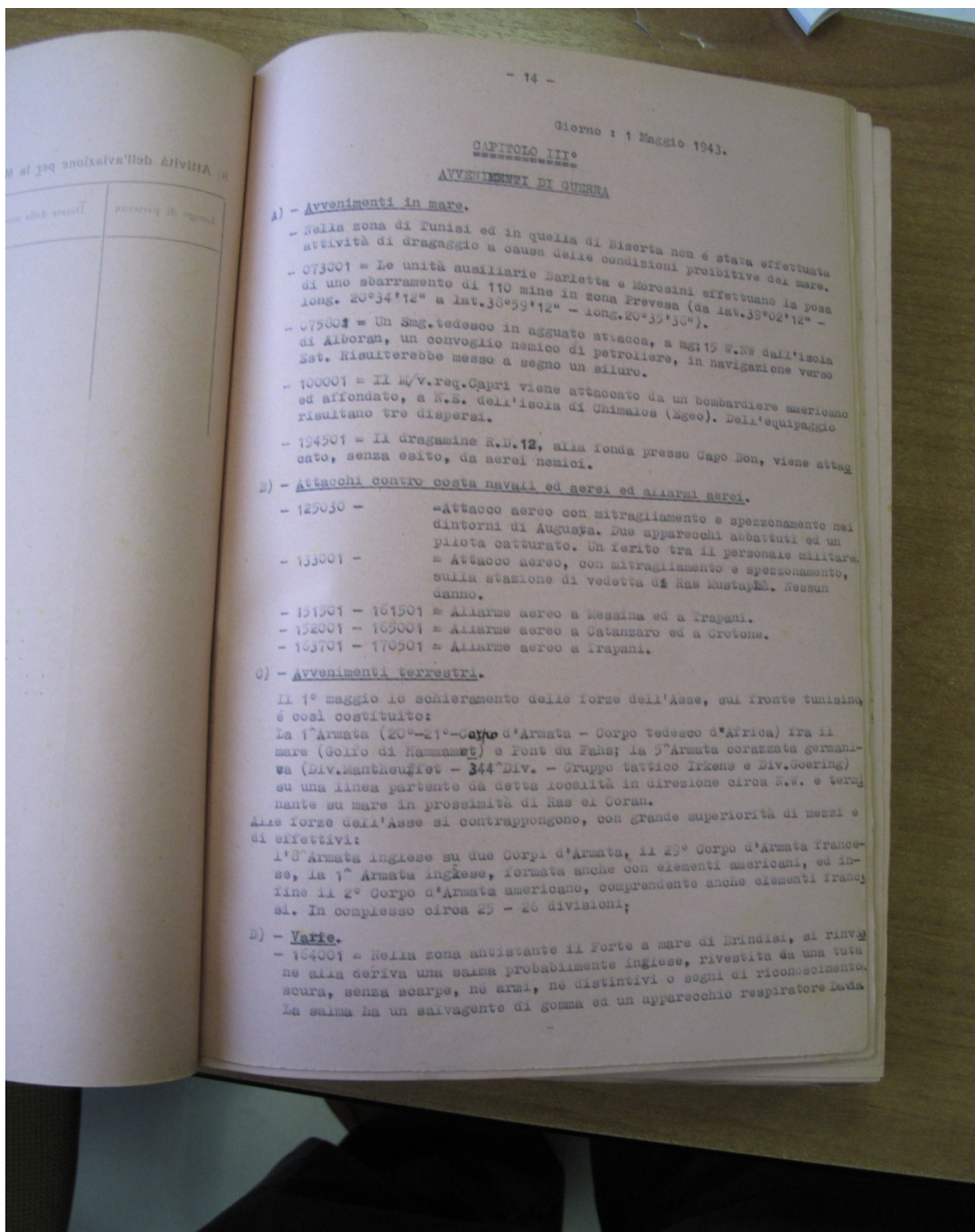
Ultimately along the Apulian coast there is a current outgoing from the Adriatic of significant intensity with an average of half a knot. Considering an average speed around 0.2-0.3 knots and the date of presumed death of the castaways, conducting a daily route of 6 miles and bearing in mind the date of the possible shipwreck between 18 and 19 April, it appears quite probable that the sinking in Monopoli area and the finding of the bodies is akin to the loss of the HMS REGENT.

⁷ La lotta Antisommergibile Roma 1978



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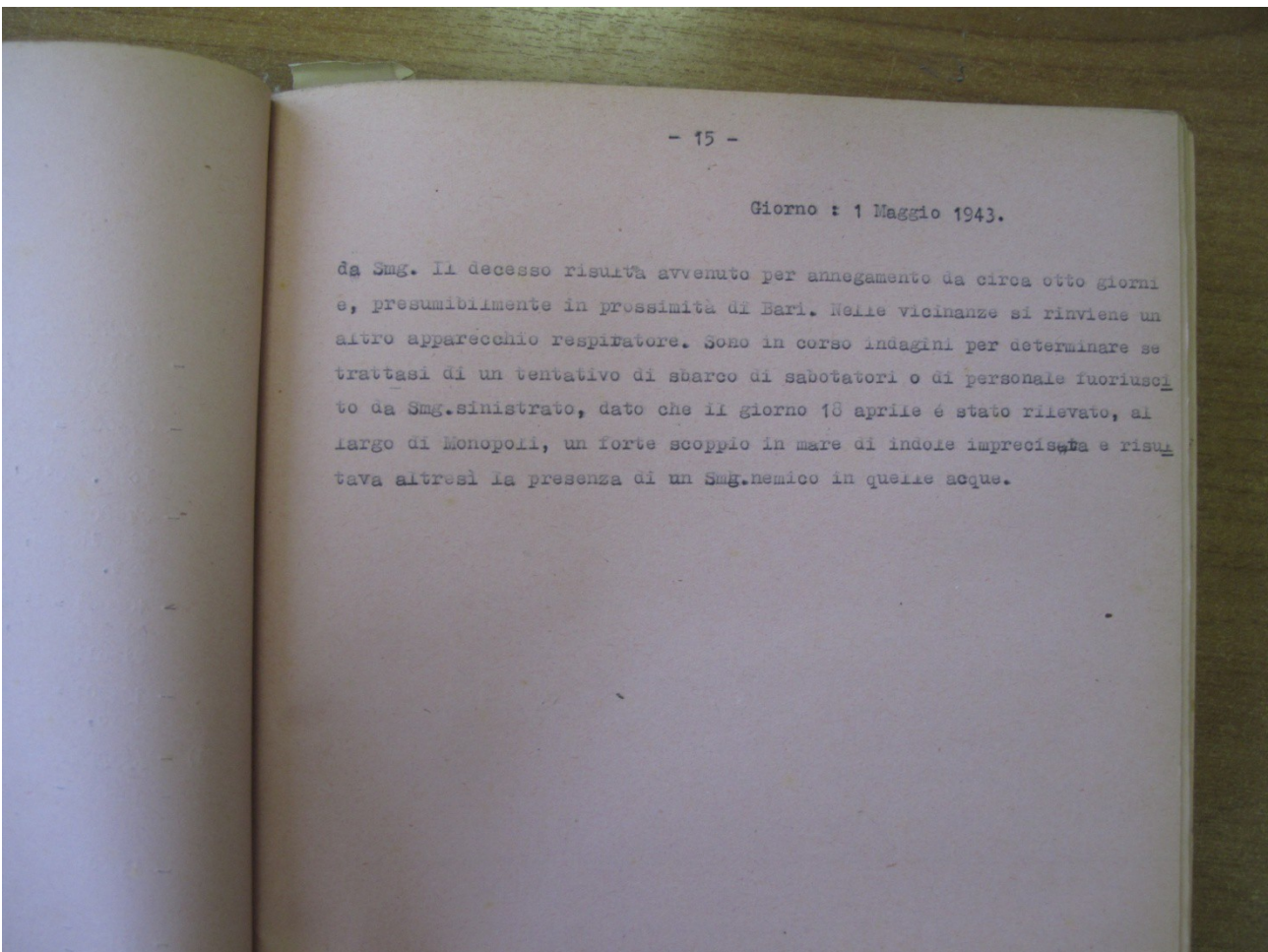




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Finding of the body nr.1.



Finding of the body nr.1.



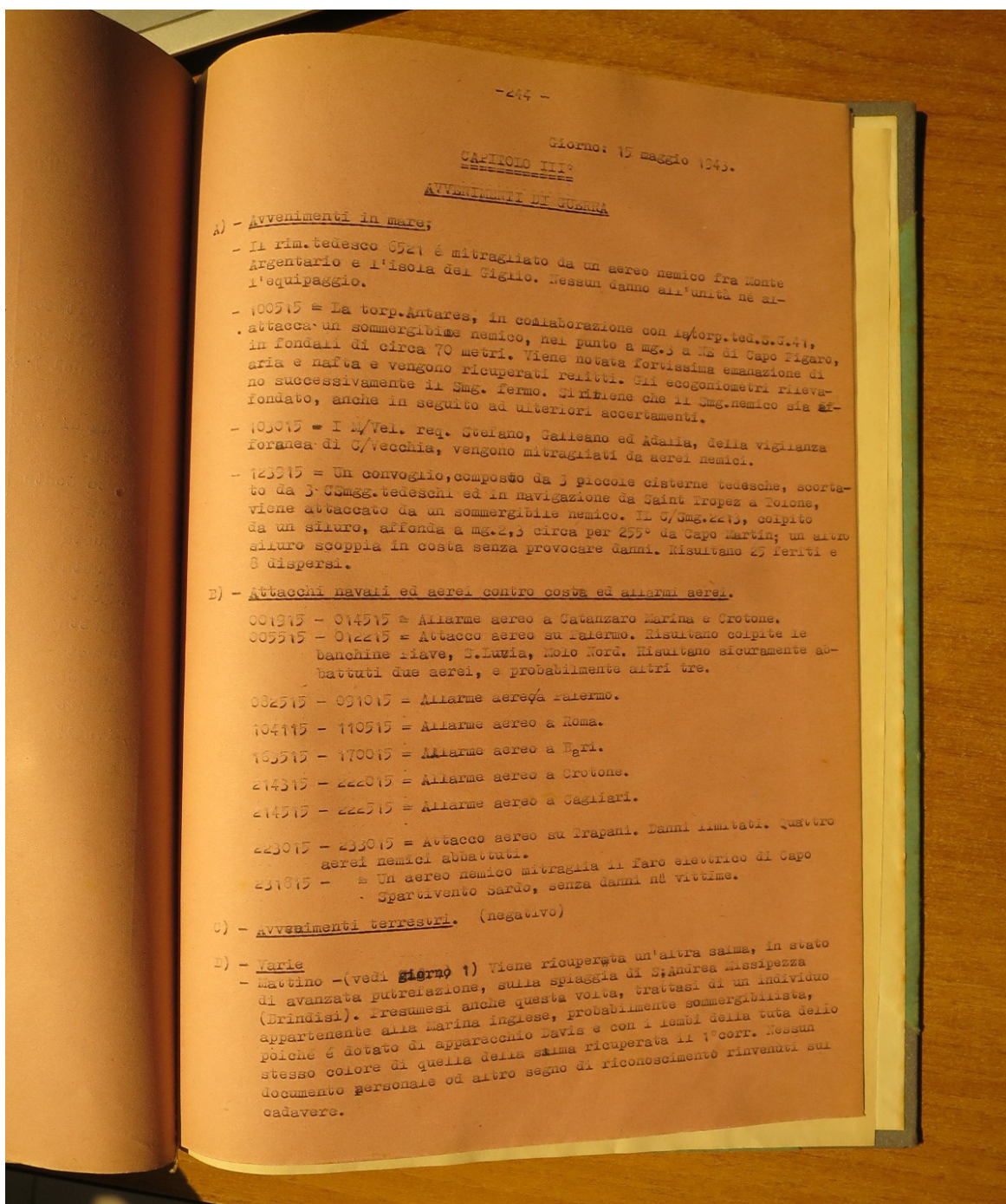
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Giorno: 15 maggio 1943.

CAGLIARI III:

AVVENIMENTI DI GUERRA

A) - Avvenimenti in mare;

- Il rim. tedesco 0521 è mitragliato da un aereo nemico fra Monte Argentario e l'isola del Giglio. Nessun danno all'unità né all'equipaggio.
- 100515 = La torp. Antares, in collaborazione con la torp. ted. S.3.41, attacca un sommergibile nemico, nel punto a mg. 3 a N di Capo Figaro, in fondali di circa 70 metri. Viene notata fortissima emanazione di aria e nafta e vengono recuperati relitti. Sul ecognometri rilevato successivamente il Smg. fermo. Si ritiene che il Smg. nemico sia sfondato, anche in seguito ad ulteriori accertamenti.
- 103015 = I M/Vel. req. Stefano, Gallesano ed Adalia, della vigilanza foranea di C/vecchia, vengono mitragliati da aerei nemici.
- 123015 = Un convoglio, composto da 3 piccole cisterne tedesche, scortato da 3 CSmgg. tedeschi ed in navigazione da Saint Tropez a Tolone, viene attaccato da un sommergibile nemico. Il C/Smg. 2213, colpito da un siluro, affonda a mg. 2,3 circa per 255° da Capo Martin; un altro siluro scoppia in costa senza provocare danni. Risultano 25 feriti e 8 dispersi.

B) - Attacchi navali ed aerei contro costa ed allarmi aerei.

