

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

785020

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

785020

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ST/35

Reception + Accounting of Bulks

MAR. - OCT. 1944

785020

Subject:- Damaged Supplies ex Docks.

To:- Liaison Officer

M.M.I.A.

2 District

Copy to:- M.M.I.A. Rome.

H.Q.

Movements,

B A R I

MTS/26

2 Oct.44

1. Receipt is acknowledged of your SM/1 of 1 Oct. which followed a visit from your local representative to complain of the same matter.

2. Damage to your cargoes recently has been due to the following causes

- (a) Shortage of tarpaulins for quay stacks
- (b) The suddenness of violent downpours giving insufficient time for sheeting to be completed before damage has occurred.
- (c) Lorry drivers not sheeting their loads in wet weather.

3. These have been dealt with as follows.

- (a) 70 additional tarpaulins have been ordered.
 - (b) S & T 54 Area have issued instructions that all vehicles in possession of tarpaulins will carry them. Drivers are responsible for sheeting their loads (if carrying sacked or perishable commodities) in wet weather.
- Dock Operating Coys have been instructed only to load sacked and perishable cargo into vehicles having tarpaulins and to ensure that such loads are sheeted prior to leaving the quay.

4. It is hoped by the above measures to reduce rain damage to a minimum. If however loads arrive wet at your depots, and vehicles have not been sheeted, would you kindly take the vehicle numbers and drivers name forwarding particulars to this H.Q. so that disciplinary action can be taken.

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(a) 70 additional tarpaulins have been ordered.

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HST

DADS

91038
Major R.E.
(I. M. RAE)
D.A.Q.M.G.(M)
for Port Commandant.

Subject:- Damaged Supplies ex Docks.

URGENT

ST/1
+ 10
Liaison Officer
Military Mission
Italian Army.
HQ No.2 Dist. CMF.
ST/1
1 Oct 44

Port Commandant, BARI.

1. A considerable quantity of sacked and cartoned supplies ex S.S. SOLOMON and S.S. BACON have arrived at the Italian Depots in a very wet state.
2. Open lorries which are being used in the rain frequently arrive with no protection for the supplies. Although tarpaulins are available on the lorries, many drivers fail to use them and in fact, on occasions have refused to do so when requested at the various Depots.
3. This negligence is not only resulting in a large loss, but is also holding up unloading of lorries as a strict segregation has to be made. It has been reported that a further 850 wet sacks of FLOUR arrived at the Italian Depots during the night 30 Sep/1 Oct.
4. Will you please, therefore, ensure that sacked and cartoned supplies are covered before leaving the Docks.

KF/jmr

Copy to:- MMIA. ROME
Comm. BARI

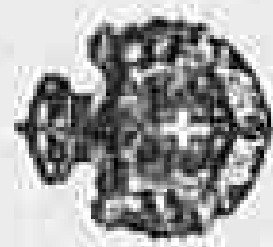
C.F. Murcell Maj. G.S.
Senior M.M.I.A. L.O.
H.Q. No. 2 District.

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

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ARMY FORM (2135) (Small)			MESSAGE FORM		Register No.
Call	Sig No.	Priority	Transmission Instructions		
32					
ST/35 ABOVE THIS LINE FOR SIGNALS USE ONLY					
FROM (A) MIIA			Date-Time of Origin 1800 G		Office Date Stamp <i>Radiofme</i>
For Action AAI ADWAP AGC WAIN					
TO ST WILE ORD MIIA			(W) For Information (INFO)		Message Instructions GP
Originator's No. AQ/23/ (*) RESTRICTED (*) FOR INFO (*) Marking on Italian assistance on convoy UG842 most unsatisfactory yet encountered (*) Only 10 per cent spot markings which are very indistinct and only one inch high (*) Flour spot marked and mixed with AGC consignments (*) this will cause delays comma unsatisfactory accounting and much extra labour and transport in resorting after unloading ship (*) request you impress on PEMBAR our difficulties and request maximum possible amount of clear marking					
THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT ☐ WIRELESS			IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS THIS MESSAGE MUST BE SENT IN CIPHER		ORIGINATOR'S INSTRUCTIONS DECLASSIFICATION 1037
SIGNED			SIGNED		Time THI TOR Time cleared



