

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

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ADMINISTRATIVE INSTRUCTIONS  
JUNE, JULY 1943

53 pp.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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7 JUL 43

FORCE 141 ADMINISTRATIVE INSTRUCTION No. 3  
MOVEMENT AND TRANSPORTATION

Amendment No. 1

- (a) delete para 13 (c)  
(b) App. IV para 3 delete "NOIC" to "appointed".

Substitute :-

NOIC  
DSTO  
Base Sub-Area Commander  
Senior Movement Officer  
Senior Transportation (Docks) Officer  
M.W.T. Representative, if appointed

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accredited unofficial researchers Order  
Sec/Army by TAC/

411410

HQ., Force 141.  
Field  
5 Jul 43.

2081

Major General.  
Administration  
Force 141.

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15 ARMY GROUP (FORCE 141) ADMINISTRATIVE INSTRUCTION NO. 8

MOVEMENTS AND TRANSPORTATION.

APPENDIX No. 2.

APPENDIX IV, para. 9 (n) - for "16v Staff"

substitute "Docks Superintendent" ✓

Brigadier,  
B.Q.M.G. (Mov. & Trn),  
H.Q. 15th Army Grp.

H.Q. 15th Army Group,  
Field.  
H.Q. 15th Army Grp.

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# 15 ARMY GROUP ADMINISTRATIVE INSTRUCTIONS NO. 24.

## BRITISH ARMY POSTAL ARRANGEMENTS

### HEADQUARTERS

Date 12 July 43  
N 2988

FORCE 141

1. The object of this instruction is to confirm the arrangements that have been made between HQ and HQ for the operation of the British Army Postal Services for operation HUSK.

### POSTAL CHAIN OF COMMAND

2. Ultimately, when HQ 15 ARMY GROUP assumes administrative control in SICILY, the postal chain of command will be :-

|       |         |                                                                       |
|-------|---------|-----------------------------------------------------------------------|
| ADAMS | ADHQ    | This copy is to be sent to duly accredited official researchers Order |
| ADAMS | 15 ARMY | CSAC/Army by TAG, date                                                |
| ADAMS | 15 ARMY | 411410                                                                |

ADAMS 50 CORPS

DIV DIV DIV

ADAMS 13 CORPS

DIV DIV DIV

### CO-ORDINATION

3. Prior to the arrival in SICILY of ADAMS 12 ARMY, the Div Postal arrangements there will be co-ordinated on a Corps basis, and later, on an Army basis by ADAMS 12 ARMY, who has already issued the necessary technical instructions to the Postal Officers concerned.

### BASE ARMY POST OFFICES

4. The British and Canadian Base Army Post Offices will be called forward to SICILY under arrangements to be made by HQ 12 ARMY. They will be located together at a base post, which initially may be SIRACUSA, later GELA, and will handle all incoming and outgoing mail.

### SURFACE MAIL

5. Mail held by the Army Post Office which, for any reason, has not been distributed to units before they move to SICILY, will accompany Postal Units to SICILY for distribution there. Subsequently all available channels

|       |         |                                           |
|-------|---------|-------------------------------------------|
| DDAPS | AMHQ    | This copy only to be used by              |
| ADAPS | 15 AMHQ | accredited unclassified researchers Order |
| ADAPS | 15 AMHQ | Sec/Army by TAC/ date -----               |
|       |         | 411410                                    |

THIS COPY IS TO BE TO ONLY  
accredited unclassified researchers Order  
Sec/Army by TAC/ date -----

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4.

ATG

ATG

3. Prior to the arrival in SICILY of MAPS 12 UNIT, the LNAV Postal arrangements there will be co-ordinated on a Copen basis, and later, on an Army basis by MAPS 12 UNIT, who has already issued the necessary technical instructions to the Postal officers concerned.

4. The British and Canadian Base Army Post Offices will be called forward to SICILY and arrangements to be made by HQ 12 A.P.O. They will be located together at a base port, which initially may be SIRACUSE, later GALLI, and will handle all incoming and outgoing mail.

Mail held by the Army Post Office which, for my reason, has not been distributed to units before they move to SICILY, with accompanying Postal Units to SICILY for distribution there. Subsequently all available channels from U.K., M.E.T., and E.M.A.F., will be used for the despatch of mails. If daily allotment of 10 tons, later increasing to 20 tons, has been authorized for mail on the SOUSSEY - SICILY sea ferry in both directions.

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From the earliest possible date a special mail plane service will operate between Nuremberg and Stettin for the convenience of the mail.

7. (a) Postal facilities available to troops in SOUT will be:

*Staphylococcus aureus*

[illegible]



39A

7.(a) cont'd.

Air Mail  
 1. Mail Letter Card  
 Air Mail  
 Surface Mail : Letters  
 Parcels  
 Parcels

- (b) Information regarding postage rates and the countries to which the a/c services are available, will be provided by formation postal officers and local post offices.

#### POSTAL ADDRESSES

8. There will be no change in postal addresses until further orders are issued. The will arrange for mail addressed to RMP or RRP, or an APO number to be directed to the new location of the unit. When at a later stage a fresh postal address is allotted, mail bearing the old address will continue to be delivered to the unit concerned.

#### CANADIAN DIV POSTAL UNIT

9. The Canadian Div Postal Unit will operate within the framework of the British Army Postal Service. The necessary official postal arrangements have been made.

#### CIVIL POST OFFICES

10. When it is operationally possible to do so, these local Civil Post Office premises in SINGAPORE will be required by the Army Postal Services, should be made available to them.

#### CENSORSHIP

11. All mail is to be censored before posting at a Field Post Office.

20/11  
*R. Cooke*

for C.H. MILLER  
 Major-General i/c Administration  
 HQ 15 Army Group



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 HQ Desert Air Force, MALTA  
 MA to GOC in C  
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 8. PA to CGS  
 9. PA to MILA  
 10. DC  
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 26. J.  
 27. HQ (US)  
 28. (Plans)  
 29. G-4  
 30. Q (Nav & M)  
 31. Q (Log)  
 32. WAs  
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 34. ST  
 35. Ord  
 36. RCE  
 37. Postal  
 38. Command Paymaster  
 39. Naval Liaison Officer  
 40. In 'A' Force  
 41. RA  
 42. Met  
 43. AFOP  
 44. War Room  
 45. War Diary  
 46. Plot  
 47. File  
 48. Spare

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- 5 Organization of Movements and Transportation
- 6 Relations with Civil Transportation Agencies
- 7 Uniformity of Procedure in the Control and use of Transportation facilities.
- 8 Task Forces Areas of Operations (Inventories and Port Organization)
- 9 Allocation of Base and Place Code Numbers.
- 10 Control and Prevention of Shipping.
- 11 Examination of Casualties
- 12 Responsibility for Port Operation.
- 13 Relation with Civil Port Authorities
- 14 Port Organisation - United States Forces
- 15 Port Organisation - British Forces
- 16 Port Clearance by Road
- 17 Documentation
- 18 Control of Railways in Theatre of Operations
- 19 Allocation of Locomotives and Rolling Stock
- 20 Priority of Moves - Rail, Road, Sea and Air.
- 21 Inter-Area Rail Moves
- 22 Authority for Railway Construction and Use of Railway Property
- 23 Opening of Stations as Railheads, Depots, Etc.
- 24 Allocation of Transportation Units and Material.
- 25 Road Transport - ~~Relationship to the Rail.~~



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 10 'MS' SPARES.  
 FOLDER.

TOSSE DEC 40 ..... 26 Contd.

LTCOL HANLEY-THOMAS

2nd Lt. 1917

5th 1917



Paragraph.

Subject.

- |    |                                     |
|----|-------------------------------------|
| 25 | Inter Area Road Moves.              |
| 26 | Repair of Roads and Bridges.        |
| 27 | Establishment of Road L of C.       |
| 28 | Air Passenger and Freight Services. |
| 29 | Railway and Train Warrants.         |
| 30 | Statistical Data and Returns.       |

LIST OF APPENDICES.

- |     |                                                                      |
|-----|----------------------------------------------------------------------|
| I   | Organization of Movements and Transportation, Force 144.             |
| II  | Sea Frontier Command.                                                |
| III | Division of responsibility between U.S. Army and Navy in Port Areas. |
| IV  | Instructions on Port Organization (British)                          |
| V   | Indices of Staff and Services (British) at Ports.                    |
| VI  | Control of Railways.                                                 |

28 Air Passenger and Freight Services.

29 Railway and Train Warrants.

30 Statistical Data and Returns.

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I Organization of Movements and  
Transportation, Force 144.

II Sea Frontier Command.

III Division of responsibility between U.S.  
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IV Instructions on Port Organization (British)

V Duties of Staff and Services (British)  
at Ports.

VI Control of Railways.

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BIGOT HUSKY.

SECRET  
Equals BRITISH MOST SECRET.

FORCE 141 ADMINISTRATIVE INSTRUCTION NO. 8

MOVEMENT AND TRANSPORTATION.

1) OBJECT OF INSTRUCTION.

The object of this instruction is to explain:-

- (a) the general organization and functions of British Transportation and Transportation U.S. Movement and  
(b) the special organization and allocation of responsibilities for operation and movement. Until Force 141 assume full administrative control, their responsibility is almost entirely confined to co-ordination.

2) BRITISH ORGANIZATION AND FUNCTIONS.

(a) Q (Movements) is a Branch of the Staff. It is responsible for co-ordinating and controlling movement of Personnel, Stores, etc., by Sea, Rail, Road (except tactical moves), Inland Waterway and Air. This control is exercised through Movement Control Groups, the personnel of which are distributed throughout the L of C.

(b) Transportation is a technical Service responsible for the operation, construction, repair and maintenance of Ports, Railways and Inland Waterways. These functions may be performed directly by Military Transportation Units, within the limit of the available resources. It is, however, preferable to use these units to supervise and supplement the Civil Transport Agencies when the latter are willing to co-operate.

(c) C.E. Twelfth Army will be responsible for initial Port Construction and Repair as opposed to maintenance until relieved of this responsibility by C.E. Bases and L of C.

3) U.S. ORGANIZATION AND FUNCTIONS.

U.S. Transportation is a Special Staff Section and Service. It combines the functions of both British Movements and Transportation except that Railway and Port Construction are, in general, the responsibility of The Corps of Engineers.

4) TRANSPORTATION Units - comparison between British and U.S.

(a) British Units.

U.S. Units.

(a) Railway Operating Group  
(H.Q. and two or more  
Railway Operating Coys)

(a) Railway Operating Battalion (consisting of 4 Coys in railway functions as indicated):-

H/S Co - Communications, Dispatching, Stores.



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## 4) TRANSPORTATION Units - comparison between British and U.S.

(a) British Units.

(a) Railway Operating Group  
(H.Q. and two or more)  
(Railway Operating Coys)

(b) Railway Workshop Coy.

Railway Mobile Workshop.

(c) Railway Construction and Maintenance Group  
(H.Q. and two or more)  
(Railway Construction Coys)

U.S. Units.

(a) Railway Operating Battalion (consisting of 4 Coys in railway functions as indicated):-

H/S Co - Communications, Dispatching, Stores.

"A" Co - Maintenance of way and structures (ordinary)

"B" Co - Running repairs to equipment.

"C" Co - Furnishes train and engine crews.

(b) Railway Shop Battalion.

(c) Each Railway Operating Battalion includes a Maintenance of Way Co (See (a) above). Corps of Engineers is responsible for new construction, rehabilitation, extended maintenance.

...../(a)Cont'd.

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#### 4) TRANSPORTATION Units - comparison between British and U.S. (Cont'd).

| British Units.                                                                     | U.S. Units.                                                                                                                                                            |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (d) Railway Survey Coy.                                                            | (d) } Service performed by Corps of Engineers when beyond the capacity of Railway Troops to perform.                                                                   |
| (e) Railway Bridging Section                                                       | (e) }                                                                                                                                                                  |
| (f) Mechanical Equipment (Tn) Section.                                             | (f) }                                                                                                                                                                  |
| (g) Docks Group - normally 4 or 5 Docks Operating Coys and a Port Maintenance Coy. | (g) Port Battalion - organized to work 4 ships and is thus roughly equivalent to two British Docks Operating Coys. Each Port Battalion has a gear maintenance Section. |
| (h) Transportation Stores Coy.                                                     | (h) Each Railway Operating Battalion has a Stores Section.                                                                                                             |

U.S. Railway Troops are organized into Railway Grand Divisions. Each Railway Grand Division normally consists of a H.Q., two Railway Operating Battalions, and one Railway Shop Battalion. This grouping is variable.

#### 5) ORGANIZATION OF MOVEMENTS AND TRANSPORTATION.

(a) Movements and Transportation H.Q. Force 141.  
The Movements and Transportation Branch Force 141 is organized in three sections:

U.S. Transportation.  
British Q (Movements).  
British Transportation.

D.Q.M.G. (Mov. & Tn) is responsible for the co-ordination of the activities of these three sections. The detailed organization is shown diagrammatically in Appendix I.

(b) Until H.Q. Force 141 assumes administrative control.

(i) D.Q.M.G. (Mov and Tn) Force 141 will be responsible to Commander Force 141 for co-ordination of policy and allocation of the transportation resources between Force 343 and Twelfth Army, as may be necessary to implement the Force Commander's Plan. Force 141 will issue the general directions necessary.

(ii) Chief of Transportation, Force 343, will under command of the Commanding General Force 343 be responsible for the technical operation of the various Transportation Services assigned to Force 343.

(iii) D.D. (Mov. & Tn) Twelfth Army will be under the command of Commander Twelfth Army but will be responsible to D.Q.M.G. (Mov & Tn) Midcast for

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- (e) Railway Bridging Section
- (f) Mechanical Equipment (Tn) Section
- (g) Docks Group - normally 4 or 5 Docks Operating Coys and a Port Maintenance Coy.
- (h) Transportation Stores Coy.
- (a) of Engineers when beyond the capacity of Railway Troops to perform.
- (f) perform.
- (g) Port Battalion - organized to work 4 ships and is thus roughly equivalent to two British Docks Operating Coys. Each Port Battalion has a Quarantine Maintenance Section.
- (h) Each Railway Operating Battalion has a Stores Section.

U.S. Railway Troops are organized into Railway Grand Divisions. Each Railway Grand Division normally consists of a H.Q., two Railway Operating Battalions, and one Railway Shop Battalion. This grouping is variable.

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(ii) Chief of Transportation, Force 343, will under command of the Commanding General Force 343 be responsible for the technical operation of the various Transportation Services assigned to Force 343.

(iii) D.D. (Mov. & Tn) Twelfth Army will be under the command of Commander Twelfth Army but will be responsible to D.Q.M.G. (Mov & Tn) MidEast for Technical Workings.

###### (c) When H.Q. Force 141 assumes administrative control.

(i) When Force 141 assumes control, both U.S. and British Transportation Sections H.Q. Force 141 will through their own normal channels, be responsible for the efficient employment of the Transportation Services under their respective control.

...../(ii) contd.

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BIGOT HUSKY.

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5) (b) When H.Q. Force 141 assumes administrative control. (contd.)

(ii) When the Base and L of C Area, under Force 141 is established in HORRIFIED, D.D. (Mov and Tn) and his staff, less such portion as may be required to deal with movement in the Army Area, will be transferred from Twelfth Army to the Staff of Commander Base and L of C Area.

The control of the Base Area and Ports will then pass from Twelfth Army, whilst D.D. (Mov and Tn) will become responsible to H.Q., Force 141 for technical matters.

(iii) Chief of Transportation, Force 343, under command of the Commanding General Force 343, or of the Base Area when established, will become responsible to H.Q. Force 141 for the technical operation of the U.S. Transportation Services.