- 001315 - 014515 = Allarme aereo a Catanzaro Marina e Crotona.
- 005515 - 012215 = Attacco aereo su Palermo. Risultano colpite le banchine riave, S. Lucia, Molo Nord. Risultano sicuramente abbattuti due aerei, e probabilmente altri tre.
- 002515 - 001015 = Allarme aereo a Palermo.
- 104115 - 110515 = Allarme aereo a Roma.
- 105515 - 170015 = Allarme aereo a Bari.
- 214315 - 222015 = Allarme aereo a Crotona.
- 214515 - 222515 = Allarme aereo a Cagliari.
- 223015 - 233015 = Attacco aereo su Trapani. Danni limitati. Quattro aerei nemici abbattuti.
- 231015 = Un aereo nemico mitraglia il Faro elettrico di Capo Spartivento sardo, senza danni né vittime.

C) - Avvenimenti terrestri. (negativo)

- D) - Varie
- Mattino - (vedi giorno 1) Viene recuperata un'altra salma, in stato di avanzata putrefazione, sulla spiaggia di S. Andrea Missipezza (Brindisi). Presumasi anche questa volta, trattarsi di un individuo appartenente alla Marina inglese, probabilmente sommergibilista, poiché è dotato di apparecchio Davis e con i lembi della tuta dello stesso colore di quella della salma recuperata il 1° corr. Nessun documento personale od altro segno di riconoscimento rinvenuti sul cadavere.



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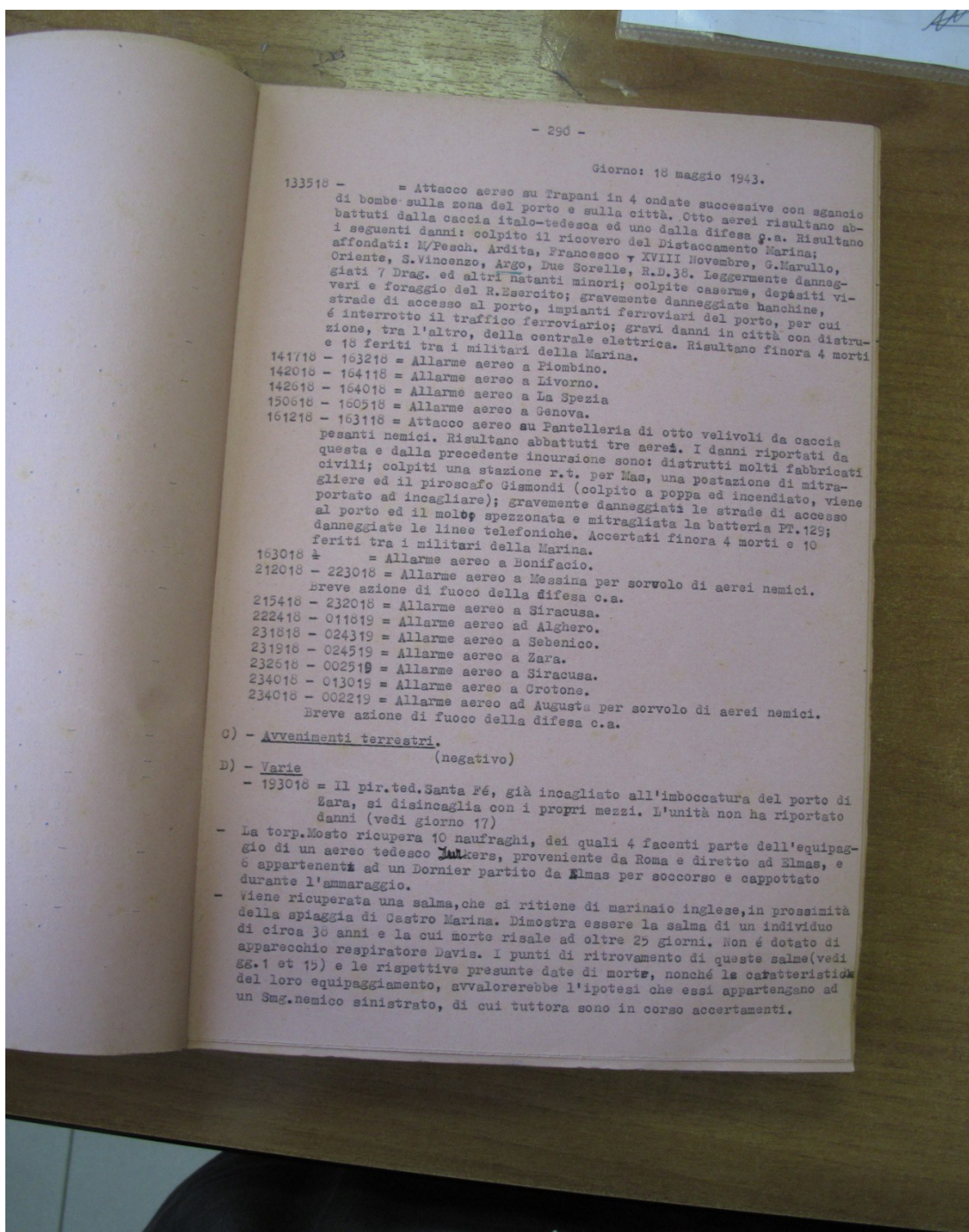
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Finding of the body nr.2.



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Giorno: 18 maggio 1943.

- 133518 - = Attacco aereo su Trapani in 4 ondate successive con sgancio di bombe sulla zona del porto e sulla città. Otto aerei risultano abbattuti dalla caccia italo-tedesca ed uno dalla difesa c.a. Risultano affondati: M/Pesch. colpito il ricovero del Distaccamento Marina; Oriente, S. Vincenzo, Argo, Dus Sorelle, R.D.38. Leggermente danneggiati 7 Drag. ed altri natanti minori; colpite caserme, depositi viveri e foraggio del R.Esercito; gravemente danneggiate banchine, strade di accesso al porto, impianti ferroviari del porto, per cui è interrotto il traffico ferroviario; gravi danni in città con distruzione, tra l'altro, della centrale elettrica. Risultano finora 4 morti e 18 feriti tra i militari della Marina.
- 141718 - 163218 = Allarme aereo a Piombino.
142018 - 164118 = Allarme aereo a Livorno.
142618 - 164018 = Allarme aereo a La Spezia
150618 - 160918 = Allarme aereo a Genova.
161218 - 163118 = Attacco aereo su Pantelleria di otto velivoli da caccia pesanti nemici. Risultano abbattuti tre aerei. I danni riportati da questa e dalla precedente incursione sono: distrutti molti fabbricati civili; colpiti una stazione r.t. per Mas, una postazione di mitragliere ed il piroscalo Giamondi (colpito a poppa ed incendiato, viene portato ad incagliare); gravemente danneggiati le strade di accesso al porto ed il molo; spezzonata e mitragliata la batteria FT.123; danneggiate le linee telefoniche. Accertati finora 4 morti e 10 feriti tra i militari della Marina.
- 163018 = Allarme aereo a Bonifacio.
212018 - 223018 = Allarme aereo a Messina per sorvolo di aerei nemici. Breve azione di fuoco della difesa c.a.
215418 - 232018 = Allarme aereo a Siracusa.
222418 - 011019 = Allarme aereo ad Alghero.
231818 - 024319 = Allarme aereo a Sebenico.
231918 - 024519 = Allarme aereo a Zara.
232618 - 002519 = Allarme aereo a Siracusa.
234018 - 013019 = Allarme aereo a Crotone.
234018 - 002219 = Allarme aereo ad Augusta per sorvolo di aerei nemici. Breve azione di fuoco della difesa c.a.
- C) - Avvenimenti terrestri.
(negativo)
- D) - Varie
- 193018 = Il pir.ted. Santa Fé, già incagliato all'imboccatura del porto di Zara, si disincaglia con i propri mezzi. L'unità non ha riportato danni (vedi giorno 17)
- La torp.Mosto recupera 10 naufraghi, dei quali 4 facenti parte dell'equipaggio di un aereo tedesco Junkers, proveniente da Roma e diretto ad Elmas, e 6 appartenenti ad un Dornier partito da Elmas per soccorso e cappottato durante l'ammarraggio.
- viene recuperata una salma, che si ritiene di marinaio inglese, in prossimità della spiaggia di Castro Marina. Dimostra essere la salma di un individuo di circa 30 anni e la cui morte risale ad oltre 25 giorni. Non è dotato di apparecchio respiratore Davis. I punti di ritrovamento di queste salme (vedi ss. 1 et 15) e le rispettive presunte date di morte, nonché le caratteristiche del loro equipaggiamento, avvalorerebbe l'ipotesi che essi appartengano ad un Smg.nemico sinistrato, di cui tuttora sono in corso accertamenti.



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Finding of the body nr.3.

COMMUNICATIONS MALTA STATION/HMS REGENT



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MOST SECRET
336

War Diary. 9.4.1943.
Friday.

FOREIGN STATIONS.

Mediterranean.

DOLFIJN. Your 082116, well done. Pass 038° 00' 004° 56' at 2115/9th and R/V with escort for Algiers in 036° 59' 003° 19' at 0915/10th proceeding on the surface at your discretion on 10th. (Capt. (S) S, 090112A to P.47 (DOLFIJN), (R) C. in C. Med., Cdre. Algiers, 8th S/M.F.)

DUNNOTTAR CASTLE, BOISSEVAIN. DUNNOTTAR CASTLE in K.M.F.13 is filled completely with personnel for Gibraltar but there are 242 personnel for that destination still remaining. They are being embarked in BOISSEVAIN which is for Oran. Request confirmation that on return voyage BOISSEVAIN can call at Gibraltar to disembark these personnel. Agreed. (D. of S.T., 090608B to P.S.T.O. Med., (R) C. in C. Med., S.T.O.I.C. Gibraltar.)

T.E. 20B. Arrived 1900A/8th. (F.O.I.S., 090746A to Admty.)

Movements, Alexandria. Arrivals 8th April, ALDENHAM, JERVIS, EXMOOR, G.S. PAUL COUNDOURIOTIS. (S.O.(I) Alexandria, 090908C to Admty., C. in C. Levant.)

DURBAN. One and a quarter hours late on my (2 corrupt groups) (? 10) Z of 8th April. (DURBAN, 090912Z to N.O.I.C. Aden.)

REGENT. REGENT sails at 1600B April 9th for patrol in Adriatic routed through 035° 10' N. 015° 40' E. and 039° 43' N. 018° 49' E. (Capt. (S) 10, 090940B to C. in C. Med., (R) S/MS on Patrol, Capt. (S) S, Capt. (S) 1, C. in C. Levant, V.A. Malta.)
Departure REGENT.
(V.A. Malta, 091724.)

M.K.S. 11. M.K.S.11. My 081047 add BRUSE JARL for Doran SAN CIRILO (T) for Gibraltar. (Com. Algiers, 091002A to A.I.G.259, Com. N.O.B. Oran.)
Your 081047A. Sailing destinations (list). (D.T.D., 091905B to Cdre. Algiers.)
M.K.S.11. Sailing of convoy M.K.S.11 as ordered in C. in C. Med. 041227A postponed 24 hours due to weather. (S.O.I.S., 091431A to A.I.G.260.)



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PRESUMED SUBMARINE LOSS REPORT

MOST SECRET.
91

War Diary. 3.5.1943.
Monday.

FOREIGN STATIONS.

Mediterranean. - Contd.

ORION ORION will carry out bombardment practice at Filfla between 1600 and 1700. (C.S.15 031131B to BICESTER (R) ORION, V.A. Malta).

Loss of REGEN- Capt. (S) 1, 's 021444. REGEN- left Malta 12th April for patrol in Adriatic routed along south Coast Italy.
T. (2) At 1743/14, an aircraft sighting report of 2 enemy ships off Cape Stilo was passed by S.10 to REGEN-.

(3) At 1701/16 information was received from S.O.Y. Malta of a submarine sighting report. S.10 signalled REGEN- 1831 to keep special lookout for A/S craft.

(4) Following received from C.O.T.S. "At 1645C/18 Italian Naval unit sighted submarine near Monopoli 181712". This indicated that REGEN- had entered the Adriatic. However, no further sightings were recorded, which gave rise to some anxiety, as it was the intention of REGEN- to carry out bombardments as opportunity arose, and previous patrols had shown that gunnery targets might be expected in Adriatic.

(5) Considered that the Monopoli report was false, there being no indication of any search carried out, and that REGEN- had already been sunk by A/S craft from Taranto.

(6) Lieut. Knox before sailing had expressed his enthusiastic satisfaction with the efficient state of his ship and company. Their loss is keenly felt.

(S.10, 031138B to C. in C. Levant, (R) C. in C. Med., F.O.S. Admty. etc).

M.T. Bs. M.T.B. 95, 82, 62, 76 sail 2130/3rd through position "A" 15 miles North of Linosa for Soussse E.T.A. 0730/4th. Codeword "Cussed" fighter protection low priority. W/T answer or acknowledgment 115 k/cs.
(N.O.I.C. Malta, 031205B to C. in C. Med., (R) A.I.G. 263, F.O.I.S., C.C.F., Med).

French Sqdn. Your 011322, not to Admiralty. My 302332 Alexandria, April and Minister of State's telegram 1034 of attitude of 28th April to Foreign Office refer.

Adm. Godfroy. (1) I had a long talk yesterday evening with Admiral Godfroy and he told me he had addressed all his officers last week explaining to them the situation as he saw it and saying he would join General Giraud as soon as it was practicable to do so. He was quite open with me and stated there were (two) things which would change his decision -
(a) General de Gaulle becoming head of any provincial French administration which may be set up
(b) The formation of a "government" as distinct from an "Administration".



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MOST SECRET.