ST

22/5

MINISTERO DELLA GUERRA

DIREZIONE GENERALE SERVIZI COMMISSARIATO MILITARE
DIVISIONE SUSSISTENZE

VZ/cm

N. 4996 / S di prot.

Risposta al foglio N. 501/35 del 16/5/344

Carte annesse

OGGETTO: Misure per eliminare il congestionamento dei porti per

*invece di eliminare il congestionamento dei porti per
l'afflusso di rifornimenti. = by arrival of supplies.*

Al LA SOTTOCOMMISSIONE PER L'ESERCITO DELLA A.S.C.

= Comando Principale -

L E G G I L E

Questo Ministero in occasione di arrivi nei porti di piro=
scali alleati con derrate destinate alle F.F.AA. Italiane ha sem=
pre predisposto e adottato le misure necessarie tali da evitare
il congestionamento dell'attrezzatura portuale saltando le der=
rate esuberanti ad altri depositi meno idonei. =

Questa Sottocommissione però con ST/33 del 7 maggio e
con ST/32 del 15 maggio non ha autorizzato i trasporti relativi
allo smistamento delle derrate contenute nei arosomi "EDWARDS"
"S.A. DOMINUS" e "N. ZEAL". =

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P. IL DIRETTORE GENERALE

L'ISPEZIONE DEI SERVIZI DI COMMISSARIATO
(Col. II. G. S. Pietro Besile)

Maggio 1944

785020

Questo ministero in occasione di arrivi nei porti di piro-
scali alleati con derrate destinate alle FF. AA. Italiane ha sem-
pre predisposto e adottato le misure necessarie tali da evitare
il congelamento dell'attrezzatura portuale assicurando le der-
rate esageranti ad altri depositi meno ingombranti.

Codesta sottocommissione però con SI/33 del 7 maggio e
con SI/32 del 15 maggio non ha autorizzato i trasporti relativi
allo smistamento delle derrate contenute nei piroscafi "EMERUS"
, "S.A. DOUGLAS" e "T. ITAL".

1026

P. IL DIRETTORE GENERALE

L'INTERPRETE DEI SERVIZI DI COMMISSARIO
(Col. M. G. S. Pietro Basile)

MMIA PORT DETACHEMENT
Bari

21 May 1944

SUBJECT : Weekly Report of Activities, Week of May 14 - 20 incl
TO : Army Sub-Commission, ACC, Lequile

1. The following is the status of ships carrying Italian supplies at the end of the period:

a. Ships off-loaded and receipts for supplies are pending awaiting exchange of overages for shortages:

JONATHAN EDWARDS
STEPHAN A. DOUGLAS

b. Ships due to arrive at BARI on 23 May 1944:

Joseph N. TEAL, previously reported as due 18 May DALLAS with 1927 bbls of sardines, gross weight 26.16 long tons, manifested for Adriatic Base Depot. They have now informed us that manifest was in error. Arrangements are being made to dispatch the item direct to the Italian Depot.

c. The receipts were submitted during the past week for the supplies received from the following ships:

HOWARD
MOSELY
FITZHUGH LEE

2. The procedures in force here and which have proven so effective were written in a narrative-outline style and submitted on 19 May. There is an apparent "bug" in the keeping of a running balance of acceptance when there is a combination rail and lorry dispatch of Italian supplies, and an effective cross-check to nail

20.10 long tons, manifested for Portofino Mass Depot. They have now informed us that manifest was in error. Arrangements are being made to dispatch the item direct to the Italian Depot.

c. The receipts were submitted during the past week for the supplies received from the following ships:

HOWARD
MOSELY
FITZHUGH LEE

2. The procedures in force here and which have proven so effective were written in a narrative-outline style and submitted on 19 May. There is an apparent "bug" in the keeping of a running balance of acceptance when there is a combination rail and lorry dispatch of Italian supplies, and an effective cross-check to nail the culprit responsible for pilfering during railling operations. Because a situation may arise when it will be necessary to rail from quay-side as in the case of the FITZHUGH LEE, it is mandatory that an efficient procedure be worked out by the Port authorities, MMIA representatives, and Italian representatives. Once the procedure is worked out to the satisfaction of all parties concerned, another method of process supplies becomes available. Progress in this matter will be reported.