6) RELATIONS WITH CIVIL TRANSPORTATION AGENCIES.

(a) Where applicable, negotiations and agreements with the Civil Transportation Agencies will be undertaken in consultation with the Civil Affairs Officer.

(b) In principle, relations with the civil agencies must be directed to ensuring that they continue to operate under Military supervision all Transportation facilities.

While it is impossible to forecast the attitude of Civil Transportation organizations in HORRIFIED, every effort must be made to secure their willing co-operation in order to economise in the use of Allied Military Personnel.

(c) Military Technical Personnel will be superimposed on the Civil organizations and will be engaged on work of superintendence and control. If local co-operation by civilian managements or operatives is unobtainable, or works beyond their capacity are required, transportation facilities will be controlled and operated by Military personnel.

7) UNIFORMITY OF PROCEDURE IN THE CONTROL AND USE OF TRANSPORTATION FACILITIES.

It must be expected that the Transportation facilities in the area of operations will be inadequate to meet the full requirements of the Allied Forces. In order, therefore, to avoid conflicting demands, and the disorganization likely to be caused by independent action by two Allied Armies, a similar procedure will be adopted by both Task Forces from the outset as follows :-

- (a) Common documentary procedure for Railways. Rail warrants, train warrants, rail car or wagon labels, etc.
- (b) Similar rates and methods of payment, if any, for Transportation facilities.
- (c) Similar procedure for demand of coastal shipping.



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from Twelfth Army, whilst D.D. (Mov and Trn) will become responsible to H.Q., Force 141 for technical matters.

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- (a) Common documentary procedure for Railways. Rail warrants, train warrants, rail car or wagon labels, etc.
- (b) Similar rates and methods of payment, if any, for Transportation facilities.
- (c) Pooling when circumstances demand of coastal shipping, etc, locomotives, rolling stock, Transportation stores, coal, etc.
- (d) Centralised Control and allocation of Transportation material by Force 141.
- (e) Common use, when necessary, of available Transportation and Engineer units and troops under direction of Force 141.
- (f) Preparation by Task Forces of statistical data on traffic handled in Ports, on Railways, by Air and by Road, in such form that adequate information will be available to Force 141. The general policy to be adopted by Task Forces is outlined in later paragraphs.

(/ Insert Twelfth Army.)

...../ 8) contd.

2072

*Civil Supply Center*

SIGOT HUSKY

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ITALY'S BRITISH MOST SECRET.

8) TASK FORCES INITIAL APPEALS OF OPERATIONS (MOVEMENTS AND TRANSPORTATION) PORTS AND RAILWAYS.

TWELFTH ARMY:-

All Ports and Railways, EAST of the Railway lines inclusive - DITLINO - VIZANTI - RACUSA - SCICLI - POZZALO.

FORCE 343:-

All Ports and Railways, WEST of the above Railway lines exclusive.

Within the above areas, the operation, maintenance and repair of Transportation facilities will be the responsibility of Force 343 and Twelfth Army respectively. Their activities will be co-ordinated by H.Q., Force 141 until it assumes responsibility. Zones will be adjusted by Force 141 as the situation demands.

9) ALLOTMENT OF PORT AND PLACE CODE NUMBERS.

In the interests of security it is important that references which have to be made verbally or in telephone conversations to ports and certain important inland towns, depots, etc., should not be given in clear, and for this reason and to ensure that individual Task Forces do not adopt conflicting methods of describing ports or towns, use will be made of the Place and Code, issued by A.F.H.Q. on 17 May 43 under reference B-389 505/6, and subsequently amended under the same reference. This corresponds with list 12 Army (545) CP(1)/453.

Railway wagons will be labelled in clear.

10) CONTROL OF SHIPPING

In principle, shipping demands by Task Forces will be submitted to H.Q. Force 141, whose approval will be necessary before ships are finally allocated. On the assumption of administrative control in HOPREFIED, H.Q. Bases and 13 of 1 will collate demands and submit these to Force 141 for approval. 20/11

- (a) The expression "shipping demands" will be taken to include any of the following:-
- (i) Demands for shipping additional to programmed allotment.
  - (ii) Requests for diversion of shipping.
  - (iii) Major variations in loading of ships which may cause changes in numbers or types of ship in a convoy.
  - (iv) Requests for changes of convoy dates or destinations.
  - (v) Requests for allocation of shipping and craft for subsequent assault operations.
  - (vi) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
  - (vii) Cancellation of any of above, once approved.
- (b) The following "shipping demands" will not require Force 141 authority but Force 141 will be informed of action taken:-
- (i) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.



9) ALLOTMENT OF PORT AND PLACE CODE NUMBERS.

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- (i) Demands for shipping additional to programmed allotment.
- (ii) Requests for diversion of shipping.
- (iii) Major variations in loading of ships which may cause changes in numbers or types of ship in a convoy.
- (iv) Requests for changes of convoy dates or destinations.
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- (vi) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
- (vii) Cancellation of any of above, once approved.

(b) The following "shipping demands" will not require Force 141 authority but Force 141 will be informed of action taken:-

- (i) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.
- (ii) Opening and use of new ports within the Task Force area, provided the concurrence of the Naval Commander has been obtained.
- (iii) Minor variations in loading not affecting numbers or types of ships.

...../(c) Contd.



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10) CONTROL OF SHIPPING contd.

- (c) Shipping may be diverted either :-  
(i) By order of Force 141.  
(ii) At the request of a Task Force.

Force 141 will be responsible for ensuring that the authority controlling the destination port will accept, unless the diversion is to a port within the Area of operations of the Task Force making the request. In this case, the latter will be responsible that the ships can be accepted.

- (d) Convoys will be regulated as necessary in North African ports, ships being called forward by Task Forces through Force 141 for the ports within their area, in accordance with the allocation ordered by Force 141 or H.Q. Bases and L of C when established.

11) EVACUATION OF CASUALTIES, BY HOSPITAL SHIPS.

The policy with regard to Evacuation of Casualties and initial allocation of Hospital Ships and Carriers to Task Forces is stated in Force 141 Administrative Planning Instruction No.6 dated 2 June, as amended by 141/3095/A dated 15 June.

If the re-allocation of Hospital Ships or Hospital Carriers between Task Forces becomes necessary during the progress of operations, instructions to this effect will be issued by H.Q., Force 141.

EVACUATION OF CASUALTIES, TO PONTS, BEACHES OR AIRFIELDS WITHIN HORRIFIED.

Evacuation of casualties to Ports or Beaches will take place by Road until Rail facilities become available. It is not intended to import specially fitted Ambulance trains. Distances are so comparatively short that the Railway is unlikely to be much used for this purpose. Passenger stock and covered wagons fitted with imported "Brechet" sets will be utilized when necessary.

12) RESPONSIBILITY FOR PORT OPERATION.

- (a) Responsibility for the control and operation of every port in the theatre will be assigned to either the United States Forces or to the British Forces. In the case of LADERONE, ~~initially~~ the operation of the port will be British. U.S. representation on the Port Control Committee will be necessary, as Force 343 will be partially maintained through that port.

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#### 12) RESPONSIBILITY FOR PORT OPERATION.

(a) Responsibility for the control and operation of every port in the theatre will be assigned to either the United States Forces or to the British Forces. In the case of LAVERGNE, initially the operation of the port will be British. U.S. representation on the Port Control Committee will be necessary, as Force 343 will be partially maintained through that port.

(b) Movement of British personnel, vehicles and supplies through U.S. controlled ports and vice versa will invariably conform to the regulations and methods of the controlling authority. Naval, Military and Sea Transport liaison officers from one Allied Force may be appointed, if required by the Port Authorities of the other Allied Force, at ports under the latter's control.

...../ 13) contd.



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13) RELATIONS WITH CIVIL PORT AUTHORITIES.

(a) As mentioned in para 6, all occupied ports in HORMERFIELD will be controlled by the Allied Naval and Military Authorities.

(b) ~~an~~ organization

to control each port - American or British - will be established immediately, and/or directly responsible for the operation of the port. The strictest measures will be taken to prevent sabotage.

(c) ~~If Civil Port Authorities are operated, a Port Commission will be established. In British operated ports the ICG will be an official advisory. The function of the commission will be to assist in the Port Administration.~~

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(2) Use of civil ship and port labour must be organized from the outset, both to encourage local co-operation and because sufficient military labour is unlikely to be available to enable the ports to be worked to capacity without civil assistance.

14) PORT ORGANIZATION - UNITED STATES FORCES.

(a) In general the activities of the Army and Navy shall be as prescribed in U.S. Naval Publication N.P. 155. The U.S. Navy organization provides for a Sea Frontier Command, subordinate to which are Districts set up for these ports through which maritime traffic will be moved. It will be normal for Port Directors, with their Advance Base personnel and a minimum of equipment essential to the opening of the assigned ports, to accompany the assault convoy. The Sea Frontier Command is being set up on the basis shown in Appendix II.

(b) The division of responsibility between the U.S. Army and Navy in Port Areas of Force 343, is shown at Appendix III and is included mainly for information of British personnel who may disembark at a United States controlled port or who may be in any way concerned in its operation.

(c) Commanders of British formations and units which are to be disembarked at a U.S. controlled port will always be informed of the contents of Appendix III either before or on arrival. Similarly, Staff Officers and Service representatives concerned with the passage of British personnel, vehicles or stores through a U.S. controlled port must be familiar with this organization.

15) PORT ORGANIZATION - BRITISH FORCES.

(a) A statement showing the organization to be adopted in British controlled Operational Ports is given at Appendix IV, and the duties of the Staff and Services represented at a Port is given in Appendix V.

(b) Commanders of U.S. formations and Units passing through a British controlled Port must be informed of the organization applying thereto.



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(a) A statement showing the organization to be adopted in British controlled Operational Ports is given at Appendix IV, and the duties of the Staff and Services represented at a Port is given in Appendix V.

(b) Commanders of U.S. formations and Units passing through a British controlled Port must be informed of the organization applying thereto.

#### 16) PORT CLEARANCE BY ROAD.

(a) The rapid discharge of ships and clearance from the port area is vital to the success of the operation.

(b) The shipping programme is based on using ports continuously to the limit of their clearance capacity. Initially it is assumed that all clearance will have to take place by road, and priority will be necessary for the allocation of sufficient motor transport, both military and requisitioned, in order that clearance shall keep pace with discharge from ships.

..... / (c) contd.

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16) PORT CLEARANCE BY ROAD. contd.

(c) To ensure that motor transport is used with maximum efficiency, a central control will be established at each port which will see that the allocation, placing, loading at docks and the reception and unloading at Depots is organized to ensure that there are no delays in turn-round due to bottle necks.

(d) The organization of traffic routes and possible improvements must be constantly considered. Where necessary, comprehensive one-way traffic circuits will be introduced and in all cases, routes, quays and depots will be clearly marked by day and by night. So far as possible, existing one-way streets will not be altered.

(e) The provision of adequate traffic control personnel is essential.

17) DOCUMENTATION.

The importance of good, complete and accurate documentation cannot be over emphasized. It may however, be difficult or impossible in certain circumstances to carry out a proper tally both from ship to shore and quay to railway wagon or truck etc.

In such cases priority will be given to the tally from quay to wagon or truck. Every effort will be made to ensure that this is accurate.

18) CONTROL OF RAILWAYS IN THE THEATRE OF OPERATIONS.

(a) Task Force Commanders will in the initial stages control all Railway operation in their respective areas. Subsequently this control will pass to H.Q., Force 144. Details showing how Control will be exercised at the different stages are given in Appendix VI (see also diagram at Appendix I).

(b) Task Force Commanders will inform the Civil Railway Authorities that the Railways will be operated primarily to meet the requirements of their Forces; that all facilities must be made available for use by their Forces on request; and that the Authorities must continue to collect the proper charges for such civil traffic as Task Force Commanders may permit them to handle.

(c) The authority for conveyance of military traffic by rail will be a railway warrant issued to the Railway Authority by the appropriate officers. Books of railway warrants, and instructions how to use them, (see para 29) will be issued to these officers.

(d) The Civil Affairs Officer with each Task Force will advise on the provision of such funds as are necessary in addition to the receipts

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(c) The authority for conveyance of military traffic by rail will be a railway warrant issued to the Railway Authority by the appropriate officers. Books of railway warrants, and instructions how to use them, (see para 29) will be issued to these officers.

(d) The Civil Affairs Officer with each Task Force will advise on the provision of such funds as are necessary in addition to the receipts from civilian traffic to meet current operating expenses. Detailed arrangements between the railways and the Civil Affairs Officer will be made as early as possible.

(e) Preliminary discussions with the most responsible Railway Authority available will be held as soon as possible to establish the following facts:-

- (i) The general state of the railways in the Base Areas i.e., in vicinity of ports.
- (ii) The extent to which locomotives and rolling stock can be made available and distributed to best advantage, and any deficiency of particular types.

...../ (iii) contd.

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18) CONTROL OF RAILWAYS IN THE THEATRE OF OPERATIONS. contd.

- (iii) The irreducible minimum of rail traffic necessary to maintain reasonable living conditions for the local civilian community, bearing in mind that it is an obligation under international law for the occupying forces to ensure the maintenance of the civil population.
- (iv) The available resources of coal for locomotives, and the points to which imported coal can be distributed most usefully.
- (v) The extent of civilian assistance available for operating the railways; the system of train working to be adopted and the centres at which it will be necessary to establish Military Control Officers.
- (vi) The nature of the preliminary instructions which will have to be issued to Military and Railway personnel.
- (vii) Whether any inter Railway or Railway and Port agreements affecting Railway operation exist, and to what extent these will require cancellation or alteration.

(f) As soon as the movement of military stores can be started by rail, British Movements or U.S. Transportation Control Officers will be established by each Task Force at Railway centres. Their function will be to ensure that :-

- (i) All necessary instructions are given to the appropriate Railway officials and that these instructions are carried out.
- (ii) Information as to the general railway situation is passed currently to the appropriate Military Authority.

19) ALLOCATION OF LOCOMOTIVES AND ROLLING STOCK.

Initially, any necessary re-distribution of available locomotives and rolling stock will be made by each Task Force within its own area. If re-distribution between Task Forces becomes necessary, a re-allocation will be made by Force 141.

20) ALLOCATION OF PRIORITIES - RAIL, ROAD, SEA, AND AIR.

Where requirements cannot be fully met, either because the number of personnel or vehicles or the weight of stores cannot be carried or because the things demanded cannot be allotted, the matter will be referred through the Branch of the Staff concerned to the commander or competent officer, who will allocate priorities.

Q(Nov) or U.S. Transportation will then be responsible for taking action to allocate the available lift or timings accordingly and for issuing or ensuring to be issued the necessary orders.

Normally Port Workings and clearance will be accorded high priority

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 The extent of civilian assistance available for operating the railways; the system of train working to be adopted and the centres at which it will be necessary to establish Military Control Officers.  
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Where requirements cannot be fully met, either because the number of personnel or vehicles or the weight of stores cannot be carried or because the timings demanded cannot be allocated, the matter will be referred through the Branch of the Staff concerned to the commander or competent officer, who will allocate priorities.

2 (Rev) or U.S. Transportation will then be responsible for taking action to allocate the available lift or timings accordingly and for issuing or causing to be issued the necessary orders.

Normally Port Workings and clearance will be accorded high priority when allocating the resources available.

#### 21) INTER-AREA RAIL MOVES.

If moves between Task Forces are necessary before Force 141 has taken over control, preliminary contact will be made between British Movements and U.S. Transportation Officers and agreement to the dispatch of trains concerned must be reached to avoid consignments being dispatched without knowing whether they can be accepted at destination. Such traffic will be taken over at mutually agreed exchange stations.