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/ (2) ...



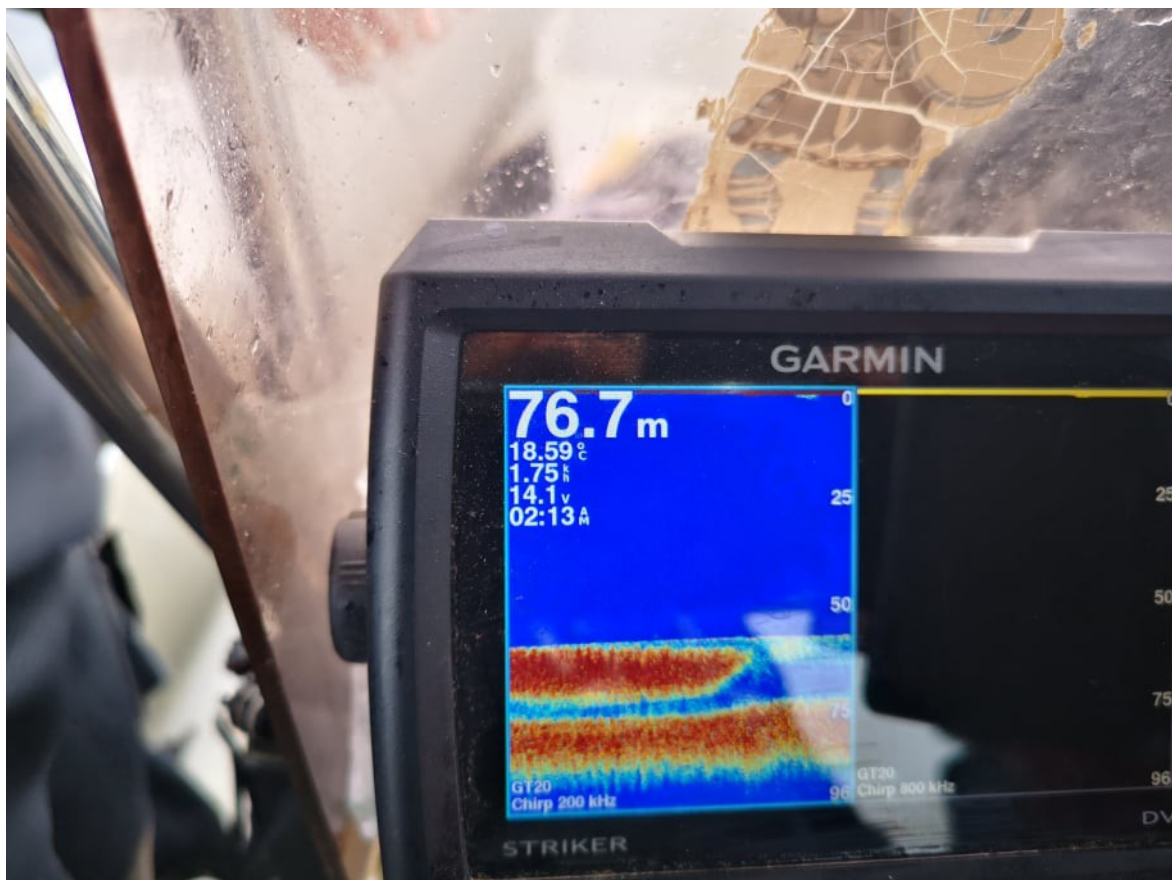
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CHAPTER 2

2.1 Search at Torre Canne

HMS REGENT LOCALIZED



Scan confirmed finding HMS REGENT



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The operation started at the set time (07.00 UTC +1) in the Monopoli area. The sinking point was reached in 45 minutes and the scan operations started regularly without any problems. The scan immediately traced, luckily for us, the outline of a submersible boat of comparable size to our objective. In this regard, for the purposes of the research, it was decided to proceed immediately in the bow and stern area. The bow, compared with the plans of the Regent in our possession, appears absolutely compatible with the object in question. The stern, in its entirety, from what emerges from the scan, has the characteristic tapered drop protuberances of the R CLASS⁸. By diving the Drone, we notice excellent marine conditions within 35 meters, the touchdown takes place at 70 meters as planned and in front of us appears the figure of a metal colossus lying on the bottom heeled 45° to starboard.

The first factor that we immediately notice is the extreme difficulty of manoeuvring given the current which according to an estimate reaches 0.5 knots. The second factor of the scan is the perfect cleaning of the part visited, covered by algae but not by significant encrustations. The images produced reveal a particular concave shape of the object, the image remains very disturbed due to the suspension of mucilage.

Continuing the scan we noticed ferrous elements such as rust present under corals. The images produced let us assume that we have arrived on the aft section near the flooding coffer.

⁸ The stern featured two torpedo tubes rather than a single one as in the U-BOOTS, making recognition far easier.



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Considering the point of impact with the mine, I suppose that the area examined has not suffered such extensive damage as to most likely cause collapses.



First frame of HMS REGENT.

The affected section is thought to be the forward torpedo room; being formed by an external over-scaffold used as an alternative hatch and used for loading forward torpedoes, this area, if the leak is occluded by mud, could be used as a foreshortening point inside if the explosion has torn the closure. Once the turret section has been reached, it is considered of vital importance to check for possible openings; the area, being far from the point of probable impact, could have some visible and / or accessible points. Another point to keep under observation is the staff hatch located aft. According to an estimate it could be the point from where the 4 sailors fled. If luck helps us, we could identify the 4 fallen, since it is the engine room and not having much time available to evacuate the area, I do not think these are elements outside this technical section.



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2.2 REGENT DIVE FINAL REPORT

Update 21/05/2022

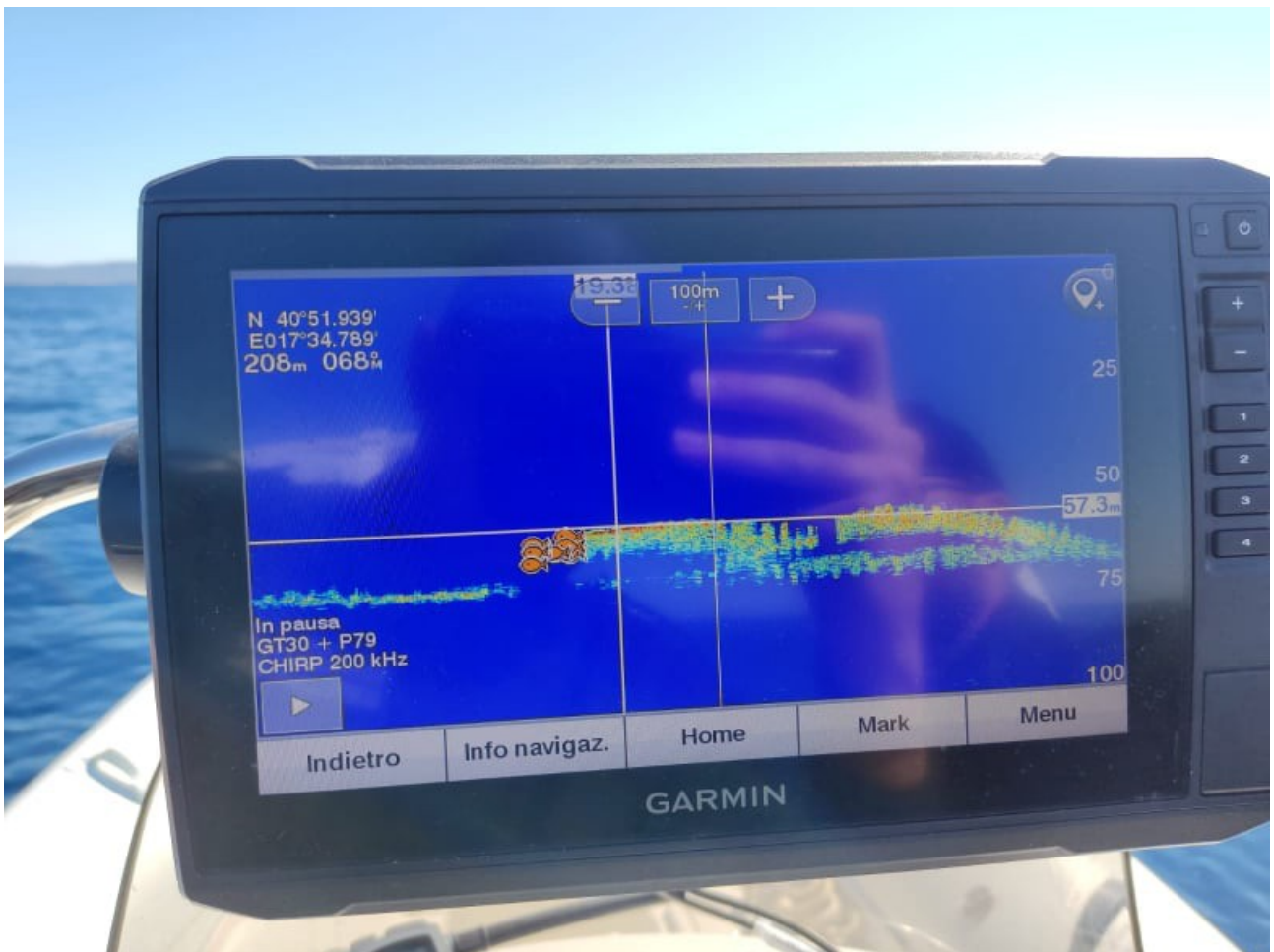
COORDINATES: 40 51.939 N - 17 34 789 E

Operation N 41 has finally come to an end, the scout ENDURANCE sailed from Manfredonia on 20/05/2022 at 9.30 am to Villanova arrives on site at 15.00. The team, made up of Fabio Giuseppe Bisciotti and Giuseppe Iacomino immediately returned to the sea towards the REGENT point, thus ensuring the planned dive point for the following day. The diving team, composed of Michele Favaron, Stefania Bellesso and Fabio Giuseppe Bisciotti reached the diving point at 7.15 UTC +1. At the moment of the descent there is immediately a very strong cross current such as to force the team to use the treadmill line in order not to lose energy.



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Touchdown of the wreck at an altitude of -60 meters where it was found that the body appears to be overturned by 180 with the rostrum cutting cables along the entire keel clearly visible.



The protuberance noted and photographed undoubtedly has the function of a cable-cutting rostrum. The design is typically English of R-CLASS as the height of this rostrum is 11.5 inches, or 30 cm appropriately calculated with line. The entire body of the wreck has been shaped and the total length is 87 meters, which is the length of a R-CLASS submarine. The remaining models such as classes P, T, S, and U do not possess such dimensions (P) or design (T, S, U) such that they can be traced back to the rostrum studied. The photo taken at the stern shows exactly the rostrum and is completely identical to the drawing of the construction plans. Please note that only the R-CLASS possesses these characteristics. At the height of the gutted point, the rostrum appears strongly deformed due to the violent explosion of the mine.



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The ovals shown in the photo do not belong to the turret as you might think but refer to the lower ventral band of the hull in the area between the waste oil recovery and batteries n. 2 and n. 3, exactly below the engine pistons. By looking in the construction plans they are easily identifiable and have been found exactly in the same area. As a first impression the HMS REGENT struck a mine on the left side which undoubtedly initiated a second detonation below the casemate of the 122 mm gun. The explosion did not disable the submarine but literally gutted it.

Currently, the possibility of penetration inside the wreck is excluded due to the structural impossibility of ensuring easy entry and exit. Further studies will be started later for the safety of the wreck itself.



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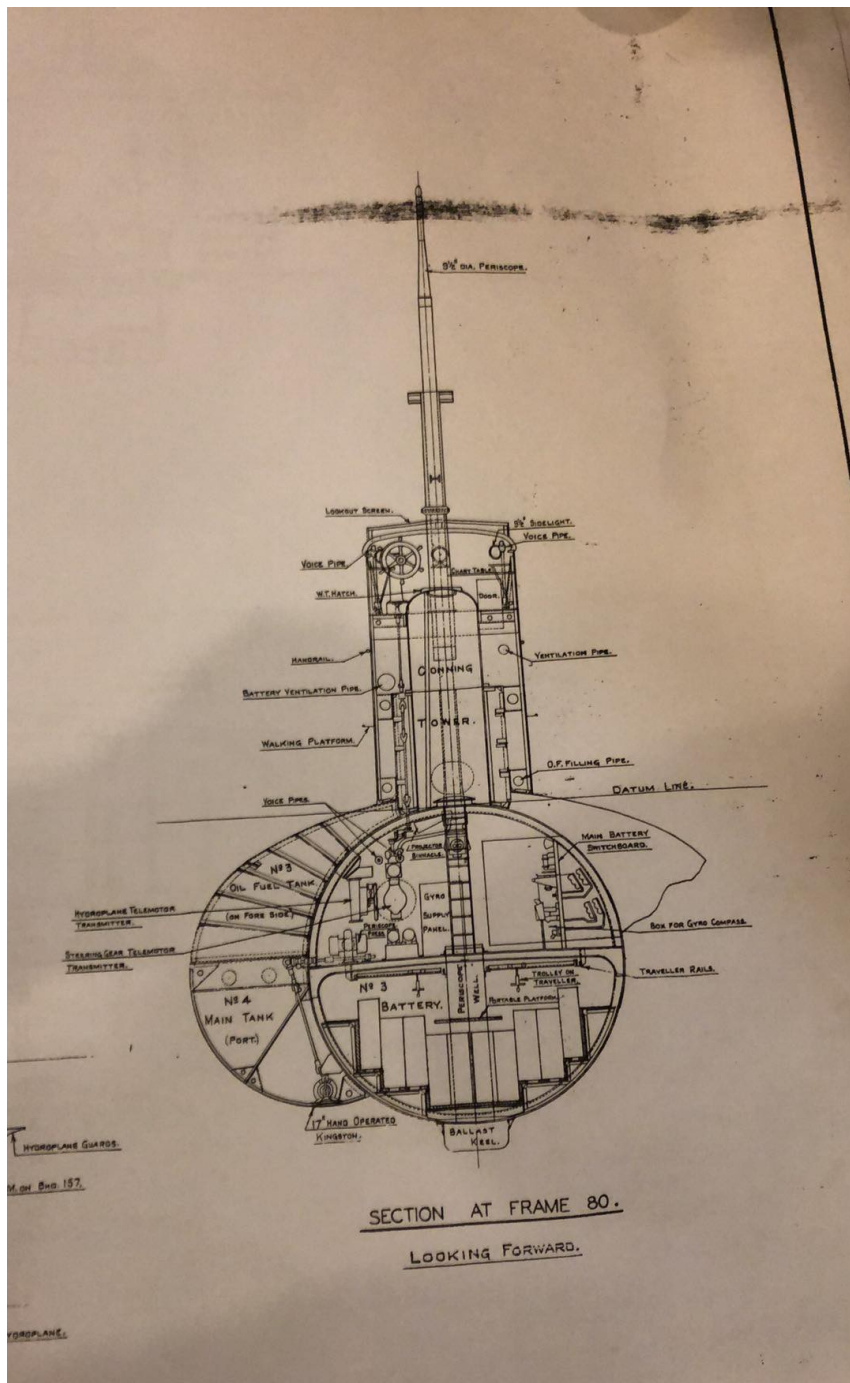