3. Flour ex STEPHAN A DOUGLAS arrived in very poor condition. Inspection revealed 405 bags would spoil from dampness if not used immediately. It was directed that this flour be released to their military bakeries at once instead of awaiting its turn by rotation.

4. a. Inspection of ration depots in BARI has revealed a marked improvement in cleanliness of personnel and depot surroundings, neat stacking of supplies for rapid inventory, and in the neatness and alertness of personnel. It is believed that this visible improvement has been the result of successful supply handling. Successful reception of supplies due them was the booster. b. Inspection of ration depots outside BARI during the past week was not attempted because of the lack of transport and because of the large quantity of supplies being handled here. The vehicle assigned for these inspections was taken to SARDINIA by Major GRAY.

5. The receipt of a standard typewriter has aided greatly in improving our records here. The Italian typewriter is still necessary for some of our work as well as for the work of the other

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Liaison Officers here.

5. Captain George Guthrie, Infantry, USA, joined the detachment on 15 May, and is quickly learning his duties. He has been particularly useful as a liaison officer because of his rapid grasp of our supply problems and for his ready solutions.

Raymond W. Sellers
RAYMOND W. SELLERS
Captain, Infantry
LNO

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MINISTERO DELLA GUERRA
DIREZIONE GENERALE SERVIZI COMMISSARIATO MILITARE

1A/ro Divisione Sussistenze

N. 4987/S. di prot.

P. M. 107. li 20 maggio 1944

Risposta al foglio N. del

Carte annesse

OGGETTO: manovalanza.-

Al LA SOTTOCOMMISSIONE PER L'ESERCITO DELLA ACC
- COMANDO PRINCIPALE - LEQUILE

Si assicura di aver dato disposizio-
ni in conformita di quanto richiesto da code-
sta Sottocommissione col foglio ST/35 del 16
maggio 1944.-

P. IL DIRETTORE GENERALE
L'ISPETTORE DEI SERVIZI DI COMMISSARIATO MIL.
(Col. ff. g. e. Pietro Basile)

We affirm that
we have issued orders
in conformity with
the request by
MNTA dated ST/35 of May 16, 1944

22/5.

File ST/35
Recd 22 May.

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

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Subject:- Pilferage of Italian Army Supplies

MEMO/ 12AR/6 75

Messina, Taranto

No. 9 Piazza, St. Elogio, Taranto.

In accordance with instructions received from my Headquarters I enclose a copy of a pilferage report made by B Coy 30 Bn., 50th LI who were guarding San Nicola marshalling yard. The flour was part of a consignment from MEMO Naples to Montecatini Depot.

MEMO
12 May 44
MEMO

ST
19/5

Wm. Crawford
Lieut. COL
Liaison Officer MEMO

Copy to:- AUST, MEMO

filed 5/35

1032

D

Subject:- Unloading and Despatch to TARANTO of "ETI" Rations
from S.S. "FITZGERALD LEE".

Army Sub Comm. ACC.
Main HQ. MMIA.
LE UILE (LECCE)
ST/35.

19 May 44.

Italian War Ministry,
Direzione Generale Commissariato.

Copy to:- Nov.10. MMIA.

Reference your 4607/S of 13 May 44, on above subject.

1. SMC Signal 2824/T/F dated 25 April 44 was not understood by this HQ.
2. The transport was requested for goods discharged from "FITZGERALD LEE", and the Consignees were given as "BARI Military Bakery" and "Special Supply Depot BARI".
3. The matter was taken up verbally by MMIA with Ufficio Trasporti who stated that loading should take place at ship's side and consigned direct to TARANTO.
4. Arrangements were made on these instructions, and copy of ~~this~~ MMIA letter - No. Nov. S 14 dated 26 April 44 - was forwarded to SMC. Para 3 of this letter clearly indicates that the clearance was to be from ship's side.
5. Will you please ensure that, in future, Italian Port Detachments are kept advised of the demands made by SMC. Ufficio Trasporti.