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22) PROCEDURE FOR INITIATING RAILWAY CONSTRUCTION OR WORKS AFFECTING RAILWAY PROPERTY.

(a) British.

All proposals involving the use, occupation, alterations or additions to Railway facilities or property will be submitted by the initiator to the local Movement Control Area or Sub-Area. The latter is responsible for arranging for representatives of the appropriate Transportation or Civil Railway Authority to attend such recommendations as may be necessary, so that the technical aspects of the proposal may be considered. Transportation will then prepare such plans as may be required for submission with the proposal, through the Movement Area or sub-area concerned, to the appropriate Military Authority for sanction. Once the project is sanctioned the initiator will deal direct with Transportation or whatever service is responsible for the work, unless alterations or additions to the sanctioned scheme are involved, in which case the above procedure will be followed.

(b) U.S.

Similar action to assure the full consideration of the Transportation elements involved in the establishment of U.S. facilities will be adopted by Force 343. Any action which may affect the operation of railways will be carefully co-ordinated with the Transportation Service before being implemented. Action such as using water provided for railway operation or the billeting of troops in or near railway facilities may have most unfavourable effects and is the type of action in which full co-ordination is necessary.

23) SELECTION OF STATIONS FOR USE AS RAILHEADS AND TO SERVE IMPORTS.

Requirements for these will be notified by the Staff to U.S. Transportation Service or British Q(Mov) who will be responsible for advising the most suitable station for the purpose. Q(Mov) representative will always accompany any Force which may be made for this purpose.

24) ALLOCATION OF TRANSPORTATION UNITS AND MATERIAL.

(a) Transportation units have been allocated to the Task Forces for initial development of Transportation facilities. When Force 141 is in a position to control these units it will do so in the case of U.S. through their respective Base Areas and in the case of British through H.Q. 20 Base and I of G.

(b) Supply and allocation of transportation material in the area of operations will be undertaken by H.Q. Force 141 when it assumes full administrative control.

25) INTER-AREA ROAD MOVES.

Each Task Force will be responsible for Road Movement within its boundaries. Except in emergency non-tactical Road Moves of convoys



representative for arranging for representatives of the appropriate Transportation or Civil Railway Authority to attend such recommendations as may be necessary, so that the technical aspects of the proposal may be considered. Transportation will then prepare such plans as may be required for submission with the proposal, through the Movements Area or sub-area concerned, to the appropriate Military Authority for sanction. Once the project is sanctioned the initiator will deal direct with Transportation or whatever service is responsible for the work, unless alterations or additions to the sanctioned scheme are involved, in which case the above procedure will be followed.

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Similar action to assure the full consideration of the Transportation elements involved in the establishment of U.S. facilities will be adopted by Force 343. Any action which may affect the operation of railways will be carefully co-ordinated with the Transportation Service before being implemented. Action such as using water provided for railway operation or the billeting of troops in or near railway facilities may have most unfavourable effects and is the type of action in which full co-ordination is necessary.

23) SELECTION OF STATION FOR USE AS RAILHEADS AND TO SERVE DEPOTS.

Requirements for these will be notified by the Staff to U.S. Transportation Service or British Q(Mov) who will be responsible for advising the most suitable station for the purpose. Q(Mov) representative will always accompany any Route which may be made for this purpose.

24) ALLOCATION OF TRANSPORTATION UNITS AND MATERIAL.  
(a) Transportation units have been allocated to the Task Forces for initial development of Transportation facilities. When Force 141 is in a position to control these units it will do so in the case of U.S. through their respective Base Areas and in the case of British through H.Q. 20 Base and I of C.

(b) Supply and allocation of transportation material in the area of operations will be undertaken by H.Q. Force 141 when it assumes full administrative control.

25) INTER-AREA ROAD MOVES.

Each Task Force will be responsible for Road Movement within its boundaries. Except in emergency non-tactical Road Moves of convoys of more than 20 vehicles which involve crossing the inter force boundary, will not take place until preliminary contact with the Transportation Corps or British Movement Control of the receiving Task Force has been made. Agreement must be obtained before the convoy is dispatched.

It is anticipated the serious congestion may occur in the Southeast corner of HONGKONG due to maintenance stores for Force 343 being routed through the Port of LADRON. A rigid system of Traffic Control will be established to ensure that the orders of British Movement Control or U.S. Transportation Corps are carried out.

26) REPAIR OF ROADS AND BRIDGES.

(a) Each Task Force will be responsible for the repair of damaged ROADS and BRIDGES in its own area. This will include making such local arrangements as are necessary for the employment of civilian labour and material

...../ (a) contd.

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**26) REPAIR OF ROADS AND BRIDGES. contd.**

(b) British Movements and U.S. Transportation Corps will be responsible for indicating which roads on the lines of Communication and in Base Areas it is vital to keep open.

(c) Full and up to date information regarding the state of the roads must be obtained, the main sources being Traffic Control units and the Engineers. British Movements and U.S. Transportation must ensure that they are kept fully informed and that they are always ready to advise on the suitability of routes for movement. They will also issue such information on the effect of the state of roads on movement as may be necessary.

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**27) ESTABLISHMENT OF ROAD L OF C. (TRUCK HELPER SERVICE).**

(a) A Road L of C may have to be established for any of the following reasons :-

- (i) Until rail facilities are available.
- (ii) To cover a break in the Rail L of C.
- (iii) To supplement one section of the line the capacity of which, is lower than that of other sections.

(b) Initially each Task Force will be responsible for the establishment of any necessary Road L of C in its own area.

(c) The situation may arise where the establishment of a Road L of C to supplement the Rail L of C in the area of one Task Force is vital for the maintenance of another Task Force. In such cases Force 144, if established in the field, will state the source from which the L of C is to be provided. If this situation arises before the establishment in HOPBIFIED of Force 144, Task Forces will make mutual arrangements to ensure the provision of the necessary vehicles.

(d) In all cases where a Road L of C is established it will be controlled by the British Movements or U.S. Transportation Corps.

**28) AIR PASSENGER AND FREIGHT SERVICES. (WHILE HOPBIFIED).**

(a) Demands for the movement of passengers and freight by air will normally be collated by movement control or U.S. Transportation.

(b) Where the lift is inadequate to meet requirements, priorities will be obtained as described in para 20.

(c) Movement Control and U.S. Transportation are responsible for calling forward freight to be loaded and for receiving freight at airfields, notifying consignees so that the necessary transport for collection and delivery may be arranged.



ready to advise on the suitability of roads for movement of troops and equipment. It will also issue such information on the effect of the state of roads on movement as may be necessary.

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28) ESTABLISHMENT OF ROAD L OF C. (TRUCK HAULER SERVICE).

(a) A Road L of C may have to be established for any of the following reasons :-

- (i) Until rail facilities are available.
- (ii) To cover a break in the Rail L of C.
- (iii) To supplement one section of the line the capacity of which, is lower than that of other sections.

(b) Initially each Task Force will be responsible for the establishment of any necessary Road L of C in its own area.

(c) The situation may arise where the establishment of a Road L of C to supplement the Rail L of C in the area of one Task Force is vital for the maintenance of another Task Force. In such cases Force 141, if established in the field, will state the source from which the material is to be provided. If this situation arises before the establishment in HOPFIELD of Force 141, Task Forces will make mutual arrangements to ensure the provision of the necessary vehicles.

(d) In all cases where a Road L of C is established it will be controlled by the British Movements or U.S. Transportation Corps.

29) AIR PASSENGER AND FREIGHT SERVICES. (WHICH REMAINS).

(a) Demands for the movement of passengers and freight by air will normally be collated by movement control or U.S. Transportation.

(b) Where the lift is inadequate to meet requirements, priorities will be obtained as described in para 20.

(c) Movement Control and U.S. Transportation are responsible for calling forward freight to be loaded and for receiving freight at airfields, notifying consignees so that the necessary transport for collection and delivery may be arranged.

30) RAILWAY WARRANTS AND MOVEMENT ORDERS.

(a) In the initial stages of the campaign, until British/Italian bilingual warrants are issued through A.F.E.Q., the British/French bilingual Rail warrants will be used by both task Forces.

(b) The objects are :-

- (i) to ensure that only authorized demands are met and only authorized personnel travel
- (ii) to enable the amount of allied traffic carried to be recorded.

...../ (c) contd.



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20) RAILWAY WARRANTS AND MOVEMENT ORDERS. contd.

(c) The senior of each party and each individual travelling separately will be provided by the formation or unit, authorizing the journey, with a movement order in duplicate. One copy will always be kept by the person to whom it is issued, the other will be handed to the R.T.C. or individual performing that duty as the authority for obtaining a railway warrant.

(d) Warrants will be issued only by officers or specifically authorized other ranks of British Movement Control and U.S. Transportation Corps.

In special circumstances it may be sometimes necessary to authorize other officers to issue warrants, but this should be exceptional.

(e) Detailed instructions regarding warrants are being issued separately.

21) STATISTICAL DATA AND RETURNS.

Previous experience in other theatres of war has shown the need for compilation of certain Movement and Transportation statistical data, and the importance of basic records being kept, from the start of the campaign, in each Base, Sub-area or District.

It has therefore been decided that a minimum of essential statistics will be recorded and maintained by British Movement Control, British Transportation, and U.S. Transportation during the initial stages of operation HUSKY, so that at a later date the necessary facts and figures will be available for collation by Force 141. Detailed instructions are being issued separately.