©Stefania Bellesso



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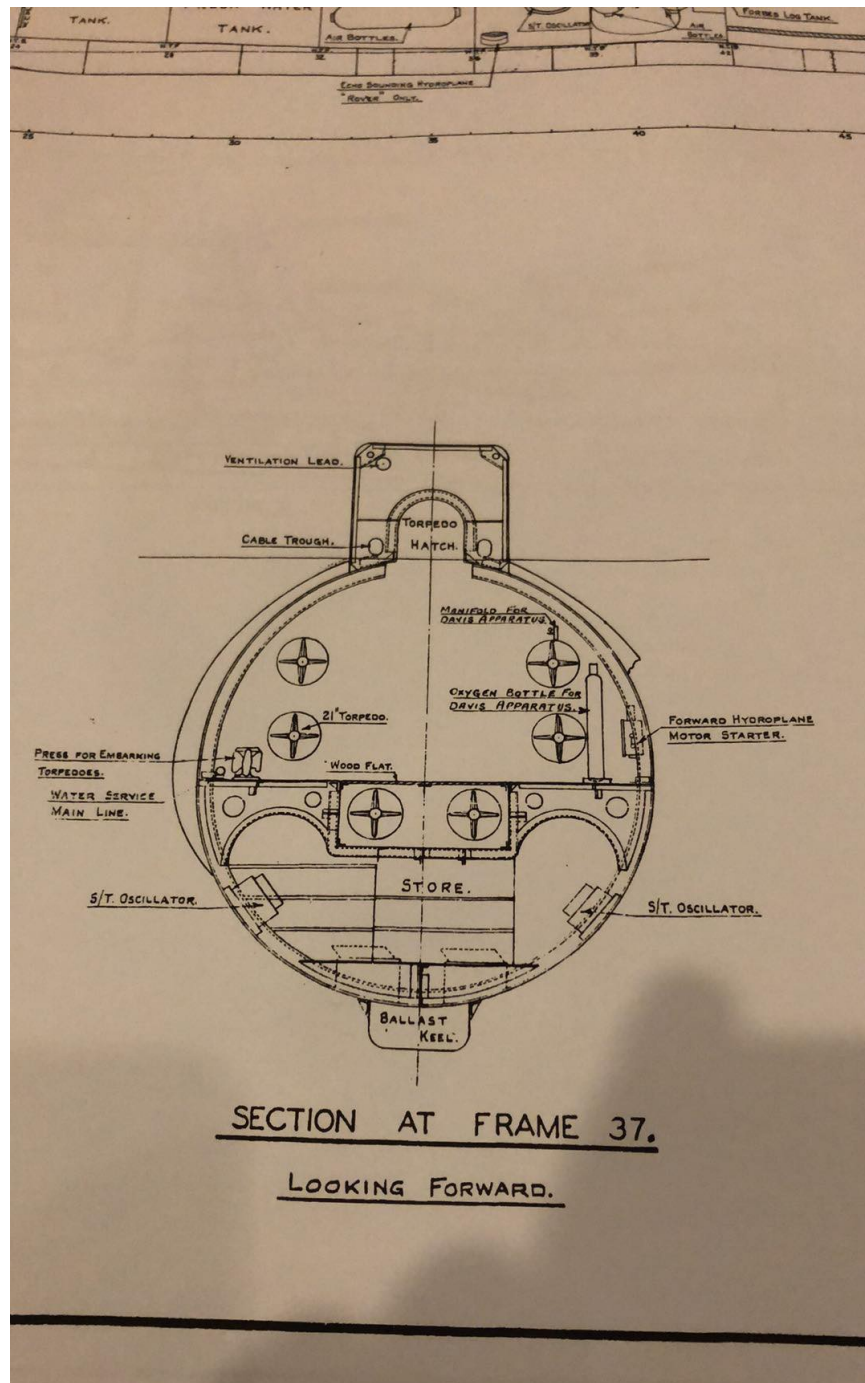
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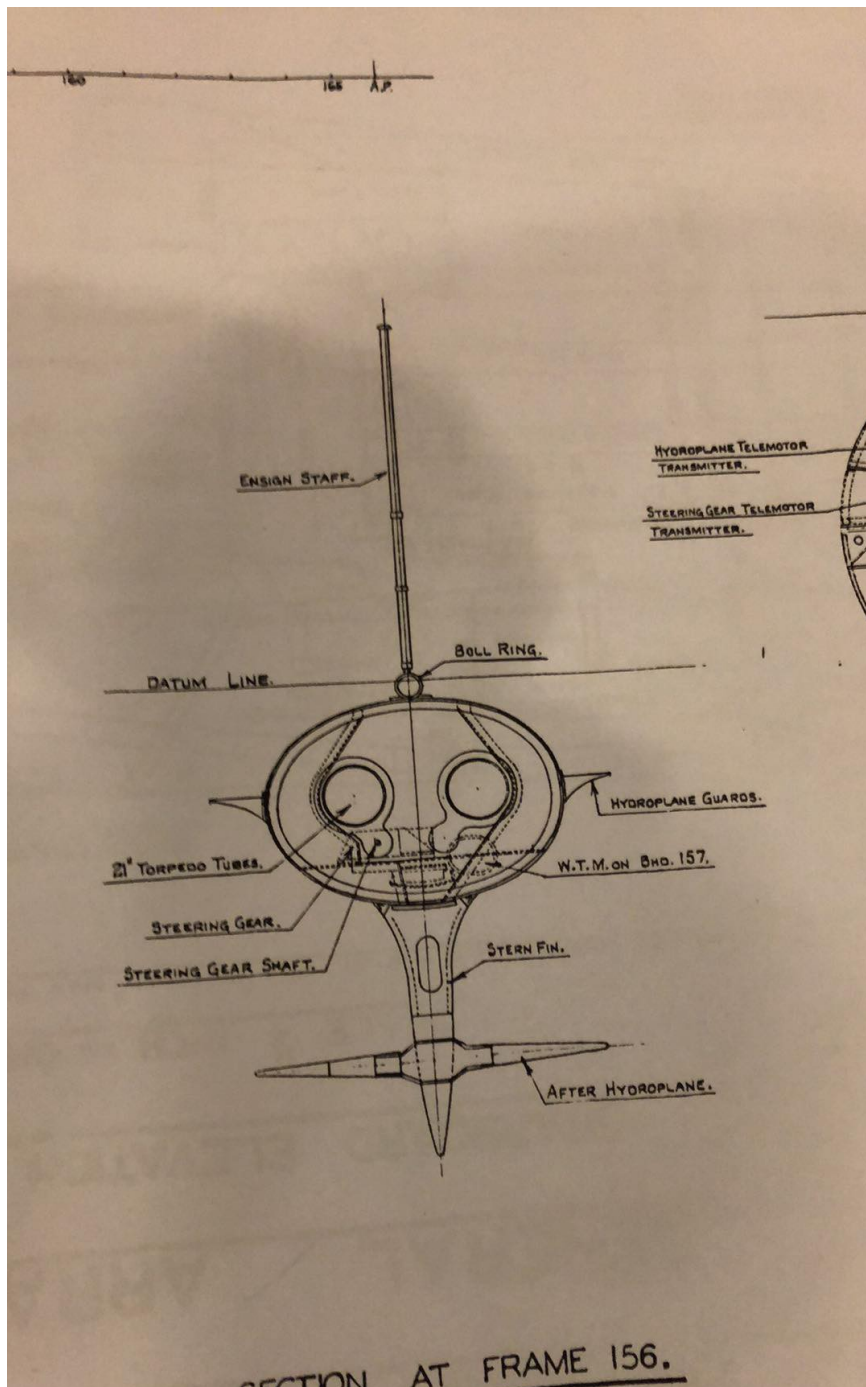
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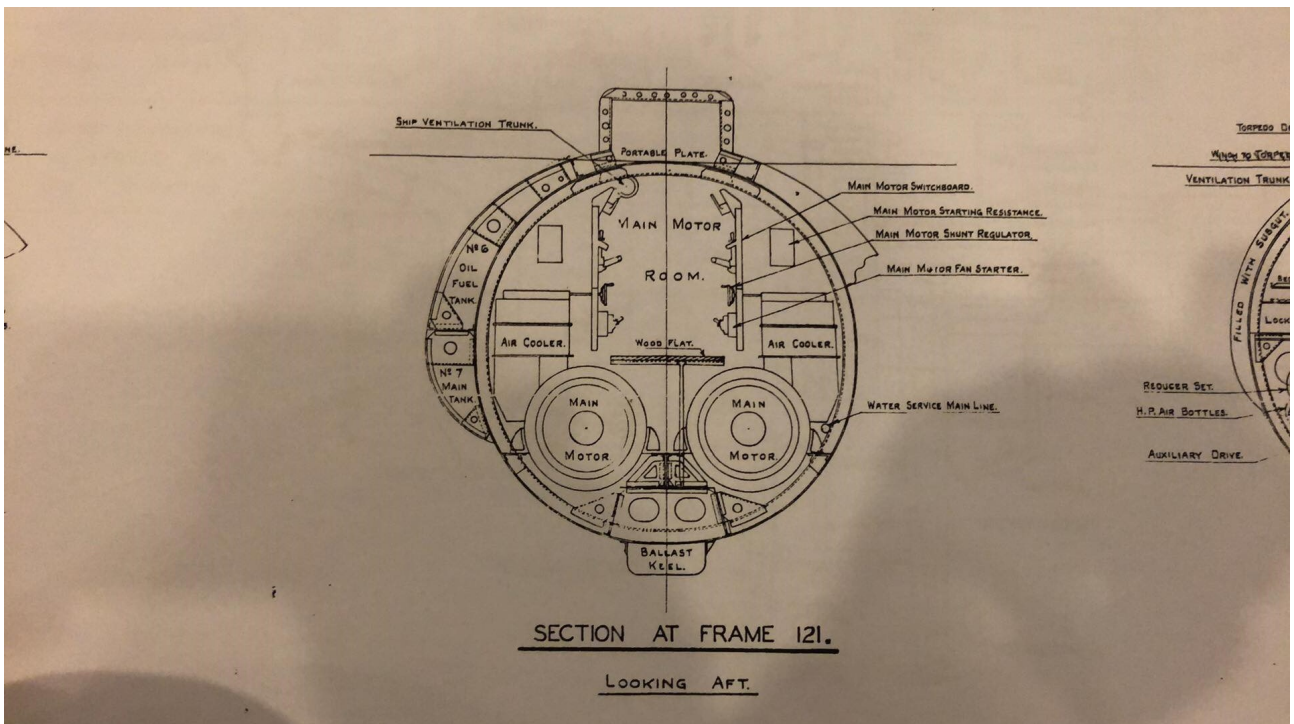
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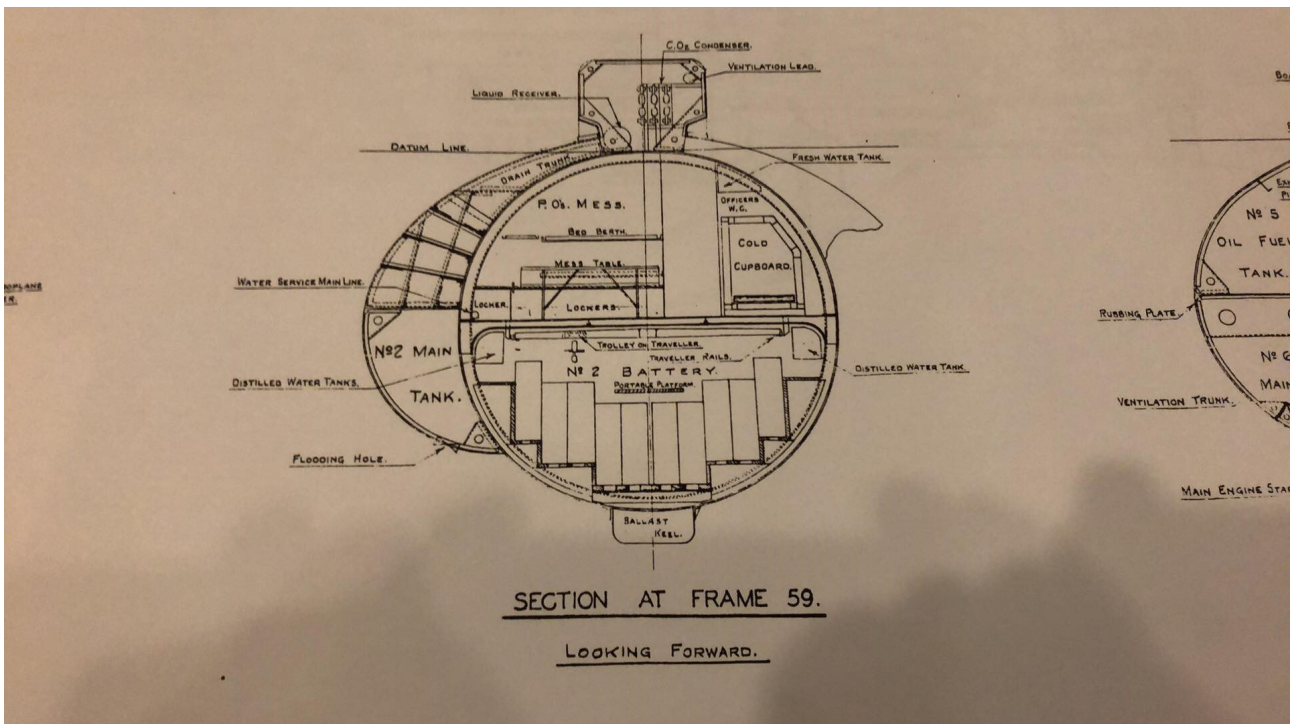
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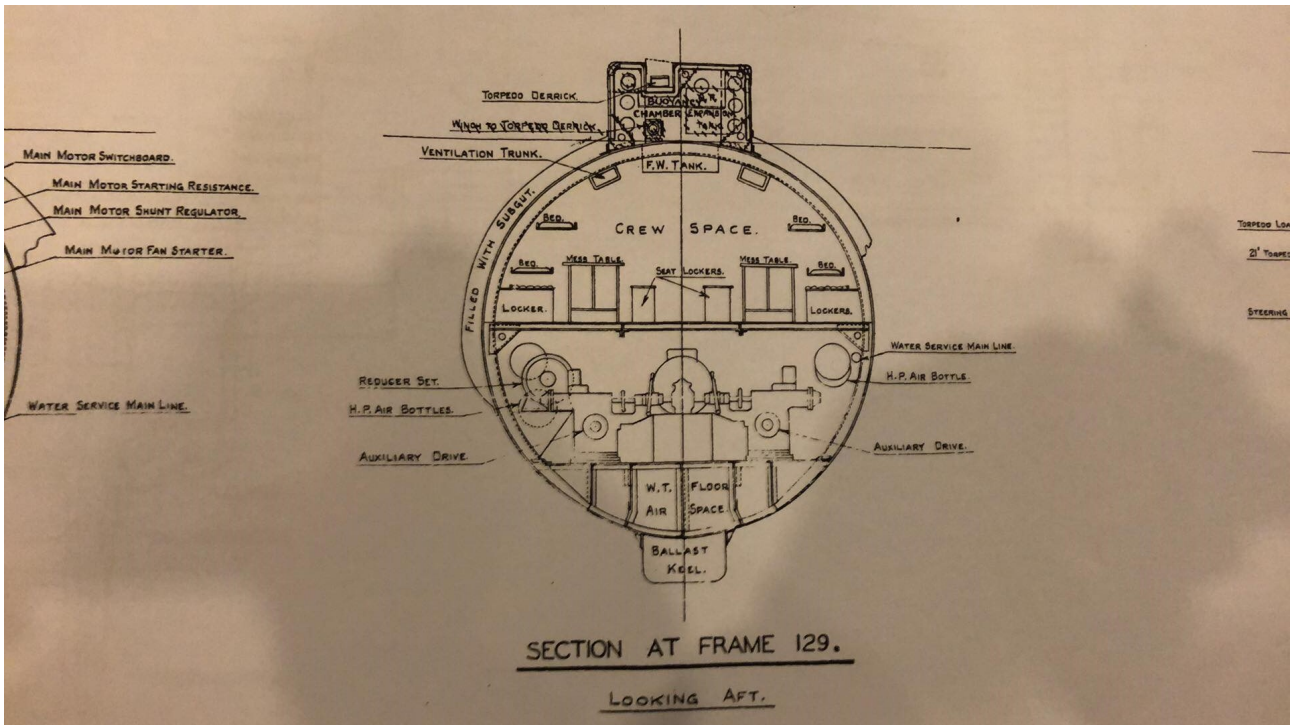
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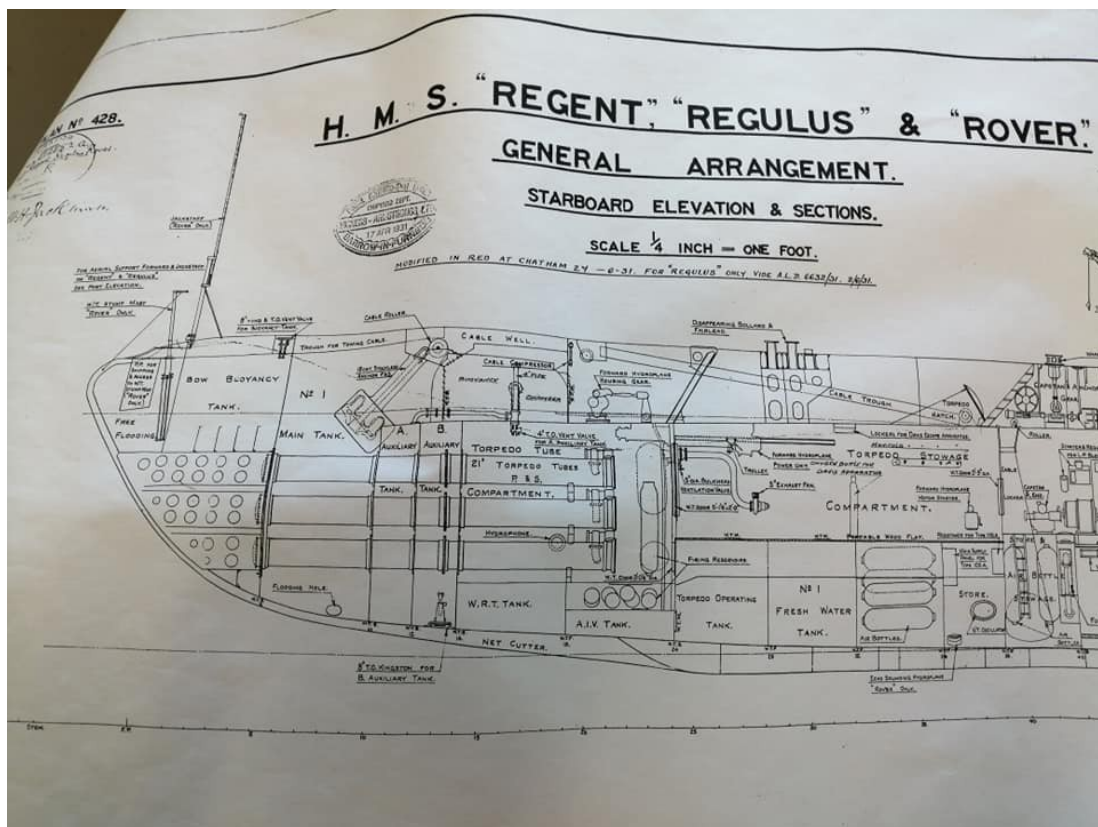
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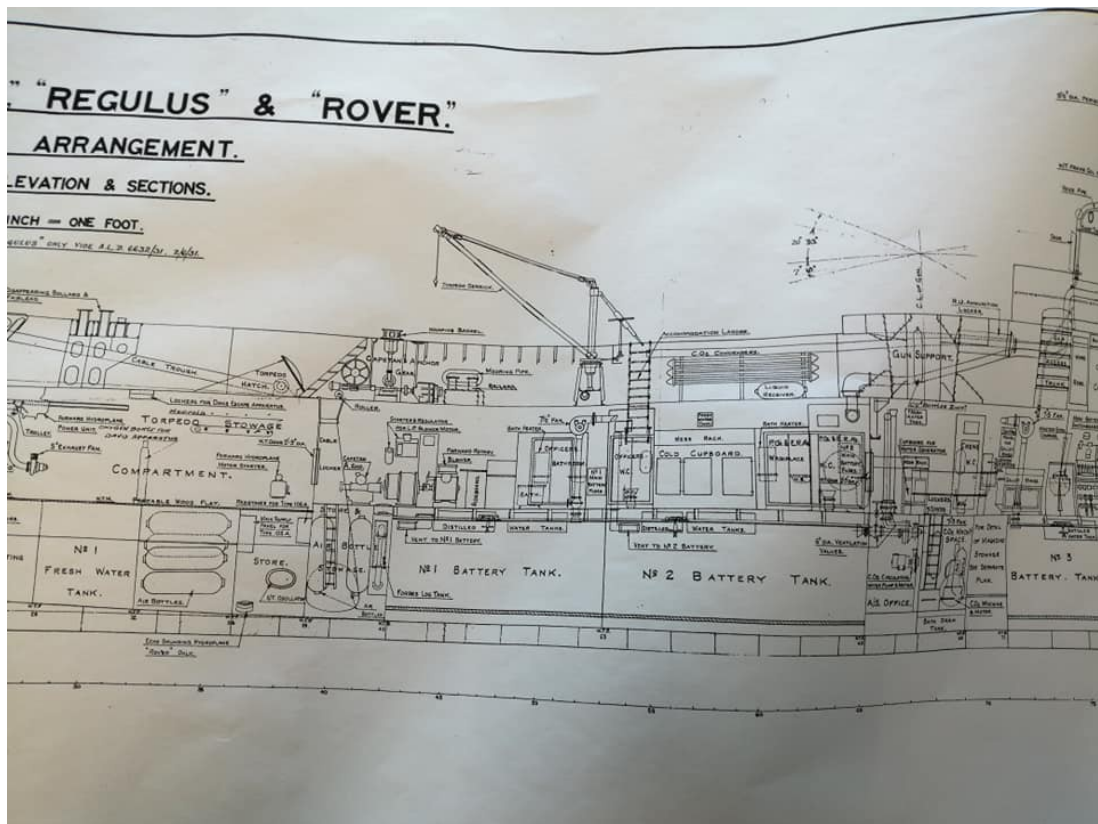
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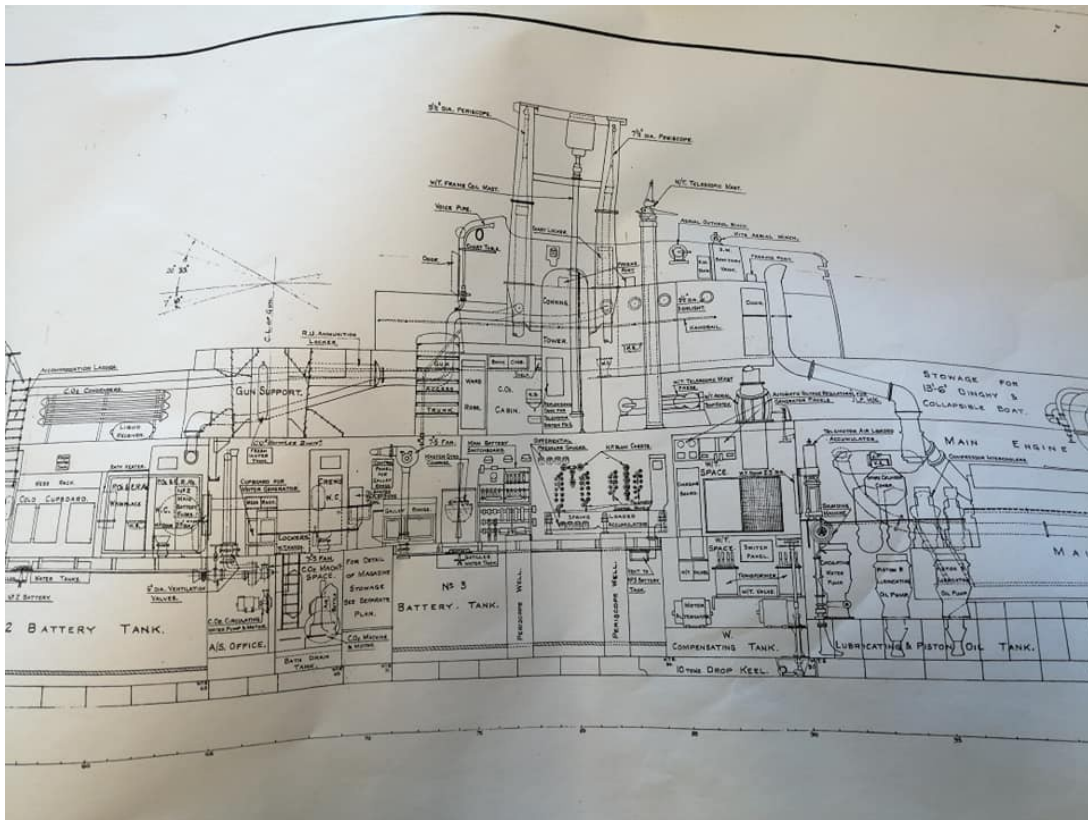