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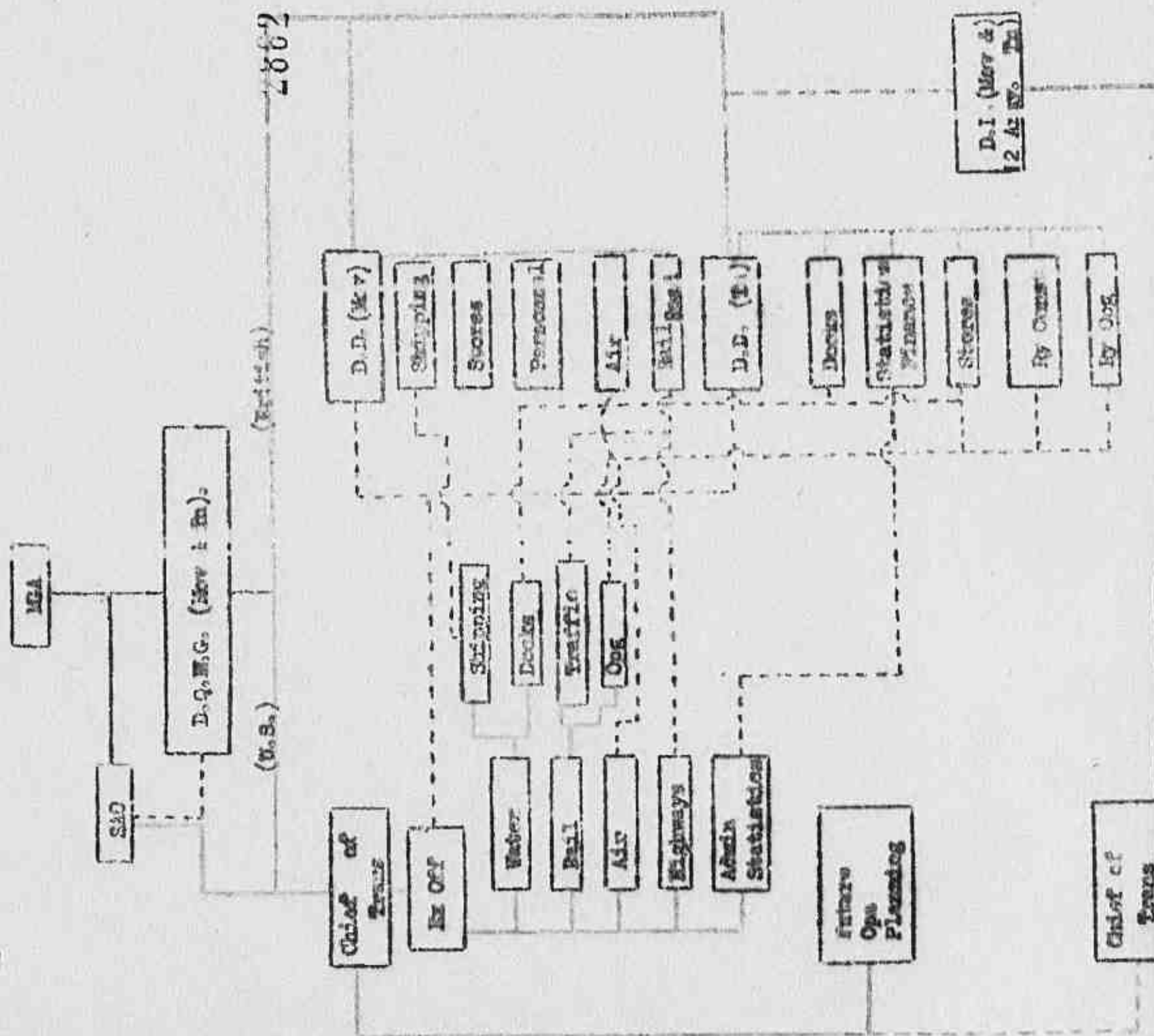
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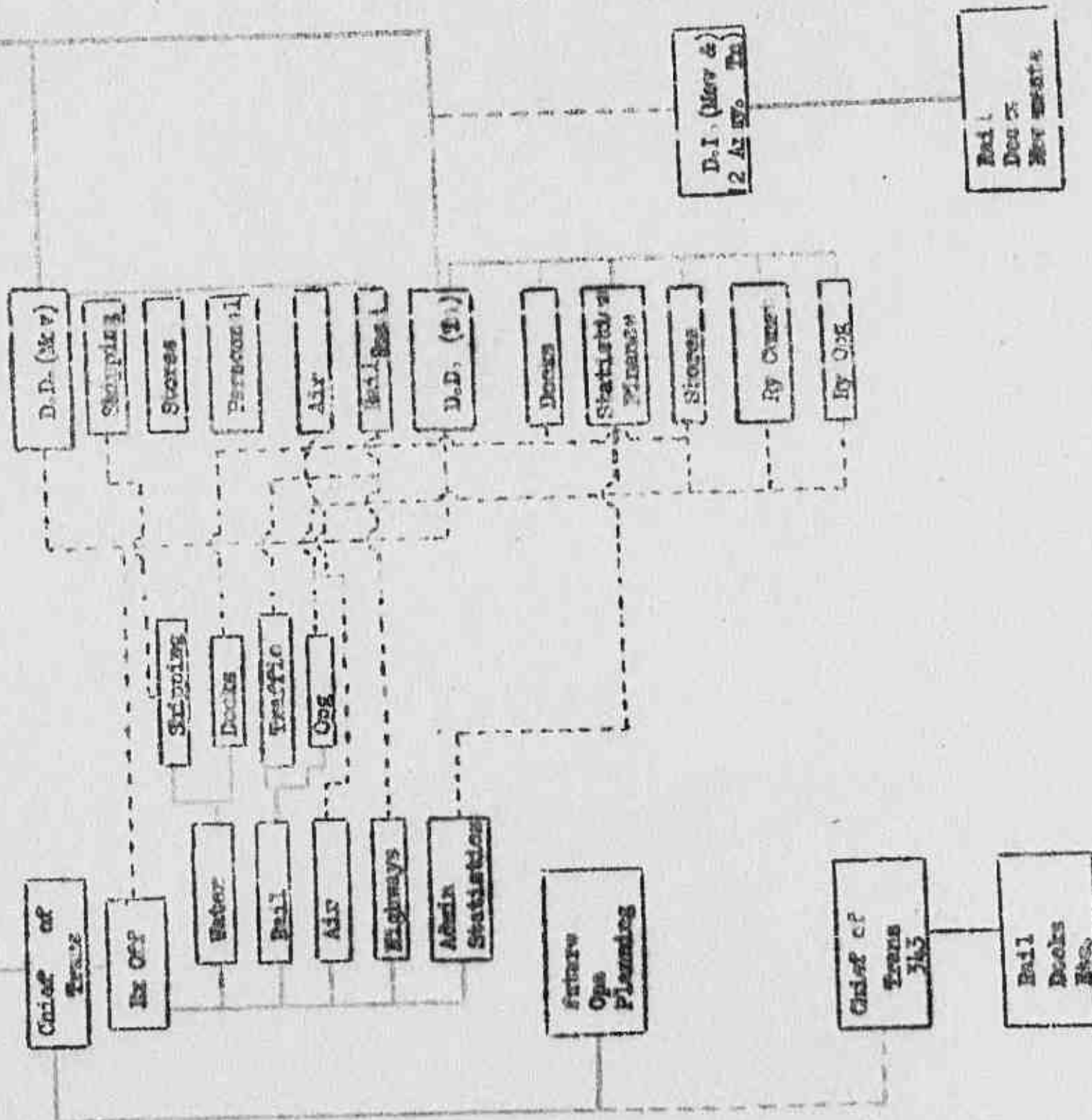
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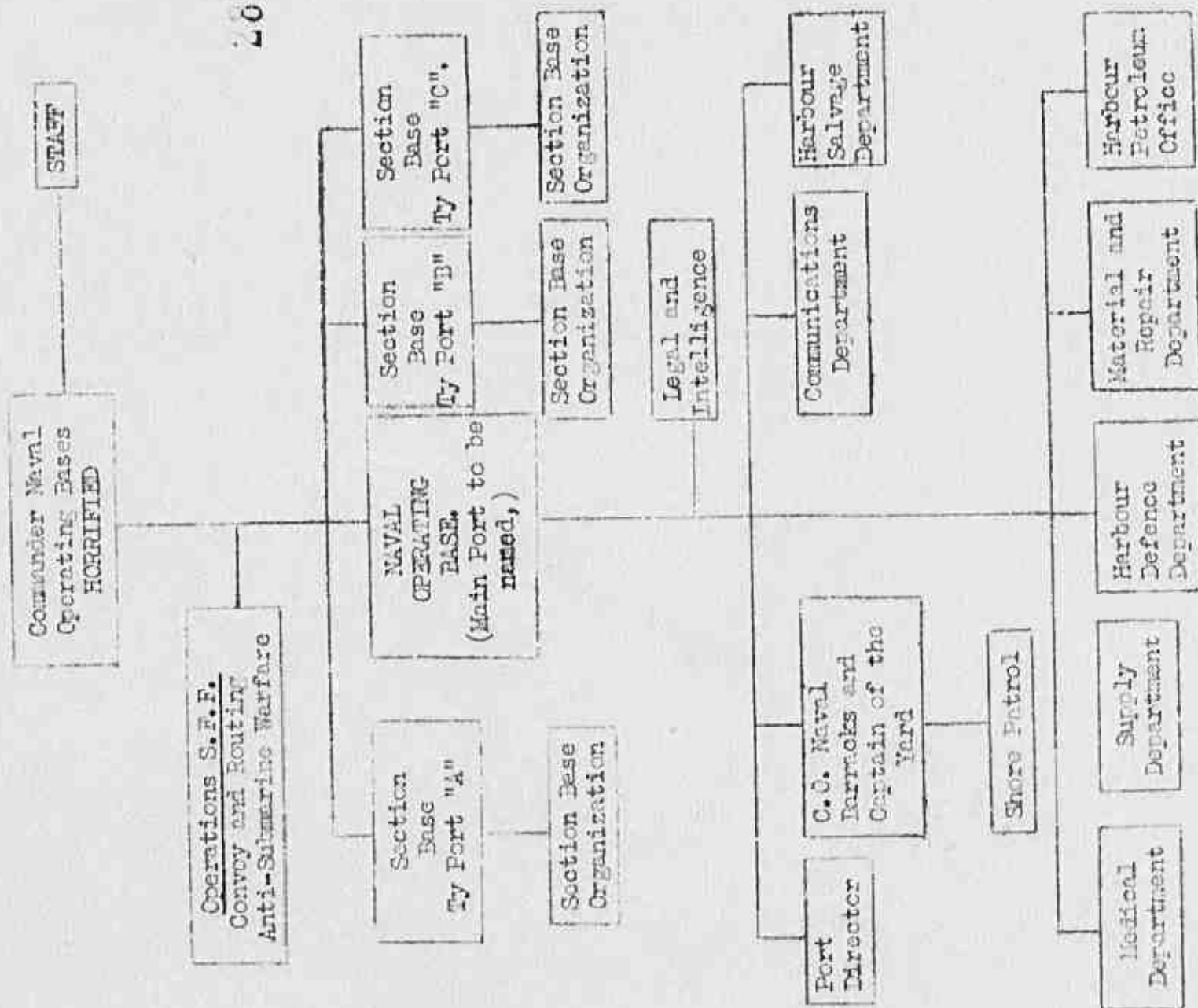
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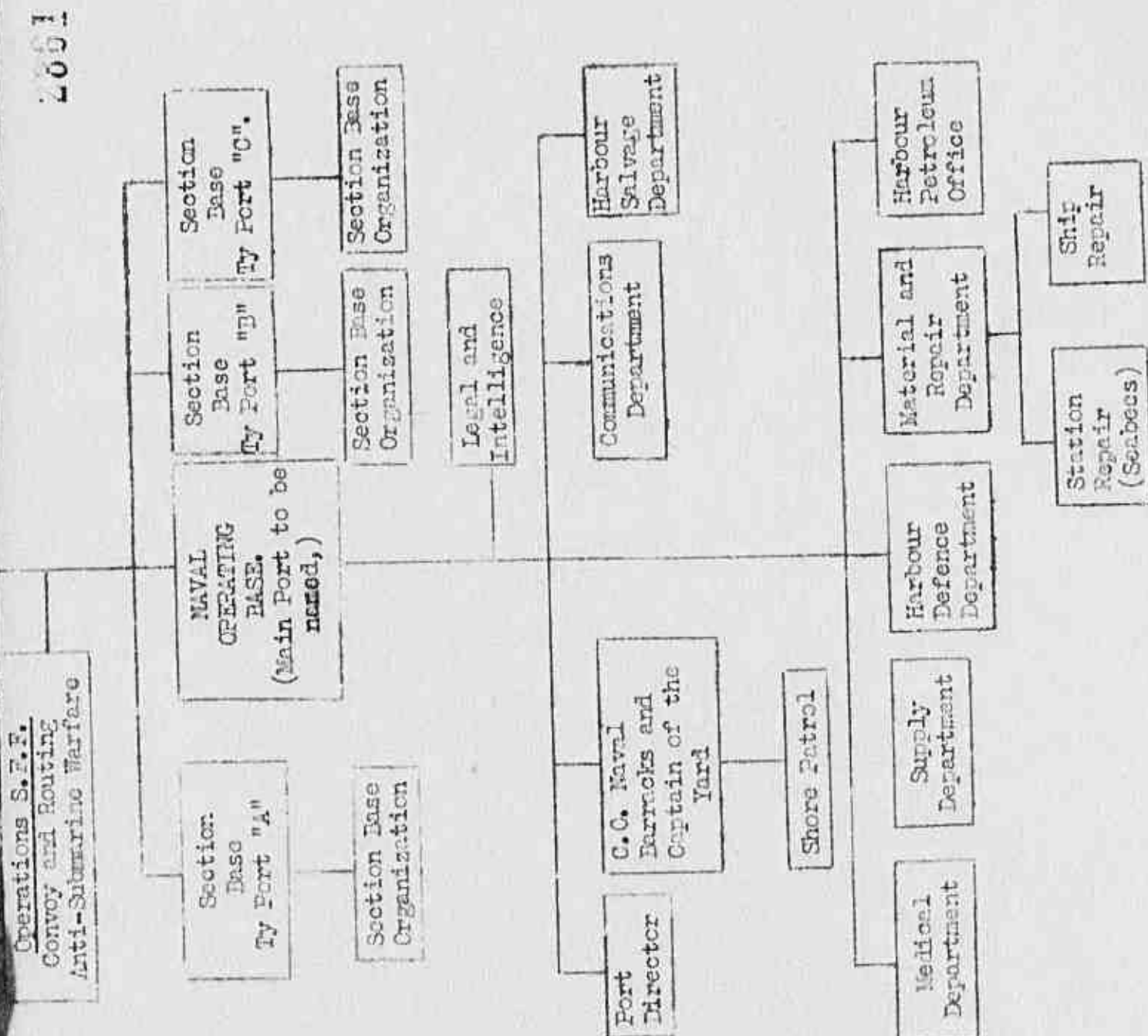


## APPENDIX II

The SEA FRONTIER COMMAND is set up on the following basis :-







## APPENDIX III.

DIVISION OF RESPONSIBILITY BETWEEN UNITED STATES ARMY ANDNAVY IN PORT AREAS.

## I. The responsibilities of the United States Navy inter alia will be :

- (a) To command the Naval area, installations, and the U.S. and Allied Naval vessels connected with Port Operation and local Naval defence.
- (b) To operate a system of shipping control and clearance, including identification piloting, and berthing for incoming and outgoing vessels of all kinds.
- (c) To route all shipping.
- (d) To maintain a guard vessel or Harbour Entrance Control Post near harbour entrance for identification and transmission of orders.
- (e) To direct and control the assigned British Naval Units in the execution of their tasks. (See British Tasks.)
- (f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbour berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbour.

## (g) To control the operation of all self-propelled harbour equipment.

## (h) To operate all ship repair facilities and all major repair facilities for floating equipment and craft.

## (i) To assist in the repair of landing craft.

## (j) To render, with the assistance of the Army and British Naval units prompt assistance and salvage to damaged vessels in harbours and along the coast.

## II. The responsibilities of the United States Army inter alia will be:

- (a) To assist as required with personnel and equipment in the clearing of harbour and approaches, in clearing the Naval area, and in construction and rehabilitation of Naval installations.
- (b) To operate through a port commander those piers and moles allocated to the army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.

outgoing vessels of all kinds.

- (c) To route all shipping.
- (d) To maintain a guard vessel or Harbour Entrance Control Post near harbour entrance for identification and transmission of orders.
- (e) To direct and control the assigned British Naval Units in the execution of their tasks. (See British Tasks.)
- (f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbour berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbour.
- (g) To control the operation of all self-propelled harbour equipment.
- (h) To operate all ship repair facilities and all major repair facilities for floating equipment and craft.
- (i) To assist in the repair of landing craft.
- (j) To render, with the assistance of the Army and British Naval units prompt assistance and salvage to damaged vessels in harbours and along the coast.

## II. The responsibilities of the United States Army inter alia will be:

- (a) To assist as required with personnel and equipment in the clearing of harbour and river obstructions, in clearing the Naval area, and in construction and rehabilitation of Naval installations.
- (b) To operate through a port commander those piers and moles allocated to the army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.
- (c) To accomplish all unloading and loading of ships, whether at docks or in stream, including the receipt, storage of stores, and to distribute and store all cargo.
- (d) To control all transport (railroads, road etc.) on docks and on shore.
- (e) To provide security and police guards for all Naval and Military installations.
- (f) To operate the ship fueling installations on shore under the direction of the Navy.

-----



APPENDIX IV.

INSTRUCTIONS ON PORT ORGANIZATION (BRITISH).

The following instructions and definitions of duties have been issued by the Allied C-in-C in order to assist all concerned to understand the organization. These instructions are complementary to and do not supersede the orders and instructions contained in various Naval, Army and Air Force publications. These instructions do not cover the defence of ports. The duties of certain officers who have a double role are, however, mentioned.

2. OCCUPIED PORTS POLICY.

If the civilian port authorities are willing to co-operate it is intended to control occupied ports with civilians through the existing machinery. In order to ensure, however, that British needs are fully met, the Naval Officer in charge (N.O.I.C.) of the port will be appointed chairman of the Port Commission. Other British Officials will be associated with the various civilian dock and port organizations.

3. PORT CONTROL COMMITTEE.

In addition to the civilian organization, a purely British Port Control Committee will be established, comprising :-

NOIC  
DSTO

Base Sub-Area Commander  
Senior Movement Officer  
Senior Transportation (Docks) Officer  
N.W.T. Representative, if appointed.

This Committee will meet daily and is responsible for the satisfactory running of the Port to meet British requirements. The Chairman will co-opt invited States representatives and such others as may be necessary.

If the civilian officials are co-operating, the requirements of the Port Control Committee will be referred to the appropriate civilian officials or to the Port Commission.

Should the civilian officials not co-operate, then the Port Control Committee will be responsible for running the port direct. The Port Control Committee through its members will in all cases control British personnel working in the port.

6. THE DOCKS AREA.

The Docks Area will be a reserved transportation area and will be agreed locally between the Base Sub-Area Commander, the Movements Staff and the Transportation Service. It normally includes the Transit Area and Transit Sheds (but not Depots), all the Quays, cranes and other equipment, sheds, railways, up to the Exchange Sidings, roads, telegraph and telephone lines, office accommodation and ancillary

And 7/7/2

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3. PORT CONTROL COMMITTEE.

In addition to the civilian organization, a purely British Port Control Committee will be established, comprising :-

And 7/7/50

NOIC

DSTO

Base Sub-Area Commander  
Senior Movement Officer  
Senior Transportation (Docks) Officer  
M.W.T. Representative, if appointed.

This Committee will meet daily and is responsible for the satisfactory running of the Port to meet British requirements. The Chairman will co-opt invited States representatives and such others as may be necessary.

If the civilian officials are co-operating, the requirements of the Port Control Committee will be passed to the appropriate civilian officials or to the Port Commission.

Should the civilian officials not co-operate, then the Port Control Committee will be responsible for running the port direct. The Port Control Committee through its members will in all cases control British personnel working in the port.

5. THE DOCKS AREA.

The Docks Area will be a reserved transportation area and will be agreed locally between the Base Sub-Area Commander, the Movements Staff and the Transportation Service. It normally includes the Transit Area and Transit Sheds (but not Depots), all the Quay, cranes and other equipment, sheds, railways, up to the Exchange Sidings, roads, telegraph and telephone lines, office accommodation and ancillary buildings required for the operation of the port in transfer of consignments of all sorts to and from ships.

7. MOVEMENTS STAFF.

The Senior Movement Officer of the Port under the general direction of the D.Q.M.G. (Move & Co) (initially D.D. Mov & Tr 12 Army) is responsible for the co-ordination of the work of all Army and R.A.F. Services which are concerned with the loading and discharge of ships or with the clearance of personnel, M.T. and stores through the area of jurisdiction, and for dealing the necessary road and rail transport for such clearance.

...../ 8. contd.



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### 8. SITING OF HEADQUARTERS.

To obtain the maximum of efficiency of working the following headquarters should be in close touch:-

- Local Military Headquarters (Base Sub-area Commander).
- Divisional Sea Transport Officer.
- Senior Movements and Transportation Officer.
- Senior R.A.F. Embarkation Officer.

These offices should where possible be in the same buildings, and as near to the Office of the Naval Officer in Charge of the port as possible. The Office of the Naval Control Service Officer should, when possible, be in the same building as the Naval Officer in Charge. Where practicable, a joint signal office adds greatly to smooth and efficient working.