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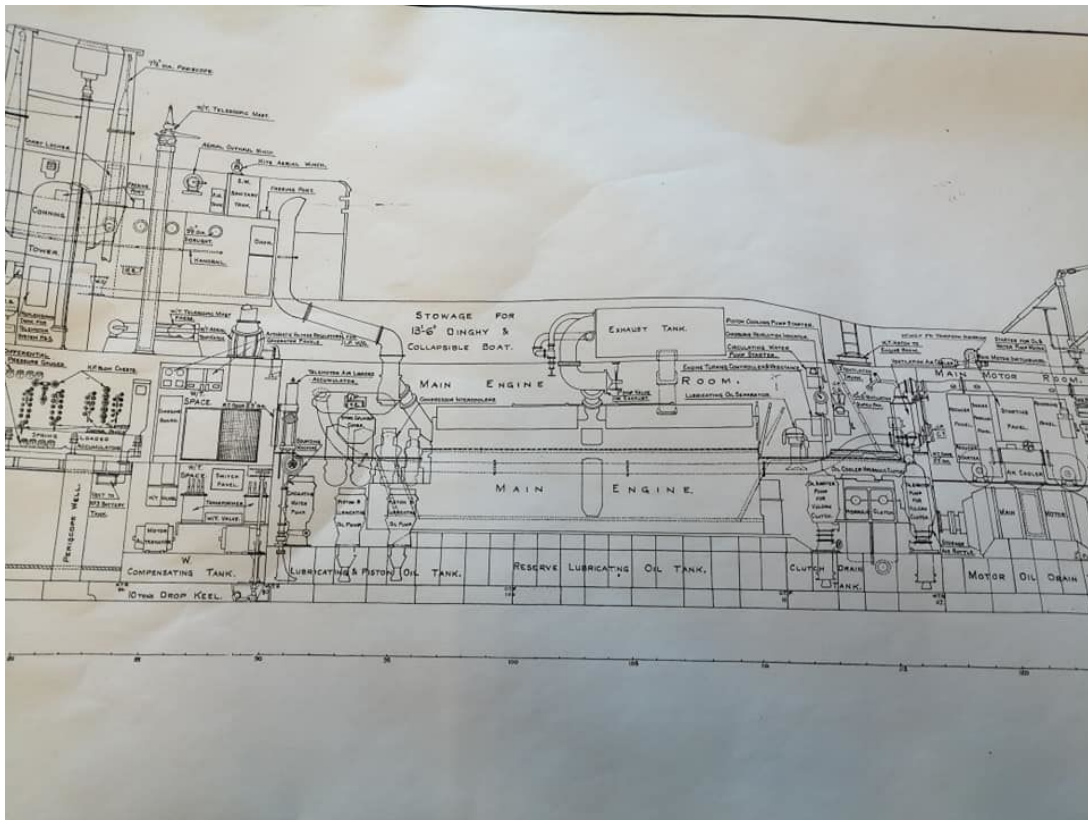
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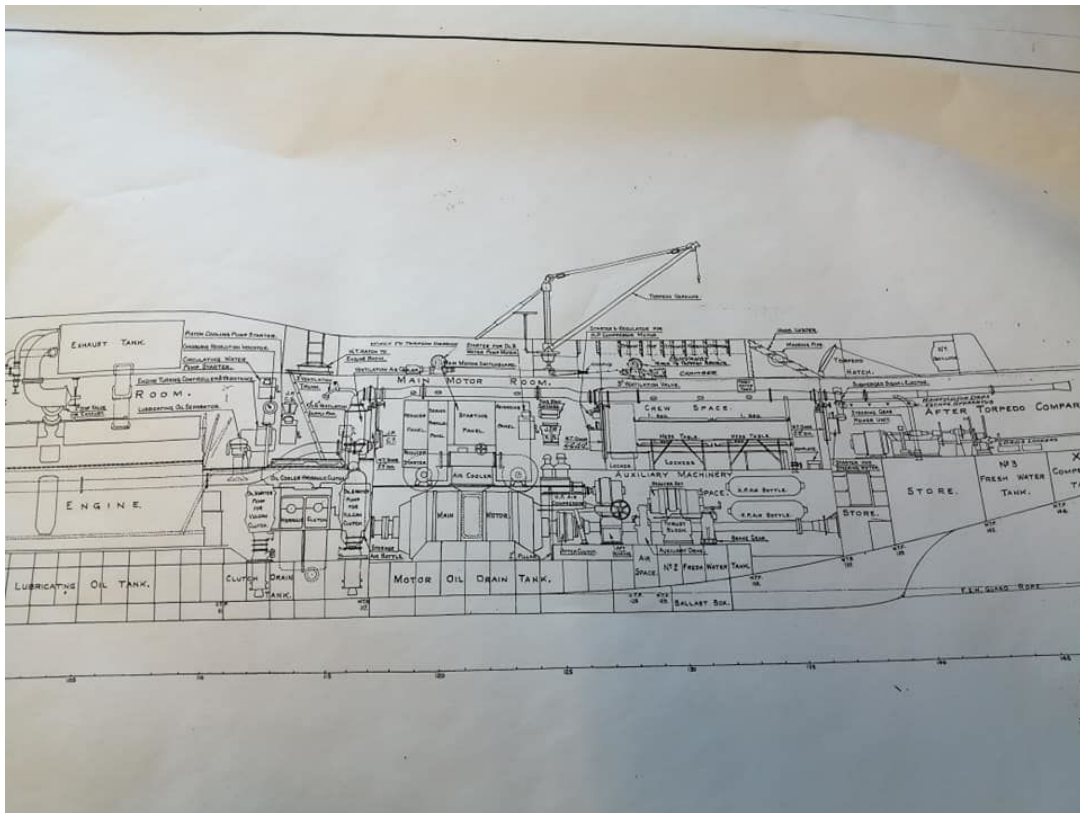
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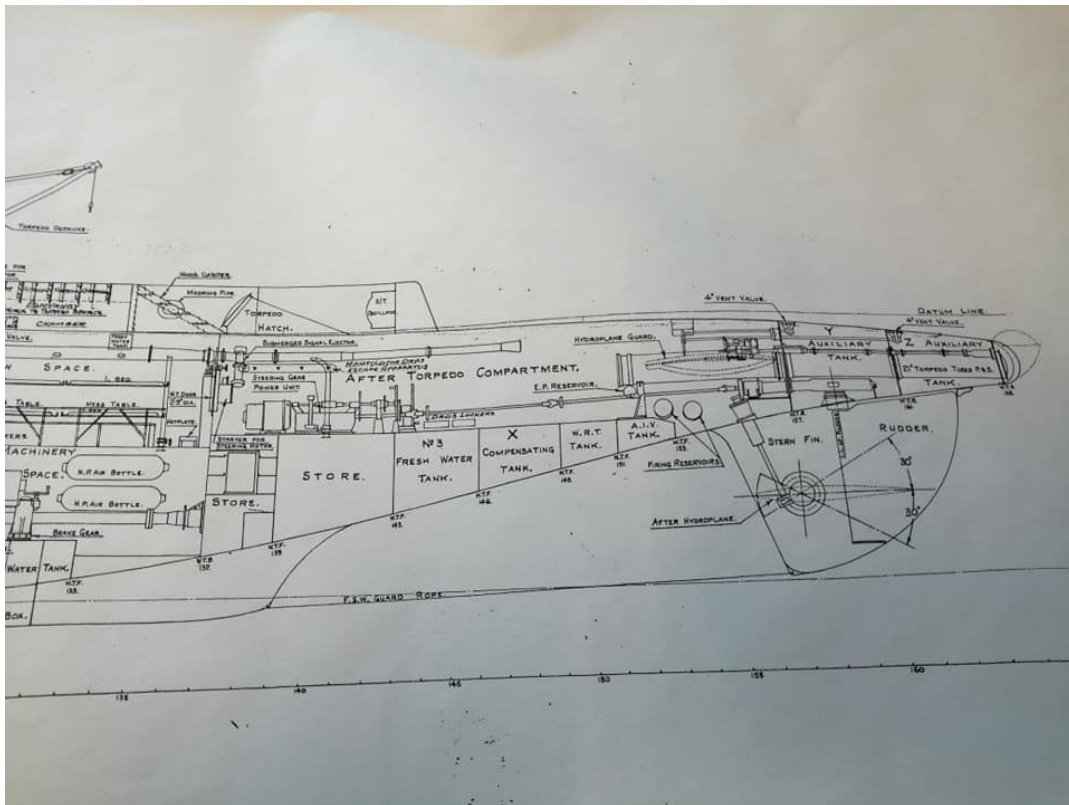
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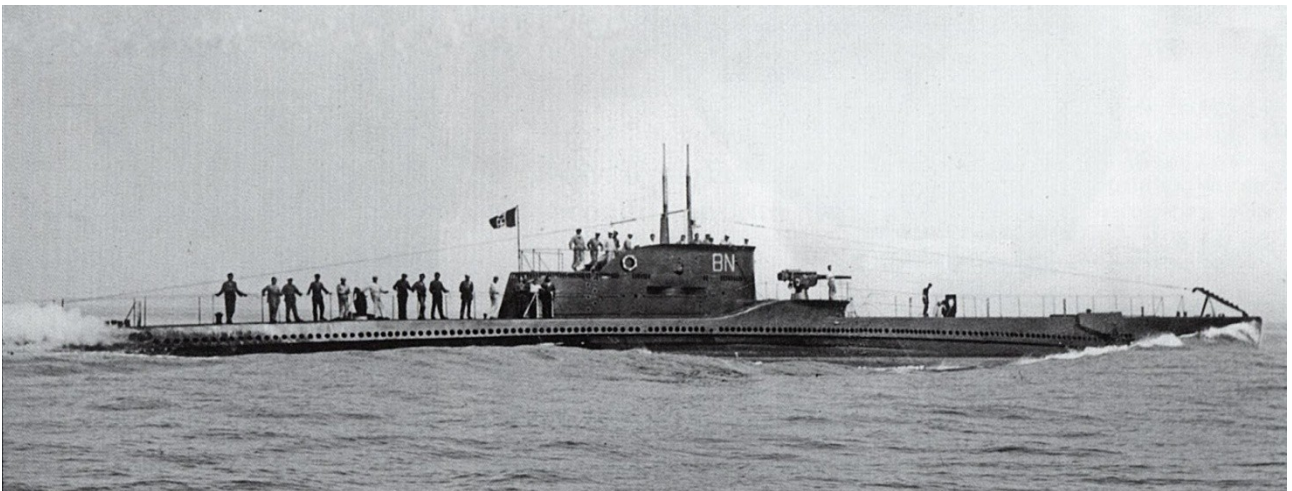