### 9. DIVISION OF RESPONSIBILITY.

In Operational Ports the following responsibility has been agreed upon:-

- |                                             |                                                                                                                                                                                                                                                       |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a) Pilotage                                | - Navy                                                                                                                                                                                                                                                |
| (b) Berthing of Ships                       | - N.C.I.O. in consultation with the Port Control Committee.                                                                                                                                                                                           |
| (c) Tugs and lighters for discharging ships | - Provided by the Sea Transport Officer. If manned by civilian personnel, will work under the operational control of the Sea Transport Officer. If manned by the Army, will work under the operational control of the Transportation (Decks) Service. |

#### Note:

In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in Charge will attach one or more petty officers to work under the Sea Transport Officer.

#### (d) Embarkation and Disembarkation of Personnel Ships.

This is the responsibility of the Sea Transport Officer and Movements.

#### (e) Working of Cargo Ships.

When civilian stevedores are available Sea Transport will be responsible for cargo discharge until lighters are alongside quay and cargo has been discharged to shore. This applies when ship is being worked at anchorage; when ship is alongside quay the Sea Transport will be responsible for cargo



## 9. DIVISION OF RESPONSIBILITY.

In Operational Ports the following responsibility has been agreed upon:-

- |                                             |                                                                                                                                                                                                                                                       |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a) Pilotage                                | - Navy                                                                                                                                                                                                                                                |
| (b) Berthing of Ships                       | - N.C.I.C. in consultation with the Port Control Committee.                                                                                                                                                                                           |
| (c) Tugs and Lighters for discharging ships | - Provided by the Sea Transport Officer. If manned by civilian personnel, will work under the operational control of the Sea Transport Officer. If manned by the Army, will work under the operational control of the Transportation (Docks) Service. |
- Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in Charge will attach one or more petty officers to work under the Sea Transport Officer.

### (d) Embarkation and Disembarkation of Personnel Ships.

This is the responsibility of the Sea Transport Officer and Movements.

### (e) Working of Cargo Ships.

When civilian stevedores are available Sea Transport will be responsible for cargo discharge until lighters are alongside quay and cargo has been discharged to shore. This applies when ship is being worked at anchorage; when ship is alongside quay the Sea Transport will be responsible for cargo until it is on shore.

When military stevedores are employed Transportation (Docks) Service will undertake the actual discharge of the cargo. Sea Transport, however, has overriding responsibility for safety of ships and lighters. The Docks Officer will therefore confer with Sea Transport in regard to the arrangements proposed by him for the discharge of the ship. Transportation is responsible for cargo when lighters are worked by Military personnel. If civilian stevedores are available Sea Transport is responsible.

..... / (f) contd.

(f) On the Quays and in the Docks Transit Areas.

Transportation (Docks) Service is responsible for receiving the cargo on the quay, checking, sorting, stacking and loading on to wagons, motor transport or inland water transport, and for working railway wagons to and from Docks Exchange Sidings.

(g) Inboard Labour and Labour in Lighters.

Transportation (Docks) Service unless civilian stevedores are available.

(h) Running Repairs of Army-manned Tugs and Lighters.

Transportation (Docks) Service.

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below High-water Mark.

Navy.

(k) Port Improvement and Repair.

Transportation (Docks) Service is responsible for maintenance and ordinary repairs. C.E. Twelfth Army is responsible for major repairs and construction until this responsibility is taken over by C.E. H.Q. Bases and L of C.

(l) Moorings.

Navy.

(m) Cargo Handling Gear.

Transportation (Docks) Service; except M.T. slings and nets; amm. trays and slings; petrol trays and slings; tank slings and bomb slings which are on Sea Transport charge. By arrangements between Transportation Army (Docks) Service and R.S.T.O. they will be held, maintained in good condition, and issued as necessary from the central Gear Store which is manned by personnel of Transportation Port Maintenance Company.

(n) Provision and Supervising of Labour.

~~Movements Staff~~ by demand on H.Q. Base Sub Area.  
Docks Supervisors

(o) Provision of Motor Transport.

Movements Staff by demand on local O i/c Transport.

Transportation (Docks) Service.

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below High-water Mark.

Navy.

(k) Port Improvement and Repair.

Transportation (Docks) Service is responsible for maintenance and ordinary repairs. C.E. Twelfth Army is responsible for major repairs and construction until this responsibility is taken over by C.E. H.Q. Bases and L of C.

(l) Moorings.

Navy.

(m) Cargo Handling Gear.

Transportation (Docks) Service; except M.T. slings and nets; amm. trays and slings; petrol trays and slings; tank slings and bomb slings which are on Sea Transport charge. By arrangements between Transportation Army (Docks) Service and D.S.T.O. they will be held, maintained in good condition, and issued as necessary from the central Gear Store which is manned by personnel of Transportation Port Maintenance Company.

(n) Provision and Supervising of Labour.

~~Movements Staff~~ by demand on H.Q. Base Sub Area.  
Docks Services

(o) Provision of Motor Transport.

Movements Staff by Demand on local C i/c Transport.

(p) Provision of Railway Wagons.

Movements Staff by demand on Railway Service.

(q) Personnel and Vehicles Trains.

Movements Staff issue orders for and control all entrainments of personnel and unit vehicles.

(r) Administration and Discipline of Military Personnel.

Responsibility of Base Sub-area H.Q.

...../ (s) contd.



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(s) Administration of Naval Personnel.

N.O.I.C.

(t) Administration and Discipline of R.A.F. Personnel.

Senior R.A.F. Embarkation Officer.

(u) Guards and Police for Port Installations, Transit Area, etc.

Base Sub-Area H.Q.

(v) P.A.D. and Fire Fighting.

Base Sub Area H.Q. will co-ordinate all services including naval establishments ashore. N.O.I.C. is responsible for fire fighting afloat and for co-ordinating the services of military vessels equipped as fire fighting craft.

(w) Relations with local Population and Civil Administration.  
Hirings and Requisition of Lands, Buildings and Road Transport.  
Accommodation Ashore.

Base Sub-Area H.Q.

(x) Security.

Base Sub-Area H.Q. in conjunction with Navy and R.A.F.

10.

All boats, small craft and ships found in ports are potential prizes. The assistant King's Harbour Master initially acts as Deputy Admiralty Marshal and application for use of such boats etc., must be made formally to him. The Admiralty Marshal is required to make an inventory and report disposal of all prize with a view to it being brought eventually before a prize court for condemnation.

11.

The hiring of all boats, craft and ships is to be made through the Sea Transport Officer who is also responsible for allocating such boats or craft taken in prize as the A.K.M. releases from naval service.

- - - - -

Appendix VDUTIES OF STAFF and SERVICES (BRITISH) AT PORTS.

| <u>Service.</u> | <u>Designation of Representative</u> |
|-----------------|--------------------------------------|
|-----------------|--------------------------------------|

Duties.

|      |                          |
|------|--------------------------|
| R.N. | Naval Officer in charge. |
|------|--------------------------|

The Naval Officer in Charge is responsible for the berthing and all ships, tugs, lighters etc., as far as the defence of the port and of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the berthing movements in detail. At an operational port the Naval Officer in Charge is also appointed as King's Harbourmaster and thereby becomes the port authority. As King's Harbourmaster he is responsible for the port up to the high water mark. No works may be instituted on the adjacent foreshore which affect the port without the King's Harbourmaster's permission in writing. The Naval Officer in Charge is inter alia in command of all naval Personnel at the port establishments on shore and normally of the local naval craft, even if he is not the senior naval officer present (the senior naval officer may delegate this authority.)

|      |                                 |
|------|---------------------------------|
| R.N. | Assistant King's Harbourmaster. |
|------|---------------------------------|

The Assistant King's Harbourmaster is the officer on the Naval Officer's Staff who actually arranges the movements of ships, pilots etc.

|      |                                |
|------|--------------------------------|
| R.N. | Naval Control Service Officer. |
|------|--------------------------------|

The Naval Control Service Officer is the officer on the Naval Officer's staff who is responsible for the routing of merchant vessels and sailing instructions to their masters.

|      |                        |
|------|------------------------|
| R.N. | Base Engineer Officer. |
|------|------------------------|

The Base Engineer Officer is the Technical Officer on the Naval Officer's staff, who is responsible for the repair and organization of the port establishments.

|      |                        |
|------|------------------------|
| R.N. | Maintenance Commander. |
|------|------------------------|

The Maintenance Commander is responsible to the Naval Officer for all disciplinary and maintenance questions affecting naval personnel at the port establishments.

/Continued.....

Appendix V

DUTIES OF STAFF and SERVICES (BRITISH) AT PORTS.

Duties.

The Naval Officer in Charge is responsible for the berthing and movement of all ships, tugs, lighters etc., as far as the defence of the port and the safety of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the berthing and movements in detail. At an operational port the Naval Officer in Charge is also appointed as King's Harbourmaster and thereby becomes the port authority. As King's Harbourmaster he is responsible for the port up to the high water mark. No works may be instituted on the adjacent foreshore which may affect the port without the King's Harbourmaster's permission in writing. The Naval Officer in Charge is inter alia in command of all naval Personnel and establishments on shore and normally of the local naval craft, even though he is not the senior naval officer present (the senior naval officer need not delegate this authority.)

The Assistant King's Harbourmaster is the officer on the Naval Officer in Charge's Staff who actually arranges the movements of ships, pilots, berthing etc.

The Naval Control Service Officer is the officer on the Naval Officer in Charge's staff who is responsible for the routing of merchant vessels and the sailing instructions to their masters.

The Base Engineer Officer is the Technical Officer on the Naval Officer in Charge's staff, who is responsible for the repair and organization of the base.

The Maintenance Commander is responsible to the Naval Officer in Charge for all disciplinary and maintenance questions affecting naval personnel or naval establishments.

/Continued.....



| <u>Service.</u> | <u>Designation of Representative</u>               | <u>Duties.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| R.N.            | First Lieutenant +<br>(or commander)               | The First Lieutenant is the 'executive officer' of the navy with the day to day work of the naval personnel and the discipline matters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| R.N.            | Staff Officer +<br>Operations (S.O.O.)             | The Staff Officer, Operations, is responsible for the operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| R.N.            | Port Minesweeping +<br>Officer (P.M./S.O.)         | The Port Minesweeping Officer is responsible for the mines and the anti-mining organisation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| R.N.            | Extended Defence +<br>Officer (X.D.O.)             | The Extended Defence Officer is the officer working in close with the Army Fire Commander for Coast Defence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| R.N.            | Boom Defence +<br>Officer (B.D.O.)                 | The Boom Defence Officer is responsible for all boom defence craft.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| R.N.            | Base Accountant +<br>Officer (B.A.O.)              | The Base Accountant Officer is responsible for the feeding payment of all naval personnel at the base.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Sea Transport   | Divisional Sea<br>Transport Officer.<br>(D.S.T.O.) | The Divisional Sea Transport Officer (or Sea Transport Officer) is responsible for the loading and discharge of all merchant vessels chartered and for H.M. Ships used primarily as cargo carriers. When military are employed, Transportation will undertake the actual discharge. The Divisional Sea Transport Officer will therefore confer with the latter regarding the arrangements proposed by the latter for the discharge. The Divisional Sea Transport Officer is responsible for the safety of tugs and lighters between ship and shore and for the side. When tugs and lighters are manned by the Army, the responsibility of the Docks Service. When civilian stevedores are employed on lighters the Divisional Sea Transport Officer's responsibility for the cargo is on shore. When lighters are manned by the Army, the responsibility begins and ends at the ship's side. Sea Transport is under Naval Discipline Act but are not under the orders of the Base Charge as regards the working of ships. The Sea Transport Officer has authority for the chartering and hiring of boats, small craft |

Duties.

The First Lieutenant is the 'executive officer' of the naval base. He deals with the day to day work of the naval personnel and the disciplinary routine matters.

The Staff Officer, Operations, is responsible for the operational staff work.

The Port Minesweeping Officer is responsible for the minesweeping operations and the anti-mining organisation.

The Extended Defence Officer is the officer working in close collaboration with the Army Fire Commander for Coast Defence.

The Boom Defence Officer is responsible for all boom defences and boom defence craft.

The Base Accountant Officer is responsible for the feeding, clothing, and payment of all naval personnel at the base.

The Divisional Sea Transport Officer (or Sea Transport Officer) is responsible for the loading and discharge of all merchant vessels chartered for S a Transport and for H.M. Ships used primarily as cargo carriers. When military stevedores are employed, Transportation will undertake the actual discharge of the cargo. The Divisional Sea Transport Officer will therefore confer with the Docks Officer regarding the arrangements proposed by the latter for the discharge of the ship. The Divisional Sea Transport Officer is responsible for the organization and safety of tugs and lighters between ship and shore and for their safety when alongside. When tugs and lighters are manned by the Army, the above will be the responsibility of the Docks Service. When civilian stevedores are employed in lighters the Divisional Sea Transport Officer's responsibility for cargo ends when the cargo is on shore. When lighters are manned by the Army, D.S.T.O's responsibility begins and ends at the ship's side. Sea Transport Officers are under Naval Discipline Act but are not under the orders of the Naval Officer in Charge as regards the working of ships. The Sea Transport Officer is the only authority for the chartering and hiring of boats, small craft or ships.

Continued.....



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| <u>Service</u>                                 | <u>Designation of Representative</u>           | <u>Duties</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Army<br>(Movements)<br>(Staff)                 | A.Q.M.G. (Mov)                                 | (I) Responsible for military side of running of port and all traffic in dock area.<br>(II) Co-ordination and Control of all Military and R.A.F. movement through the port area.<br>(III) Requests berthing of ships and gives priorities to the D.S.T.O.                                                                                                                                                                                                                                                                                                                                                                     |
| "                                              | D.A.Q.M.G. (H)<br>E.S.O.                       | Staff Officer to the A.Q.M.G.(M). Arranges embarkation, disembarkation and other movements of personnel, accompanied stores and accompanied motor transport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| "                                              | D.A.D.Tn.<br>R.T.O.                            | Technical Staff Officer to the A.Q.M.G.(M). Controls movement of unaccompanied stores and vehicles through the port area by road and rail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| "                                              | Military Forwarding Officer (M.F.O.)           | Handling of all M.F.O. stores in and out. See Instructions for Movement Control (Overseas) 1938, Chapter 11, Sections 108 - 144.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Army<br>Transportation<br>(Docks)<br>Services. | Docks<br>Superintendent.                       | (I) Responsible to DD Mov and Tn, through Docks Group Commander, for technical working of the port.<br>(II) Working of cargo through the port area to the requirements of Mov Staff.<br>(III) Responsible for receiving cargo on quay, checking, sorting, stacking, loading to wagon, motor transport or inland water transport.<br>(IV) If stevedores are not civilian under D.S.T.O., also responsible for discharge of cargo from ship's hold to quay or into lighter.<br>(V) Maintenance of Tugs and Lighters when manned by Transportation personnel.<br>(VI) Demands on area or sub-area H.Q. for labour in Dock Area. |
| Army                                           | Port Detachment provided by RASC, RADC and RE. | To assist in identifying stores of their respective service, and for disposal instructions under general direction of Movements Staff.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| "                                              | Port Ordnance Workshop Detachment.             | Inspection and servicing of all incoming MT and AFVs. Responsible for and movement of AFVs in holds of ships.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

/Continued



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Duties.

- (I) Responsible for military side of running of port and all traffic in dock area.
- (II) Co-ordination and Control of all Military and R.A.F. movement through the port area.
- (III) Requests berthing of ships and gives priorities to the D.S.T.O.

Staff Officer to the A.Q.M.G.(M). Arranges embarkation, disembarkation and other movements of personnel, accompanied stores and accompanied motor transport.

Technical Staff Officer to the A.Q.M.G.(M). Controls movement of unaccompanied stores and vehicles through the port area by road and rail.

Handling of all M.F.O. stores in and out. See Instructions for Movement Control (Overseas) 1938, Chapter 11, Sections 108 - 144.

- (I) Responsible to DD Mov and Tn, through Docks Group Commander, for technical working of the port.
- (II) Working of cargo through the port area to the requirements of Movement Staff.
- (III) Responsible for receiving cargo on quay, checking, sorting, stacking and loading to wagon, motor transport or inland water transport.
- (IV) If stevedores are not civilian under D.S.T.O., also responsible for the discharge of cargo from ship's hold to quay or into lighter.
- (V) Maintenance of Tugs and lighters when manned by Transportation personnel.
- (VI) Demands on area or sub-area H.Q. for labour in Dock Area.

To assist in identifying stores of their respective service, and for giving disposal instructions under general direction of Movements Staff.

Inspection and servicing of all incoming MT and AFVs. Responsible for security and movement of AFVs in holds of ships.

/Continued.....

- 4 -

| <u>Service.</u>           | <u>Designation of Representative</u>                                   | <u>Duties.</u>                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Local Military Commander. | Area Commander or Sub-area Commander or Base Commandant or Town Major. | <p>Responsible for:-</p> <p>P.A.D. inside and outside Dock Area Defences.</p> <p>Sanitation.</p> <p>Relations with local civil population.</p> <p>Discipline.</p> <p>Security (Docks Police)</p> <p>Provision of Labour.</p> <p>Works Services (Defence and</p> <p>Allotment of Motor Transport</p> <p>Hiring and requisitioning of and motor transport.</p> <p>Amenities and Welfare.</p> |
| Army (Medical)            | Embarkation Medical Officer                                            | Supervision of all embarkation and disembarkation of invalids. Responsible for ensuring sufficient medical stores on out.                                                                                                                                                                                                                                                                  |
| R.A.F.                    | R.A.F., E.O.                                                           | Arranges and supervises in conjunction with the Movements disembarkation and other movements of R.A.F. personnel accompanied by mechanical transport. Identification of consignment of R.A.F. supervision of its handling.                                                                                                                                                                 |

## NOTE:

Officers marked + are usually appointed to Naval Officer in for defence purposes though they are not normally concerned with the port.

- 4 -

Duties.

Responsible for:-

P.A.D. inside and outside  
Dock Area Defences.

Sanitation.

Relations with local  
civil population.

Discipline.

Security (Docks Police)

Provision of Labour.

Works Services (Defence and P.A.D. only.).

Allotment of Motor Transport.

Hiring and requisitioning of land, buildings,  
and motor transport.

Amenities and Welfare.

Supervision of all embarkation and disembarkation of invalids.

Responsible for ensuring sufficient medical stores on outgoing ships.

Arranges and supervises in conjunction with the Movements Staff the embarkation, disembarkation and other movements of R.A.F. personnel accompanied equipment and mechanical transport. Identification of consignment of R.A.F. equipment and supervision of its handling.

NOTE:

Officers marked + are usually appointed to Naval Officer in Charge's Staff for defence purposes though they are not normally concerned with the running of the port.



APPENDIX VICONTROL OF RAILWAYS.

The control of railways in HORMUTHED will be exercised as follows:

(a) During the initial stages of HUSKY :-

(i) The Senior G.O. of US Railway Troops will be responsible to the Commanding General Force 343 for the operation and maintenance of the railway system in the zone allocated to Force 343. The **Office of Engineers** will be responsible for new construction and major track and installation repairs. D.D. (Mov & Tn) Twelfth Army will be responsible to Commander Twelfth Army for all movements and transportation, including railway operation, maintenance and construction.

(ii) Co-ordination will be effected by D.Q.M.G. (Mov & Tn) Force 141 through the Chief of Transportation whose staff includes a Rail Section, and through the D.D.Tn. (British). The Senior G.O. of US Railway Troops will maintain close liaison on technical matters with D.G.M.R.S.; D.D. (Mov & Tn) Twelfth Army will do likewise with D.Tn MIDEAST.

(iii) Demands for personnel, equipment, locomotives, rolling stock and stores will be placed by The Senior G.O. of US Railway Troops and D.D. (Mov & Tn) Twelfth Army through Task Forces on A.F.H.Q., and MIDEAST respectively. Copies will be sent to H.Q. Force 141 where they will be examined by D.Q.M.G. (Mov & Tn), who will be responsible that, within the limits of the port and shipping capacity available, provision is made to deal with the traffic necessary to implement the plan of the Force Commander. He will co-ordinate the demands where necessary and advise A.F.H.Q. or MATCUSA and MIDEAST accordingly.

(b) (i) As the advance progresses, D.Q.M.G. (Mov & Tn) Force 141, will be responsible for any readjustment of zones of responsibility allocated to U.S. Railway Troops and the British Railway units, and for issuing such instructions as may be necessary. 2001

(ii) When Force 141 assumes full administrative responsibility the demands referred to in sub-para (a) (iii) will be submitted to Force H.Q. After co-ordination the demands will be submitted to A.F.H.Q. so that D.G.M.R.S. can advise on what can be supplied from NORTH AFRICA and that to be met by other sources.

(c) When H.Q. Force 141 is established in HORMUTHED, D.Q.M.G. (Mov & Tn) will become responsible to the Force Commander, for the operation and maintenance of the railway system and ports. The railway and port operating responsibilities of D.D. (Mov & Tn) Twelfth Army will then be assumed by D.D. Tn (British) Force 141. In case of U.S. ports and railways the supervision will be carried out through the U.S. Transportation Service.

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(ii) Co-ordination will be effected by D.Q.M.G. (Mov & Tn) Force 141 through the Chief of Transportation whose staff includes a Rail Section, and through the D.D.Tn (British). The Senior C.O. of US Railway Troops will maintain close liaison on technical matters with D.G.M.R.S.; D.D. (Mov & Tn) Twelfth Army will do likewise with D.Tn MIDEAST.

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(c) When H.Q. Force 141 is established in HORRIFIED, D.Q.M.G. (Mov & Tn) will become responsible to the Force Commander, for the operation and maintenance of the railway system and ports. The railway and port operating responsibilities of D.D. (Mov & Tn) Twelfth Army will then be assumed by D.D. Tn (British) Force 141. In case of U.S. ports and railways this supervision will be carried out through the U.S. Transportation Service.

When the complete railway system of HORRIFIED has been captured, it may be deemed advisable to appoint a Director of Military Railways, but this can only be decided when the time comes.

+ through H.Q. Forces and L of C.



5  
7988/782  
B I C O I

7988/782  
MOST SECRET

141F/3548/Q.

27 Jun 43.

Copy No. 43.....

FORCE 141 ADMINISTRATIVE INSTRUCTION  
NO. 20.

RATES OF PAY FOR CIVILIAN LABOUR.

1. In amplification of para 3 of 141 Force Administrative Instruction No. 16, at Appx. "A" is a Wage Scale which will be accepted as standard during the initial phase of HUSKY.

2. Although slightly above the average now being paid in SICILY, the rates listed should not seriously disturb the economy of the area. It is emphasised, however, that should labour be paid at rates higher than these, the entire wage and price schedule of the territory is liable to upset with a resulting spiralling inflation.

3. The general principles outlined in HQ Force 141 Administrative Instruction No. 16, Labour, will in general govern the payment of wages during the operation HUSKY.

4. A full days pay will not be paid for less than 8 actual working hours exclusive of meal times except where a full 8 hours work is not possible owing to the shortage of the hours of daylight or any existing curfew.

5. Workers will be engaged at the minimum rates for a probationary period of seven days. On the expiration of the period of probation they may be recommended from the day succeeding such period for a re-assessment of pay.

6. Workers employed directly by the military forces will be paid by the military forces and those forces need not make any deductions for unemployment, sickness, etc. These latter payments will be the responsibility of the individual workers to make as and when they can. However, the military forces may provide medical care and benefits to sick or injured workers.

7. Contractors working for the Armed Forces will be bound by the labour and wage laws of the areas in which they operate and are not exempt because they are engaged on military projects. It will be necessary for them to make customary payroll deductions for unemployment, sickness, etc.

8. Wage rates in existing services e.g. Railroad, public utility, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army Services, the local personnel should not be taken on the payroll of the Army Service concerned. Wage increases in these services must not be allowed in any circumstances since this will upset all the structure of wages and prices.

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W. Locke Buz



785015

rates listed should not seriously disturb the economy of the area. It is emphasised, however, that should labour be paid at rates higher than these, the entire wage and price schedule of the territory is liable to upset with a resulting spiralling inflation.

3. The general principles outlined in HQ Force M41 Administrative Instruction No. 16, Labour, will in general govern the payment of wages during the operation HUSKY.

4. A full days pay will not be paid for less than 8 actual working hours exclusive of meal times except where a full 8 hours work is not possible owing to the shortage of the hours of daylight or any existing curfew.

5. Workers will be engaged at the minimum rates for a probationary period of seven days. On the expiration of the period of probation they may be recommended from the day succeeding such period for a re-assessment of pay.

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|                                                                                                    |        |
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Major-General J. C. Administration.  
Force M41.

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C30 (ASST. CHIEF OF STAFF)

CAPT. GRAHAM

Civil Supply

2/18. 3/7/42

BIGOT.

MOST SECRET.

APPENDIX "I" to Adm Instruction  
No. 20 dated 27 Jun 43.

RATES OF PAY  
-----  
SUPERVISORY & CLERICAL STAFF.

CIVILIAN LABOUR  
-----

|                      | <u>LIFE</u>         |                     |
|----------------------|---------------------|---------------------|
|                      | <u>Min. per day</u> | <u>Max. per day</u> |
| Clerks, male         | 70                  | 110                 |
| " female             | 60                  | 90                  |
| Interpreters, (Oral) | 70                  | 110                 |
| " (Translating)      | 90                  | 110                 |
| Storemen             | 70                  | 110                 |
| Typists, male        | 70                  | 110                 |
| " female             | 60                  | 90                  |

CLASSIFIED ARTISANS

|                                      |    |     |
|--------------------------------------|----|-----|
| Armature Winder                      | 75 | 120 |
| Armourers                            | 75 | 120 |
| Blacksmiths                          | 70 | 110 |
| Battery Workers                      | 70 | 100 |
| Boiler Makers                        | 75 | 110 |
| Bookbinders                          | 75 | 100 |
| Bookbinders Assistants               | 70 | 90  |
| Carpenters & Wheelers                | 70 | 100 |
| Saulkers                             | 70 | 90  |
| Coppersmiths                         | 75 | 120 |
| Compositors                          | 70 | 100 |
| " Assistants                         | 70 | 90  |
| Drivers Engine Loco & I.C.           | 75 | 110 |
| Drivers Engine Steam Stationary      | 70 | 100 |
| Drivers Fitters                      | 60 | 120 |
| Electrical Wiremen                   | 75 | 120 |
| Electricians                         | 75 | 120 |
| Farmiers                             | 70 | 100 |
| Fitters                              | 80 | 120 |
| Grinders, precision                  | 90 | 120 |
| Gasket Repairers                     | 70 | 100 |
| High Speed I.C. Erectors and Fitters | 80 | 120 |
| Machinists, Engineering              | 70 | 100 |
| Machinists, Tool Room                | 75 | 110 |
| Machinists, Woodworking              | 70 | 100 |
| Mechanics Instrument Repairer        | 90 | 120 |
| Mechanics Sewing Machine             | 90 | 90  |
| Mechanics Typewriter                 | 70 | 100 |
| Mechanics Typewriter Assistant       | 70 | 80  |
| Mechanics Wireloss                   | 90 | 120 |
| Moulders                             | 80 | 120 |
| Painters, Polishers and Signwriters  | 70 | 100 |
| Pattern Makers                       | 75 | 110 |

typists, male  
" female

CLASSIFIED ARTISANS

|                                      |    |     |
|--------------------------------------|----|-----|
| Armature Winder                      | 75 | 120 |
| Armourers                            | 75 | 120 |
| Blacksmiths                          | 70 | 110 |
| Battery Workers                      | 70 | 100 |
| Boiler Makers                        | 75 | 110 |
| Bookbinders                          | 75 | 100 |
| Bookbinders Assistants               | 70 | 90  |
| Carpenters & Wheelers                | 70 | 100 |
| Gaulers                              | 70 | 90  |
| Coppersmiths                         | 75 | 120 |
| Compositors                          | 70 | 100 |
| " assistants                         | 70 | 90  |
| Drivers Engine Loco & I.C.           | 75 | 110 |
| Drivers Engine Steam Stationary      | 70 | 100 |
| Drivers Fitters                      | 80 | 120 |
| Electrical Wiremen                   | 75 | 120 |
| Electricians                         | 75 | 120 |
| Farriers                             | 70 | 130 |
| Fitters                              | 80 | 120 |
| Grinders, precision                  | 90 | 120 |
| Gasket Repairers                     | 70 | 100 |
| High Speed I.C. Erectors and Fitters | 80 | 120 |
| Machinists, Engineering              | 70 | 110 |
| Machinists, Tool Room                | 75 | 100 |
| Machinists, Woodworking              | 70 | 120 |
| Mechanics Instrument Repairer        | 90 | 90  |
| Mechanics Sewing Machine             | 90 | 100 |
| Mechanics Typewriter                 | 70 | 80  |
| Mechanics Typewriter Assistant       | 90 | 120 |
| Mechanics Wireless                   | 80 | 120 |
| Moulders                             | 70 | 100 |
| Painters, Polishers and Signwriters  | 75 | 110 |
| Pattern Makers                       | 70 | 100 |
| Platers                              | 75 | 100 |
| Plumbers                             | 70 | 100 |
| Riggers                              | 70 | 90  |
| Rivet Heaters                        | 70 | 100 |
| Riveters                             | 70 | 90  |
| Riveters Holders-up                  | 70 | 100 |
| Saddlers                             | 70 | 90  |
| Sailmakers                           | 70 | 100 |
| Sawyers                              | 75 | 110 |
| Saw Doctors                          | 80 | 120 |
| Sheet Metal Workers                  | 70 | 100 |
| Tinsmiths                            |    |     |

...../2



785015

W. D. LAUNTRYLIFE

Min. per day Max. per day

|                                        | Min. per day | Max. per day |
|----------------------------------------|--------------|--------------|
| Ironing Section                        | -            | 13.3         |
| Driers & Repairs, male & female 14 yrs | -            | 16.6         |
| " " " 15 yrs                           | -            | 16.6         |
| " " " 16 yrs                           | -            | 16.6         |
| " " " 17 yrs                           | -            | 23.3         |
| " " " male 18 yrs & over 3/6           | 70           | 85           |
| " " " female 18 yrs & over 2/6         | 50           | 70           |
| Ironers, hand, male & female, 14 yrs   | -            | 13.3         |
| " " " 15 yrs                           | -            | 16.6         |
| " " " 16 yrs                           | -            | 16.6         |
| " " " 17 yrs                           | -            | 23.3         |
| " " " male 18 years & over             | 70           | 85           |
| " " " female 18 yrs & over             | 50           | 70           |
| " " " machine male, female 14 yrs      | -            | 13.3         |
| " " " 15 yrs                           | -            | 16.6         |
| " " " 16 yrs                           | -            | 16.6         |
| " " " 17 yrs                           | -            | 23.3         |
| " " " male 18 yrs & over               | 70           | 85           |
| " " " female 18 yrs & over             | 50           | 70           |
| " " " chief male                       | -            | 90           |
| " " " female                           | -            | 23.3         |
| Servants (class II)                    | -            | 75           |
| " " " I                                | -            | 80           |
| " " " I                                | -            | 90           |