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2.3 BAUSAN subsection

Photo / Video reconnaissance of the military wreck in front of Barletta



From the data in our possession doubts immediately emerged about how truthful the “Barlettana” theory can be; in the existing photos of the wreck it is clear the absolute incompatibility of what the photos show with the design of a British R-class submarine such as the HMS REGENT. In particular, in addition to the totally different dimensions, there is the presence of a camber on the walking surface of the submarine which is completely **ABSENT** in any construction plan and photograph concerning the vessel in question.

After a long search, the most important piece of the Barlettana situation was found. We have RN documentation about the presence, in the port of Barletta, of an Italian submarine, PISANI class, named



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GIOVANNI BAUSAN. At the time of the radiation, it was renamed GRS 251 and used as a fuel tank until the arrival of the allies in Puglia.

From there it was used as an RAF / USAF night target for training. In 1944, at the end of the training period, she was sunk and currently rests at 33 meters giving rise to the false theory of the HMS REGENT.



(Foto tratta dal supplemento alla Rivista Marittima n° 11 - novembre 1998 I SOMMERGIBILI DI MONFALCONE di Alessandro Turrini)

Il sommergibile **Vettor Pisani** durante le prove di collaudo in superficie.



(Foto tratta dalla Rivista Italiana Difesa n° 1 - gennaio 1984)

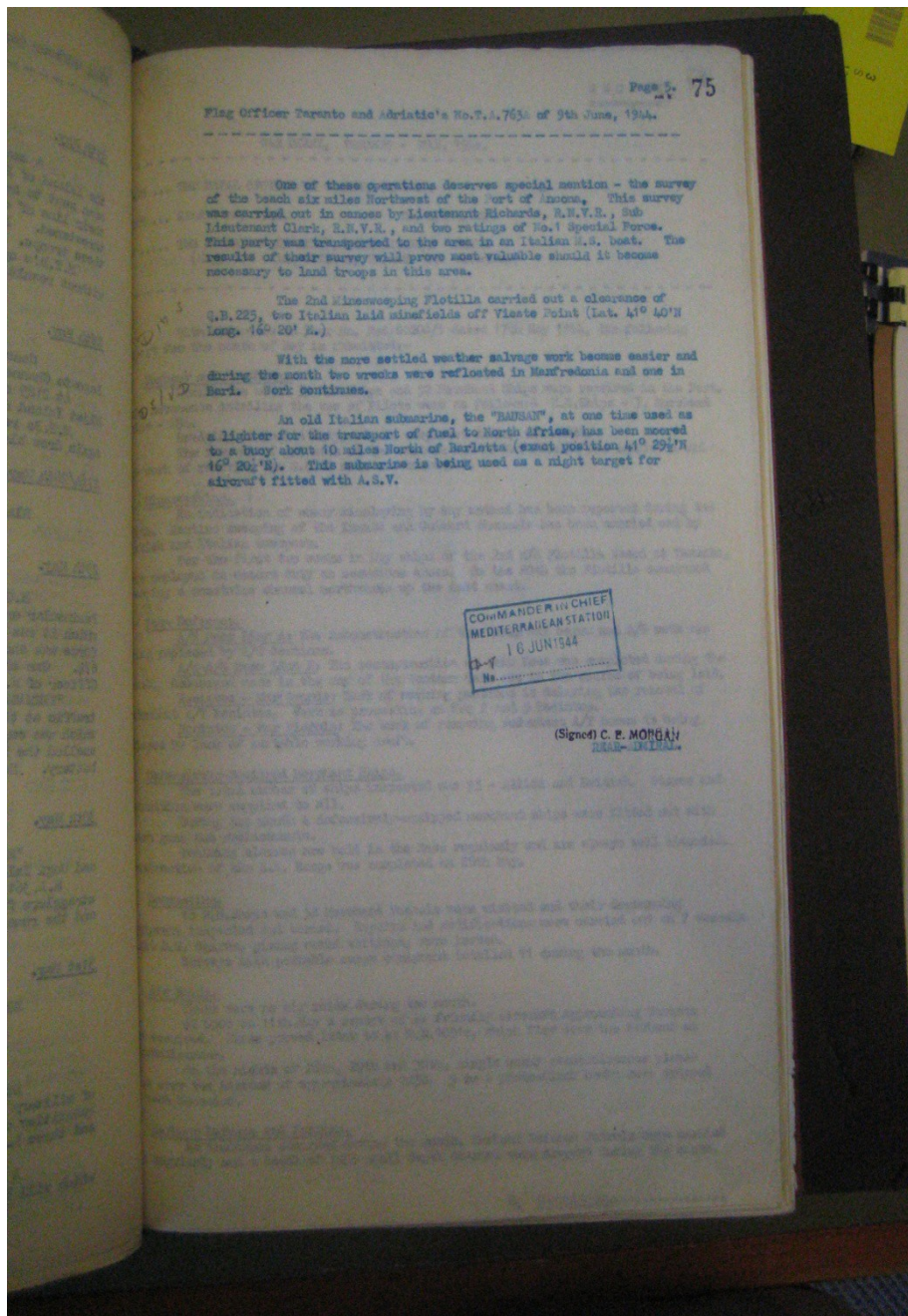
Preparazione e criteri d'impiego dei sommergibili italiani nella Seconda Guerra Mondiale di Riccardo Nassigh)

sommergibile **Vettor Pisani**



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Final proof of submarine Bausan's identity.

2.4 OPERATION BAUSAN

The operation aimed at discovering the real identity of the military wreck was held on 28/06/2020, which is located at coordinates 41° 29.917' N - 16° 19.579' E.

The operation, planned and implemented in compliance with all competent authorities and legal provisions, with order 06/2019 issued by the Commander La Rocca of the CP of Barletta, brought the following results.

Wreck identity:

- **This is a submarine of Italian manufacture Pisani Class, GIOVANNI BAUSAN, renamed GR 251 following radiation, dismantling and reorganization under the Regia Marina as a fuel tank.**

Operation Details:

Operation starts at 10.56

Operation ends at 12.00

The team, made up of 3 dive operators, **Fabio Giuseppe Bisciotti, Michele Favaron, Stefania Belleso**, with the insertion point regularly treaded following a sonar scan in order to ensure the exact position of the wreck in question, immerse themselves on the indicated object, constantly monitored by 2 surface operators, **Alessandro Aulicino** and **Pietro Amoruso** and the two pilots, **Ruggero Nanula** and **Pasquale Bailon**.

The wreck immediately appears enormously different in size from a Class R submarine.

Key points for identification purposes:

- Missing turret;
- Missing bow cannon;



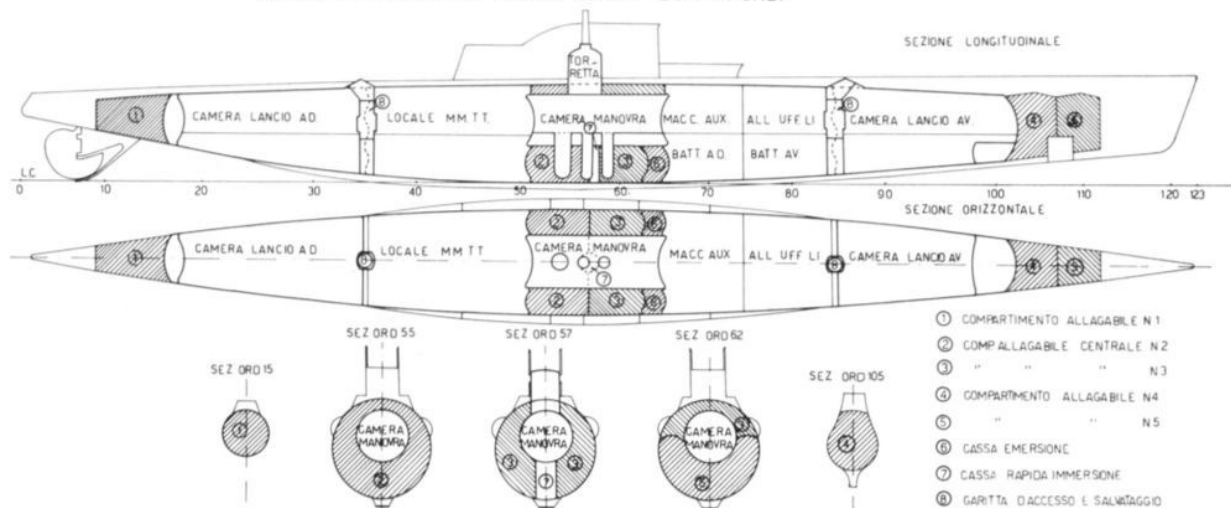
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- Floor plan completely different from British design;
- Pressurized hatch used by Italian forces.

	BAUSAN	REGENT
Lungh.	68.2 m	87 m
Largh.	4.93 m	9 m
Prof.	6.09 m	9 m

COMPARTIMENTAZIONE DELLO SCAFO DOPPI FONDI





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Displacement standard, t	808
Displacement normal, t	866 / 1040
Length, m	68.2
Breadth, m	6.09
Draught, m	4.93
No of shafts	2
Machinery	2 Tosi diesels / 2 CGE electric motors
Power, h. p.	3000 / 1100
Max speed, kts	17.3 / 8.8
Fuel, t	diesel oil 70
Endurance, nm(kts)	5000(8) / 70(4)
Armament	1 x 1 - 102/35 Schneider-Armstrong 1914-15, 2 x 1 - 13.2/76, 6 - 533 TT (4 bow, 2 stern, 9)
Electronic equipment	Hydrophone
Complement	48
Diving depth operational, m	90

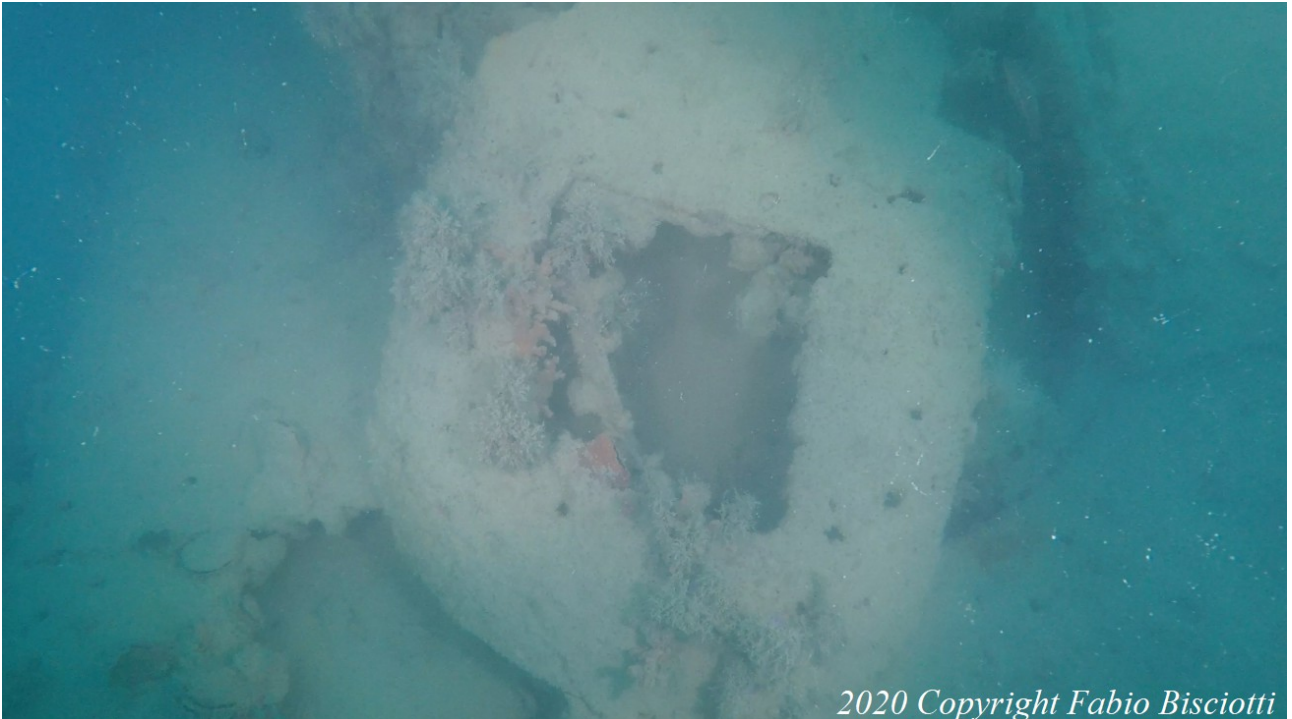
Subsequently, the type of hull of the submarine was studied, monohull construction "BERNARDIS", recognizable by the distinct lack of flooding boxes typical of "CAVALLINI" or "ANSALDO / O.T.O. / C.R.D.A." Construction hulls.⁹

⁹ All the "Bernardis" belonged to the simple hull type of unit, with double internal boxes. The "Pisans" had a resistant hull composed of perfectly circular frames (reinforced beams) spaced about 500 mm apart to which several tile-shaped steel plates were nailed (each plate was positioned so as to cover about half of the adjacent plate). The plates were 60 Kg / mm² nickel steel with 42 Kg / mm² innervation. They had a thickness of 20 mm towards the center of the boat, and 13 mm towards the ends. The two extremes, AV (forward) and AD (back) were wedge-shaped and consequently the diameter of the most extreme ordinates was smaller than the internal ones. Each plate was secured by a double row of nails, with a counter plate placed inside and outside the joint.



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Hatch survived.



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Left side hatch view.



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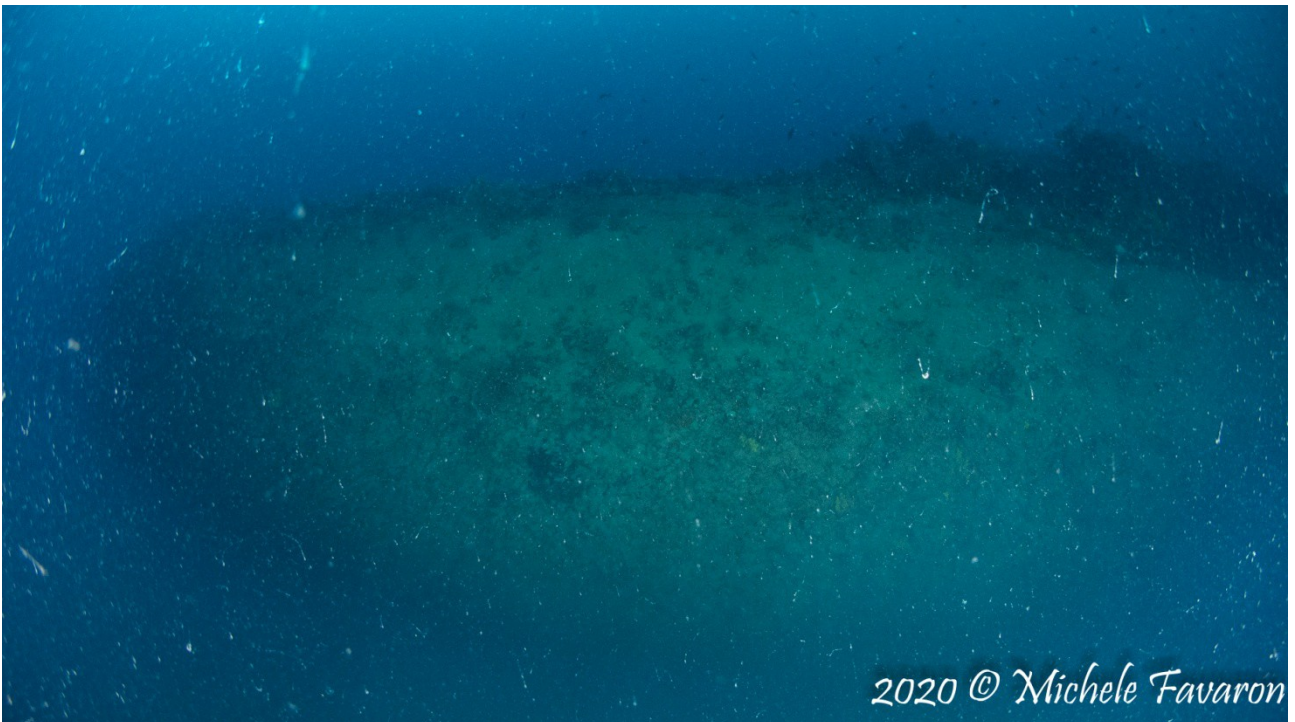


Flooding holes.