WASH SECTION

Washer, hand female  
" " male  
" " machine male

40  
80  
90

RETURN STORES REPORT

Chargehands, female  
Clothing classifiers & repairers, female  
Sock & Woollen Repairers, female  
Tailors, own machine  
Tailors, without machine  
Tailoresses, own machine  
" without machine

70  
70  
-  
-  
-  
-  
-  
13.3

MISCELLANEOUS

Boilermen  
Mechanics

70  
75  
90  
100

MISCELLANEOUS (1)

Butcher  
Cooks in military hospitals,

60  
1200 (monthly) 1800 (monthly)  
90

|                                |      |
|--------------------------------|------|
| " machine male / female 14 yrs | 13.3 |
| " " " 15 yrs                   | 16.8 |
| " " " 16 yrs                   | 16.6 |
| " " " 17 yrs                   | 23.3 |
| " " " male 18 yrs & over       | 85   |
| " " " female 18 yrs & over     | 70   |
| " chief male                   | 90   |
| " " female                     | 75   |
| Servers (class II)             | 80   |
| " " I                          | 90   |

WASH SECTION

|                     |    |
|---------------------|----|
| Washer, hand female | 40 |
| " " male            | 80 |
| " " machine male    | 90 |

RETURN STORES DEPT

|                                          |      |
|------------------------------------------|------|
| Chargehands, female                      | 90   |
| Clothing classifiers & repairers, female | 90   |
| Sock & Woollen Repairers, female         | 90   |
| Tailors, own machine                     | 90   |
| Tailors, without machine                 | 60   |
| Tailresses, own machine                  | 60   |
| " " without machine                      | 43.3 |

MISCELLANEOUS

|             |     |
|-------------|-----|
| Boilermaker | 90  |
| Mechanics   | 100 |

MISCELLANEOUS EMPLOYEES (1)

|                                                                            |                |                |
|----------------------------------------------------------------------------|----------------|----------------|
| Butcher                                                                    | 60             | 90             |
| Cooks in military hospitals, sergeants' & lieutenants' messes              | 1200 (monthly) | 1800 (monthly) |
| Cooks in military families, hospitals, nursing sisters and officers messes | 1200 (mon. )   | 1800 (monthly) |
| Drivers, AT                                                                | 70             | 100            |
| Orderlies, medical                                                         | 800 (monthly)  | 1600 (monthly) |
| Orderlies, other                                                           | 800 (monthly)  | 800 (monthly)  |
| Orderlies, rank & file messes                                              | 800 (monthly)  | 1600 (monthly) |

.....

Min. per day Max. per day

Waitresses in nursing sisters messes,  
military families,  
hospitals  
Waiters in nursing sisters messes  
Waiters in officers messes  
Timekeepers

400 (monthly)  
800 (monthly)  
800 (monthly)  
60

800 (monthly)  
1600 (monthly)  
1600 (monthly)  
90

MISCELLANEOUS EMPLOYMENTS (II)

Bakers  
Watchmen  
Stewards  
Stewards Head  
Supervisors, road  
Trackers

70  
53.3  
70  
65  
70  
70

90  
60  
70  
85  
100  
100

UNSKILLED LABOUR

Unskilled labourers  
Gangster (a)  
Chief riggers (b)  
Boys, up to and including the age of 17 yrs  
Unskilled women

-  
-  
-  
-  
-

50  
60  
70  
30  
40

(a) One may be employed for every 40 labourers.  
(b) One may be employed for not less than 100 labourers.



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MAC  
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HQ FORCE 141

MA for DC in C  
PA for OGS  
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Q (Mov & Trn)  
RE  
(A) Sign  
SVI  
WAS  
MEDICAL  
ST  
ORD  
HESA  
LABOUR  
NAVAL STAFF  
AIR STAFF  
ANGOT  
WAR DIARY  
FILE  
FLOAT

35  
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40 - 41  
42 - 43  
44  
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46 - 47  
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68 - 71  
72 - 76  
77  
80  
81 - 100

20-8

27 - 28  
29 - 30  
31 - 32  
33

20-8

HQ FORCE 141

MA for DC in C

PA for CCS

PA to MG

DCGS

C of S (US)

C (Ops)

C (SD)

C (E)

Q (US)  
Q (Plans)  
Q (Maint) C-4

Q (Logs)

Q (Mov & In)

RE

(X) Signs

SVY

WHIS

MEDICAL

ST

ORD

PEME

LABOUR

NAVAL STAFF

AIR STAFF

AMGOT

WAR DIARY

FILE

FLOAT

SPARE

35  
36  
37  
38  
39  
40 - 41  
42 - 43  
44  
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46 - 47  
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49 - 50  
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57  
58 - 59  
60  
61  
62  
63  
64 - 67  
68 - 71  
72 - 76  
77 - 3  
78  
80  
81 - 100

In lieu of APA 16.

RECEIPT FOR

to Q (Maint),  
HQ Force 141.

Receipt is hereby acknowledged of copy No(s) .....  
of D113/548/Q dated 17 Jun 43.

Date .....

No. 20

Signature .....

15251

4 AMGOT, 4

24 Jun 43  
7988

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HQ FORCE 141

141P/3548/0

13 Jun 43

Copy No. ....

FORCE 141 ADMINISTRATIVE INSTRUCTION NO. 18

OBJECT

1. This instruction outlines the procedure under which HQ TRIPHASE will operate in SICILY, and should be read in conjunction with Force 141 Administrative Instructions Nos. 10 and 11.

POLICY

2. The policy will be for Tac HQ TRIPHASE to be moved into SICILY as soon as a port or ports in the island have been secured. Arrangements for the move will be made direct between HQ TRIPHASE and HQ TWENTH ARMY. HQ FORCE 141 will be informed.
3. From a date to be arranged direct between HQ TRIPHASE and HQ FORCE 141, the former will be under command HQ FORCE 141, who will notify Task Forces accordingly.

PROCEDURE FOR DEMANDS

4. HQ TRIPHASE will lay down and notify Task Forces the detailed procedure required for submitting demands for tonnages into SICILIAN ports and beaches. In laying down the procedure, HQ TRIPHASE will be governed by the principles laid down in Force 141 Administrative Instruction No. 11, issued under 141P/3548/0 dated 17 Jun 43. In order that HQ TRIPHASE may be enabled to carry out its correct co-ordinating function, Task Forces will furnish all administrative information required by HQ TRIPHASE.
5. HQ TRIPHASE will forward periodically recommendations for each convoy for shipment to SICILIAN ports and beaches together with commodity breakdown to HQ FORCE 141.
6. HQ FORCE 141 will examine this recommendation and will signal AMHQ repeated MIDEAST and TRIPHASE the final decision and demand.

To SER  
CSO

E n/c

R. L. Cooke Bus

C. R. MILLER.  
Major-General i/c Administration  
Force 141.

FIELD



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| PA to MGA        | 58       |
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# BIGOT

# 3

BIGOT

MOST SECRET

HQ FORCE 141.

141P/3548/Q

Copy No. ....19.....

13 Jun 43

19 Jun 43  
7988

HQ FORCE 141 ADMINISTRATIVE INSTRUCTION NO. 16

LABOUR

## 1. PRINCIPLES OF EMPLOYMENT

The general principles upon which civil labour will be engaged and employed during operation HUSKY are laid down in the attached memorandum of advice issued by AMCOT. Task Forces will issue the necessary orders to ensure that the general principles laid down are complied with by all formations, and services employing civilian labour.

## 2. PROVISION OF LABOUR BY TASK FORCES

- (a) TWELFTH ARMY The Directorate of Labour will be responsible for the engagement and allotment of all civil labour. All demands for labour from employing services will be made through the Labour Directorate of the appropriate formation HQ.
- (b) FORCE 343 Will issue instructions designating an organisation for the co-ordination of demands from services for civil labour and will set up the necessary machinery for the engagement and allotment of such labour as is required to meet demands.

## 3. WAGES AND CONDITIONS OF EMPLOYMENT

In order to preserve a common standard of wages, organisation and administration of all civil labour throughout the whole theatre of operations, it is essential that no scales of wages are fixed or conditions of employment laid down in either Task Force without prior consultation with the appropriate Civil Affairs Officer.

|                                                                                                   |      |
|---------------------------------------------------------------------------------------------------|------|
| THIS COPY MUST BE FORWARDED TO ALL ACCREDITED UNOFFICIAL RESEARCHERS ORDER Sec/Army by Task Force | DATE |
| A 11410                                                                                           |      |

for

C.H. MILLER.  
Major-General i/c Administration,  
Force 141.

*W. R. King*

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|                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------|
| This copy only to be used to duly<br>accredited unclassified researchers Order<br>Sec/Army by TMS/ date -----<br>411410 |
|-------------------------------------------------------------------------------------------------------------------------|

FIELD

*Blackie King*

by C.H. MILLER.  
Major-General in Administration.  
Force 141.

Copy On 7728  
"LABOUR"

K.W. may present Task Force.  
for issue to all in T.B.

TO SET  
C.S.O. *pr* *GRB*  
FINANCE *GRB*  
Civil Supply *GRB*  
Public Health  
D.C.C.A.O.  
C.C.A.O. *Q*



FORM 343  
 AIRMAIL  
 ATTO (Log Plans)  
 ATTO ("q" Maint)  
 ATTO (D.D. Labour)  
 OG MATOUKA  
 OS MATOUKA  
 LGA MTEAST  
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 "q" Ops  
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TO: (Print):

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Receipt in hereby acknowledged of Copy No (a)

of 141/341/4 dated 18 Jun 43.

Date

No. 16

Signature

In lieu of AF 16

RECEIPT FORM

BIGOT

14177828/GA

3A  
MOST SECRET

MINUTE ON LABOUR QUESTION IN HONORIFIED

1. The general principle is that AMGOT will not undertake the supply or organisation of local labour for military formations; nor will AMGOT pay or administer labour for formations.
2. AMGOT will assist all formations on labour questions and it is the duty of all C.A.O.s who are called upon by formations requiring labour to help to provide it. The correct and best channel for C.A.O.s to use is the local government authorities in towns and villages, through whom, or failing whom, local contractors who normally employ labour may be used, e.g. stevedoring concerns, road maintenance contractors, etc. It will be the duty of C.A.O.s to ensure by personal inspection and when necessary by posting enlisted or other supervising personnel to ensure that when wages are paid in bulk to contractors, that the latter or their agents actually pay out the wages at the approved scales to the men. When units employ direct labour without the services of a contractor they must ensure by their own supervision that the hands are paid daily or weekly. They should incidentally bear in mind that there are certain statutory deductions for unemployment and sickness, etc., provident funds which should be continued.
3. I have no objection to task forces setting up their own labour organisations and keeping registers of available men but generally speaking existing local labour exchanges under the supervision of C.A.O.s will be more economical and efficient. In the case of 12th Army, the Assistant Director of Pioneers and Labour (AMPL) will deal direct with any local labour exchanges. I do not feel that the payment of a retaining fee for registered, but not employed, labour is at all a good idea. It will lead to abuses and is a needless waste of money.
4. Current rates of wages at the time of occupation must be adhered to in the initial stages. Changes of wage rates in line from those found in force must be discussed with the local Senior C.A.O. available who will be very guarded in agreeing to rises in local wages. It will be fatal to allow a rate in once province which may effect labour in another until central government has started functioning, when a general labour policy has been agreed with Task Force Headquarters and 141 Headquarters for the whole territory. For this, experience will be needed. It cannot be laid down now.
5. Rates of wages will be by category. The first one to be laid down will be for crude manual labour, followed by scales for trades, etc.
6. Wage rates in existing services e.g. railroads personnel, public utility concerns, etc. will be continued unchanged until further notice. In such concerns, even when they are taken over by the Army services, the local personnel should continue to be paid by the existing local organisation. Any e.g. municipalities in the case of municipal electricity undertakings. Army services will of course have full control of such undertakings but the local personnel should not be taken on the pay roll of the Army service concerned.



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7. I do not propose to deal with, or discuss, unemployment now. In the unlikely event of there being manual labour unemployment in any area occupied, the subject will be dealt with by the Welfare and Relief Section of the Public Health Division.

8. Compulsory labour must be referred to 141 Headquarters. It is a very delicate and highly political matter and cannot be left to the discretion of local commanders. The movement of labour from one area to another can be arranged by units which will then be responsible for feeding and housing, i.e. in labour camps, but it must be voluntary.

9. Formations must remember that it is not allowed under international law to oblige a citizen of an occupied area to wage war against his own army. It follows that local labour can for instance refuse to handle ammunition, but my experience has generally been that if properly handled, civil labour will not refuse to do such work.

Labour cannot be punished for refusing such work. The use of P of is governed by international conventions.

10. To encourage labour especially in the event of difficulties arising about handling ammunition, etc., rations may be issued but this should be in lieu of pay and a deduction, even if of a nominal sum, must be made for the value of the rations. The principle of some deduction is necessary to preserve wage scales.

11. I cannot impress too strongly on all concerned the necessity of preserving the existing wage structure until consideration can be given at Headquarters to changes.

(sd) Rennell

Major General  
C.C.A.O.  
MGOT.

MGOT.  
141 Force  
Field.  
12 June 1945.

DISTRIBUTION:

|                          |             |
|--------------------------|-------------|
| SCAG, Force 343          | (5 copies)  |
| SCAG, 12th Army          | (5 copies)  |
| Lt. Col. Yeo at 30 Corps | (2 copies)  |
| A & C, 141 Force         | (20 copies) |
| Liaison Section, AFHQ    | (2 copies)  |
| Finance                  |             |
| Legal                    |             |
| Civilian Supply          |             |
| Public Health            |             |
| Public Safety            |             |

MGOT



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MOST SECRET

## MINUTE ON LABOUR QUESTION IN HORRIFIED

1. The general principle is that AMCO will not undertake the work or organisation of local labour for military formations; nor will AMCO pay or administer labour for formations.

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AMGOT.  
141 Force  
Field.  
12 June 1943.

(3d) Rennell  
Major General  
C.C.A.O.  
AMGOT.

DISTRIBUTION: SCAG, Force 3/1 (5 copies)  
SCAG, 12th Arm. (5 copies)  
Lt. Col. 200 at 30 Corps (2 copies)  
A. & C. 141 Force (20 copies)  
Ration Section, AFHQ (2 copies)  
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Public Health  
Public Safety }



785015

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| HEADQUARTERS      | SECRET        |
| FIGURE 18 June 43 | 141F/3545/Q   |
| N 7988.           | 17 Jun 43     |
| FORCE 141         | Copy No. .... |

FORCE 141  
ADMINISTRATIVE INSTRUCTION NO. 11

OBJECT

1. The object of this instruction is to set forth the procedure to be adopted for:-

- (a) Demanding stores for loading on the D + 42 convoy (TWELFTH ARMY) which covers D + 42 to D + 56 period, and subsequent convoys, the planning of which must be carried out before HQ FORCE 141 assumes full administrative control.
- (b) The calling forward of these stores into SICILIAN ports in conjunction with stores arriving during the same period for FORCE 343.

Take "Z" day as the day a convoy is due at a SICILIAN port.

ALLOCATION OF PORT AND BEACH CAPACITY

2. Z - 70 (a) Task Forces notify HQ FORCE 141 of estimated capacity of each port and beach under their control or likely to be under their control, for the period to Z + 14, stating how much, if any, of this tonnage can be accepted by in coasters and craft.
- (b) HQ FORCE 141 allocates port and beach capacity between Task Forces, and will signal accordingly to MIDEAST and AFHQ.
- (c) As a basis for placing demands, the allotment of capacity to Task Forces, including naval and air requirements has been provisionally assessed at 5000 tons daily from D + 42. Task Forces will notify HQAF the sub-allotment of tonnage to cover items of air Force supply, including aviation petroleum products. HQ FORCE 141 will make any adjustments necessary.

DEMANDS FOR STORES BY TASK FORCES AND AIR

3. Z - 63 (a) Task Forces submit their breakdowns within their allotted tonnage, TWELFTH ARMY's demand to reach MIDEAST by Z - 63. FORCE 343 demand to SOS NAUOUS, by a date to be mutually agreed.
- Z - 56 (b) MIDEAST will demand on TROOPERS, copy to HQ FORCE 141 and AFHQ, stating "Agreed FORCE 141".
- (c) AIR (HQAF)

*Copy sent to AFHQ 21/6*



of which must be carried out before HQ FORCE 141 assumes full administrative control.

(b) The calling forward of these stores into SICILIAN ports in conjunction with stores arriving during the same period for FORCE 343.

Take "Z" day as the day a convoy is due at a SICILIAN port.

#### ALLOCATION OF PORT AND BEACH CAPACITY

2. Z - 70 (a) Task Forces notify HQ FORCE 141 of estimated capacity of each port and beach under their control or likely to be under their control, for the period Z + 14, stating how much, if any, of this tonnage can be accepted by in coasters and craft.

(b) HQ FORCE 141 allocates port and beach capacity between Task Forces, and will signal accordingly to MIEAST and AFHQ.

(c) As a basis for placing demands, the allotment of capacity to Task Forces, including naval and air requirements has been provisionally assessed at 5000 tons daily from D + 42. Task Forces will notify AFHQ the sub-allotment of tonnage to cover items of air Force supply, including aviation petroleum products. HQ FORCE 141 will make any adjustments necessary.

#### DEMANDS FOR STORES BY TASK FORCES AND AIR

3. Z - 63 (a) Task Forces submit their breakdowns within their allotted tonnage, TWELFTH ARMY's demand to reach MIEAST by Z - 63. FORCE 343 demand to SOS MATOUSL by a date to be mutually agreed.

Z - 56 (b) MIEAST will demand on TROOPERS, copy to HQ FORCE 141 and AFHQ, stating "Agreed FORCE 141".

(c) Air (NAAF)

NAAF will notify the appropriate supply authority of the detailed breakdown within its allotted tonnage, so that stores may be called forward for shipment.

In the case of aviation petroleum products, this breakdown will be given to HQ FORCE 141, copy to AFHQ (G-4 Pet Sec). Tonnage of bulk petroleum products will be shown separately.

#### RE-ALLOCATION OF CAPACITY TO TASK FORCES.

4. Z - 2E

Task Forces will notify HQ FORCE 141 any amendments to port capacities which have become apparent after the Z - 70 estimate in para 2 above. In the case of TWELFTH ARMY, amendments will be sent to MIEAST, copy to HQ FORCE 141. In the case of FORCE 343 they will be sent to MATOUSL, copy to HQ FORCE 141.

FORCE 343 will state...

Approved by \_\_\_\_\_  
Sec/Army by \_\_\_\_\_

411410

Civil Supply

To SEC  
ESO 8783

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12/1/6

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FORCE 343 will state what can be accepted only in:-

- (a) Coasters
- (b) LST and LOT

If necessary HQ FORCE 141 will re-allocate available capacity between Task Forces.

5. 2 - 21

TWELFTH AFHQ and FORCE 343 will notify MIEAST and AFHQ respectively of any re-adjustments in their breakdowns, bearing in mind that ships from U.S. and U.K. will already be loaded and that changes can only be made:-

- (i) On a limited scale by MIEAST where ships will have already begun loading.
- (ii) In adjusting the loadings of coasters and craft from NORTH AFRICA, which will not yet have begun.

# FINAL ACCEPTANCE

6. 2 - 9 (a)

Task Forces will inform HQ FORCE 141 of the names or serial numbers of ships they require brought forward. It is essential that copies of ships manifests are despatched by air from AFHQ to reach Task Forces by not later than Z - 11.

(b)

HQ FORCE 141 will notify AFHQ of the movements required. AFHQ will, in conjunction with HQ FORCE 141, decide which of the ships will be held in NORTH AFRICAN ports pending ultimate call forward to SICILY, and which ships will be discharged in NORTH AFRICA.

*W. H. R. King*

to: Major-General.  
Major-General i/c Administration.  
Force 141.

3. 2 - 21

DISTRIBUTION

Force 343  
 TWENTYTH AVN  
 AFHQ (Log Plans)  
 AFHQ (C-4 Pot Soc)  
 CG MARCUSA  
 SOS NATOUSSA  
 LCA WHEAST  
 TRIPRAE  
 War Office. Q(01)  
 War Office. D of W.  
 W.D. Washington.  
 SOS W.D. Washington.  
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 12 Air Support Command).

H.Q. FORCE 141.

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H.C. FORCE 141.

MA to D.C. in C.

PA to OGS

PA to MHA

DOGS

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G (SD)

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Q (Co-ord)

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Ord

RIME

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Air Staff

ASCO

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KEY NO. .... 88....

# BIGOT

FORCE 141, ADMINISTRATIVE INSTRUCTION NO. 10 (REVISED)

POLICY FOR CO-ORDINATION OF MAINTENANCE ARRANGEMENTS

IN OPERATION HUSKY

21 Jan 43  
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## OBJECT

1. The object of this instruction is to lay down the policy for the co-ordination of maintenance demands during operation HUSKY.

## PHASES

2. From the point of view of maintenance the operation divides itself into two periods:-

- (a) First period: Up to the arrival of TRIPASE in SICILY.
- (b) Second period: Subsequent to the arrival of TRIPASE in SICILY.

## 3. (a) First Period

During first period Task Force Commanders are responsible for the co-ordination of all maintenance demands (including those for Air Force and Naval units operating with them) the forces under their command, and for ensuring that such tonnage are within capacities of the beaches or ports which they will have to operate in SICILY.

4. Force 141 will co-ordinate the requirements of both Task Forces and will make an adjustment as necessary, based upon port and beach capacities, and will notify Task Forces accordingly.

## (b) Second Period

The date of arrival of TRIPASE in SICILY is not yet known, but, upon arrival in SICILY, command of HQ Force 141 and will be returned responsible for the co-ordination of bidding of all maintenance tonnage for all forces in the island, and, in accordance with any specific directions issued by Force 141, will regulate the flow of tonnage to ports and beaches in SICILY in order to ensure the most efficient use of capacities.

## ALLOCATION OF TONNAGE

4. On present estimates, the ultimate total capacity of the ports of LICATA, SIRACUSE, AGOSTA, and CATANIA, out of the harbours within port areas which can be reached by Task Forces, is 20,500 tons daily. When these ports and beaches are

accredited official personnel are under  
SAC/Army by Navy - date to be  
TRIPASE will come directly under  
a unit of 3 Area. It will be 411410





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(c) As the advance of TWELFTH ARMY proceeds, the ports SIRACUSE, AUGUSTA, and CATANIA will become available on account of the allotted capacity of MESSINA and the beaches in the area of Force 343. It will be necessary to allot a proportion of the tonnage capacity of SIRACUSE to stores, destined for Force 343.

(d) As soon as it is administratively possible, the policy will be to allot the port of SIRACUSE solely for the import of stores for Force 343 and it will become an American base.

#### CO-ORDINATION OF DEMANDS

6. (a) First Period - (TRIESTE not established in SICILY).

##### (1) TWELFTH ARMY

The initial demands of British formations and units in TWELFTH ARMY are met by the mounting authorities, i.e. MIDWEST, N.A. or U.S., as appropriate. In the case of the Air, they are met by the Command which has furnished the unit. Subsequently, and until TRIESTE becomes established in SICILY, breakdown of tonnage within the port capacity available to TWELFTH ARMY will be passed by TWELFTH ARMY to MIDWEST. TWELFTH ARMY will make allowance for three Navy and Air Force, in which are to be carried in ships allotted to TWELFTH ARMY.

##### (2) Force 343

Demands, including those to cover Navy and Air to be carried in shipping allocated to Force 343, will be passed direct by Force 343 to SDS MEMPHIS.

(3) Air maintenance in SICILY, subsequent to D + 42, until second period.

On D + 42 responsibility for arranging maintenance of Air Forces in SICILY passes from Air Task Force Commanders to NAF. On the same day the supply of aviation spirit and associated lubricants for both Task Forces passes to the West. Air bids will still count, however, against the convoys being loaded to the requirements of the two Task Forces. These bids will therefore be submitted through the Task Force to whom is allocated the shipping which will carry the Air Force supplies.

(b) Second Period - (TRIESTE established in SICILY).  
TWELFTH ARMY, 343, Desert Air Force, and 12 Air Support Command through the Air Service Command in HOPKINSON. It will each separately submit their demands to HQ Force 144 (TRIESTE). The Desert Air Force and 12 Air Support Command will send copies to NAF. The first convoys likely to be covered by this arrangement are those arriving about D + 98, the loading of which is planned about D + 42.

The initial demands of British formations and units in TWELFTH ARMY are met by the mounting authorities, i.e. MIDWEST, N.A. or U.A., as applicable. In the case of the Air, they are met by the Command which has furnished the unit. Subsequently, and until TRAPRAISE becomes established in SICILY, breakdown of tonnage within the port capacity available to TWELFTH ARMY will be passed by TWELFTH ARMY to MIDWEST. TWELFTH ARMY will make allowance for those Navy and Air Force demands which are to be carried in ships allotted to TWELFTH ARMY.

(ii) Force 145

Demands, including those to cover Navy and Air to be carried in shipping allocated to Force 145, will be passed direct by Force 145 to 303 NAUTICAL.

(iii) Air requirements in SICILY, subsequent to D + 42, until second period

On D + 42 responsibility for arranging maintenance of Air Forces in SICILY passes from Air Task Force Commanders to HQAF. On the same day the supply of aviation spirit and associated lubricants for both Task Forces passes to the West. Air bids will still count, however, against the convoys being loaded to the requirements of the two Task Forces. These bids will therefore be submitted through the Task Force to whom is allocated the shipping which will carry the Air Force supplies.

- (b) Second Period - (TRAPRAISE established in SICILY).  
 TWELFTH ARMY, 1st, 2nd, 3rd, Desert Air Force, and 12 Air Support Command through the appropriate Air Service Command in HOPPERIFIED. It will each separately submit their demands to HQ Force 145 (TRAPRAISE). The Desert Air Force and 12 Air Support Command will send copies to HQAF. The West convoys likely to be covered by this arrangement are those arriving about D + 28; the loading of which is planned about D + 42.

REGULATION OF SHIPPING DEMANDS

7. During the first period, Task Forces will be the authorities for calling forward shipping to SICILY and will be their ability to accept, 60 per cent of signals will be sent to HQ FORCE 145 so that co-ordination may be effected if required. During second period HQ FORCE 145 (TRAPRAISE) will arrange for shipping to be called forward, within the beach and port capacities available. The detailed procedure for the submission of demands for the D + 42 (and subsequent) days, and the regulation of this convoy into SICILIAN ports will be issued separately as an Administrative Instruction.



POLICY FOR MAINTENANCE OF FORCE 343 THROUGH FORT OF 12TH AR.

8. (a) Depots. Integrated depots will be established at the outset in the port of 12th Army through which maintenance of Force 343 is passed. In each depot, separate areas will be allocated for both 12th Army and Force 343 commodities. Each force will provide depot personnel proportionate to its anticipated holdings.

(b) Port Clearance. All resources available for clearance from docks to depots will be pooled and allotted as required from day to day under the instructions of the Area Commander.

(c) Security of the Port. Defence, security, traffic control, and all local administrative matters, will be the responsibility of the Commander of the Force in whose area any particular base is situated.

(d) Initial Allocation of Tonnage up to D + 28.

(i) A limited number of key personnel for Force of U.S. Depots at SIRACUSE will be despatched to SIRACUSE, either overland from Force 343 beaches or by ferry from BOSSUE to SICILY, as arranged direct by Force 343 with 12th Army.

(ii) In order to provide depot personnel and transport for working U.S. Depots at SIRACUSE, and to transfer stores therefrom to U.S. area, a convoy as under will be accepted at SIRACUSE on D + 10, and will be cleared under arrangements of 12th Army by D + 14. 20

Shipping. Annex. capacity.

One personnel ship - 2,000 personnel.

Two M.T. ships - 240 vehicles.  
500 tons stores.

Two L.S.T. - 400 personnel  
100 load carrying vehicles.

The two L.S.Ts. will be found from the 12 L.S.Ts. to be re-allotted to Force 343 from 12th Army after the assault stage.

(iii) On 14 day, a convoy with 22,000 tons in four M.T./Store ships (one L.S.T.) will be received at SIRACUSE to be discharged at an average rate of 1,000 tons per day. This rate of 1,000 tons to be received by H.Q. Force 141 when firmest port capacities can be estimated.

(e) Subsequent to D + 28. The allocation of Discharge from the U.S. D + 28 convoy through West Coast ports will be decided by H.Q. Force 141 subsequently in the light of capacities of all ports and beaches, and the estimated location.



(a) Initial Allocation of Force up to D + 28.

(1) A limited number of key personnel for Force of U.S. Depots at SIRACUSE will be detached to SIRACUSE, either overland from Force 343 beaches or by ferry from SOURCE to SICILY, as arranged direct by Force 343 with 12th Army.

(ii) In order to provide depot personnel and transport for working U.S. Depots at SIRACUSE, and to transfer stores therefrom to U.S. area, a convoy as under will be accepted at SIRACUSE on D + 10, and will be cleared under arrangements of 12th Army by D + 14. 20

Shipping. Approx. capacity.

One personnel ship - 2,000 personnel.

Two M.T. ships - 240 vehicles.  
500 tons stores.

Two L.S.T. - 400 personnel  
100 loads carrying vehicles.

As two L.S.Ts. will be found from the 12 L.S.T. to be re-allocated to Force 343 from 12th Army after the assault stage.

(iii) On D + 14 day, a convoy with 22,000 tons in four M.T./Store ships (see i) will be received at SIRACUSE to be discharged at an average rate of 1,000 tons per day. This rate of 1,000 tons to be received by H.Q. Force 141 when former port capacities can be obtained.

(e) Subsequent to D + 28. The allocation of discharge from the U.S. D + 32 Convoy through West Coast ports will be decided by H.Q. Force 141 subsequently in the light of capacities of all ports and beaches, and the estimated backlog.

LIAISON.

9. (a) Lt. Col. O.P.S. TUCKER, H.Q. Force 141, is detailed as 'q' Liaison officer between 12th Army and Force 343. He will report to H.Q. 12th Army in H.Q. by D Day under arrangements made by H.Q. Force 141.

(b) The SAC(US) H.Q. Force 141, will detail one U.S. officer to accompany 12th Army.

(c) 12th Army will arrange direct with Force 343 for one 'q' Liaison officer to report to H.Q. Force 343, prior to D Day.

(d).....

- 4 -

- (a) Col. W.B.V. MAMANI, H.Q. Force 142, is appointed as Liaison officer between H.Q. Force 141, 11th Army and subsequently THIRASE.

STAFF.

10. The SMO(US) will arrange for two U.S. Staff officers to be attached to THIRASE. They will report prior to THIRASE leaving INPOLI under direct arrangements to be made in due course.
11. This instruction cancels Administrative Instruction No. 10 dated 12 June 43, of which complete distribution was not made.

*W.B.V. MAMANI*

1st. C.H. MILLER,  
Major-General i/c Administration,  
Force 141.

FIELD.

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