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Bausan's left side.



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Bausan's right side.

Particularly of extreme importance is the gash at the bow which showed the interior of the submarine completely emptied of all instruments and gears.

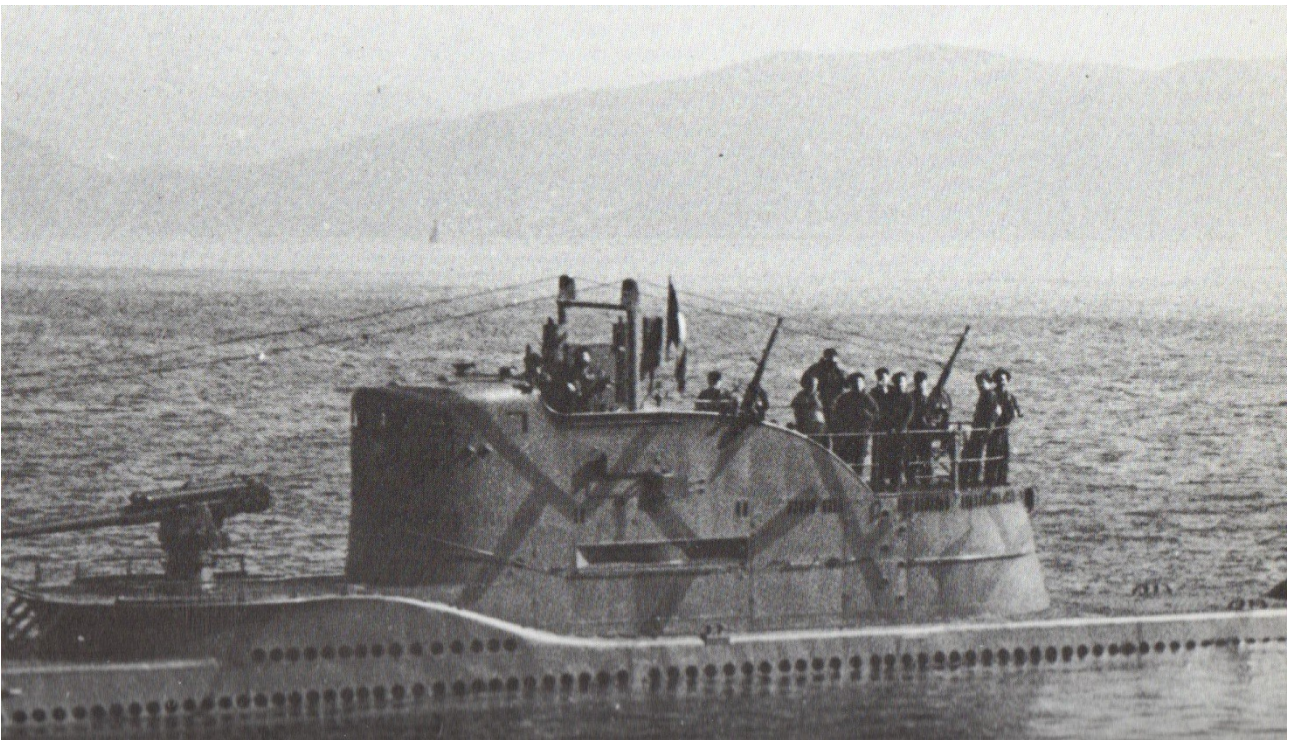
In addition to the aforementioned characteristics, it is worth mentioning a structural particularity that is irrefutably in favor of the thesis on the Italian identity of the wreck in question. There are circular structures in series on the whole area in front of what was the turret area. From the photo below it is possible to notice this characteristic, undoubtedly and solely belonging to submersible boats of the Regia Marina¹⁰.

¹⁰ The entire resistant hull was divided into six compartments, plus the turret. Starting at the rear, the first compartment was the AD torpedo chamber; space in which the electric motors were also housed. This was followed by the thermal engine compartment, the control room, the officers' quarters and the first battery compartment; the non-commissioned officers' accommodation and the second battery compartment, and finally the AV torpedo chamber. The small turret was positioned above the control room and the periscope liners were part of the strong structure of the hull and the periscope shafts extended into the internal resistant box.



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Bausan's original figure.



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Side holes detail.



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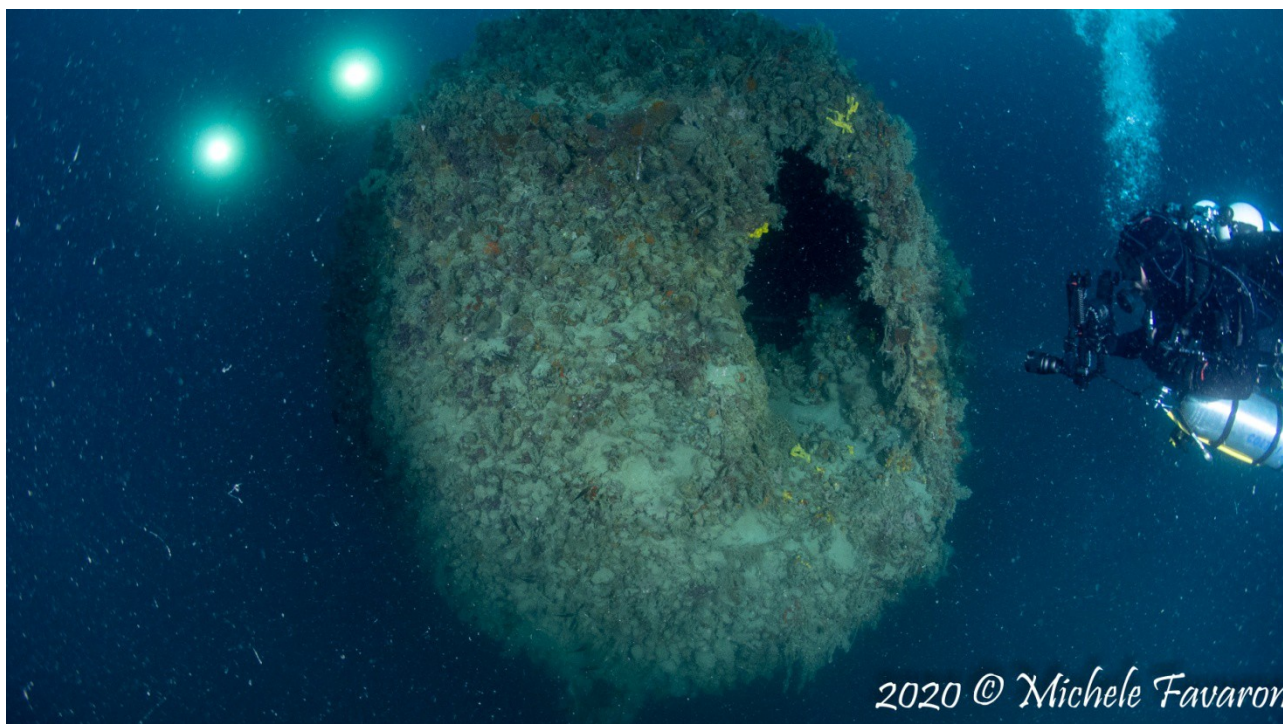
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Side holes detail.



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Bausan / GRS251 bow view.



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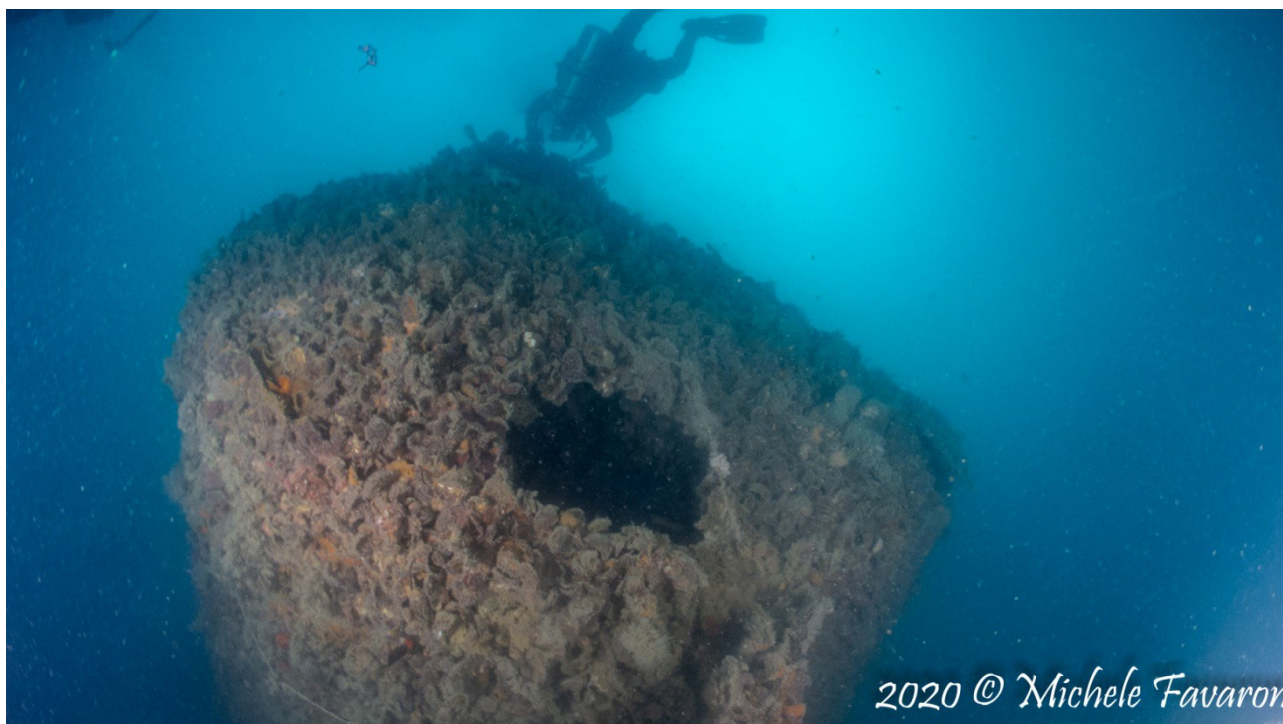


Bausan / GRS251 bow view.



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Bausan / GRS251 bow view (from below).



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Detail of surviving torpedo room entrance / bow section.



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Bow compartment entrance.



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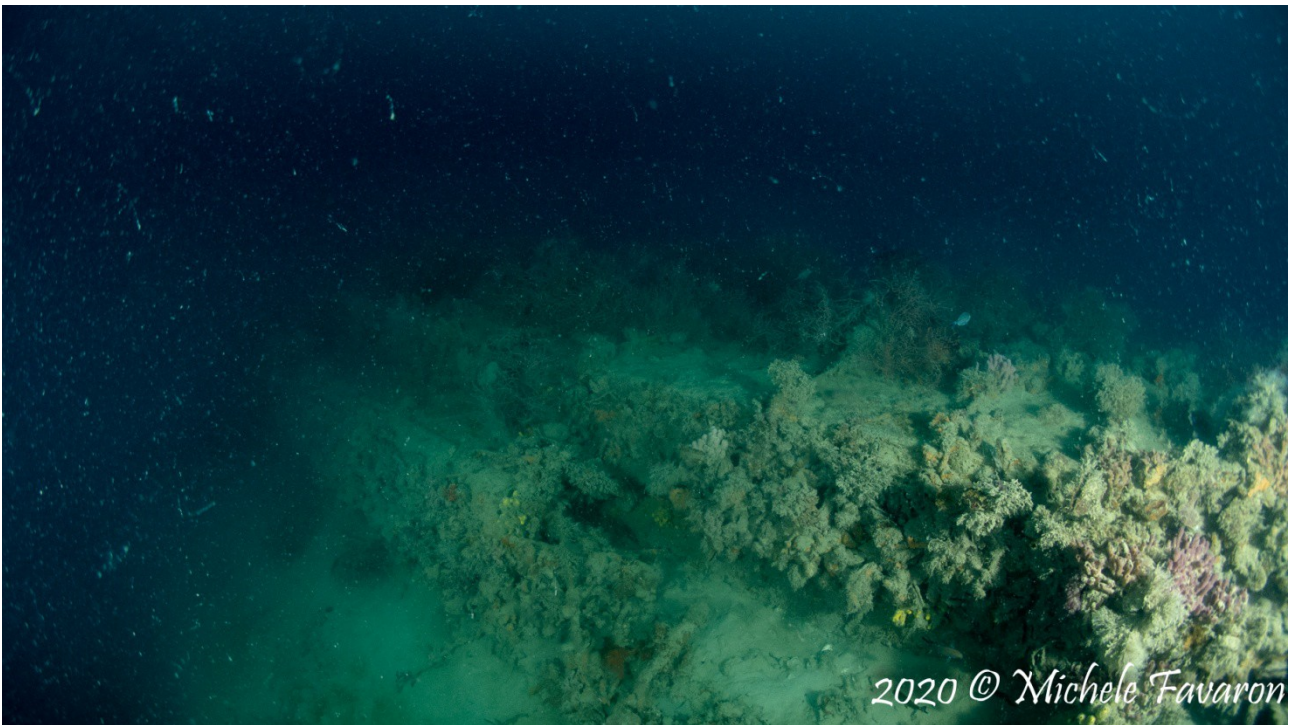


Left side.



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Remains of the decking floor.



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END OF REPORT