Lt. Col. Major
ADST, Army Sub Comm. ACC.
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MINISTERO DELLA GUERRA

**DIREZIONE GENERALE SERVIZI COMMISSARIATO MILITARE
DIVISIONE SUSSISTENZE**

4609⁵ Di. prot.

di prol.

Risposta al foglio N. 35/35 del 6 Dicembre 1944. Carte annesse

del 5 maggio 44

Carte annexe

OGGETTO: scritto di ragioni III del piroscalo " E. LEE " e loro avviamento a Taranto. - *in ordine de lla ration ex rs " F. LEE "*

AI LA SCONCORSIONE PER IL CIRCOLO DELLA A.S.C.

- COUNTY PRISON -

T. P. O. T. E.

I rifornimenti " ITI " scaricati dal piroscafo " E. LEE " non sono stati spediti a Taranto in conformità della richiesta di cui al fono dello Stato Maggiore R. Esercito 2834.74/F in data 25 aprile 1944. -

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In effetti, tale richiesta, approvata da cotesta Sottocommissione, stabiliva che le spedizioni al Deposito Centrale Vivendi di Taranto fossero effettuate giornalmente in ragione di 5 carri di farina e di 5 carri di derrate varie, approntate rispettivamente dal Penificio Militare e dal Deposito Speciale Vivendi di Bari.

Anche tutte le altre precedenti spedizioni del genere per merci alleate provenienti via mare sono state sempre effettuate a cura dei nostri consegnatari press'a poco nella stessa cadenza che tiene conto delle normali possibilità dei nostri magazzini mittenti e riceventi e della circostanza, pure essa importante, che occorre selezionare per generi le derrate nell'intorno dei magazzini ed accerterne il peso, sia pure a scandaglio.

Nel caso particolare i vagoni in questione non sono sta-

al fono dello Stato Maggiore R. Esercito 2824 P/P in data 29 aprile 1944.

In effetti, tale richiesta, approvata da codesta Sottocommissione, stabiliva che le spedizioni al Deposito Centrale Viverr di Taranto fossero effettuate giornalmente in ragione di 5 carri di farina e di 5 carri di derrate varie, approntate rispettivamente dal Panificio Militare e dal Deposito Speciale Viverr di Bari.

Anche tutte le altre precedenti spedizioni del genere per merci alleate provenienti via mare sono state sempre effettuate a cura dei nostri consegnatari press'a poco nella stessa misura che tiene conto delle normali possibilità dei nostri magazzini mittenti e ricevitori e della circostanza, pure essa importante, che occorre selezionare per generi le derrate nell'interesse dei magazzini ed accertarne il peso, sia pure a scandaglio.

Nel caso particolare i vagoni in questione non sono stati messi a disposizione dei predetti magazzini, e le spedizioni sono state invece effettuate direttamente dalla M.A.I.A. di Bari alla M.A.I.A. di Taranto, in ragione di più di 30 vagoni in una sola volta, improvvisamente affluiti in bandiera mentre altri venivano caricati fuori dal porto, alla stazione marittima, all'insaputa del nostro Distaccamento Portuale.

Il Deposito Centrale Viverr di Taranto ha peraltro dovuto sopportare difficoltà da parte delle Ferrovie per lo svincolo dei vagoni stessi, destinati, come detto, alla M.A.I.A. di Taranto, sulla stazione di Taranto Centrale, e non al Deposito Speciale Viverr - ricordo controcattini.

A parte il fatto che il Distaccamento Portuale di Bari non aveva potuto ricevere istruzioni in merito, che erano state invece regolarmente trasmesse dalla Direzione di Commissariato Militare di Bari ai dipendenti consegnatari del Panificio e del Deposito Speciale Viverr, resta accertato che il personale del predetto Distaccamento, non avrebbe potuto eseguire gli ordini delle Autorità Portuali alleate che hanno, all'ultimo momento e senza alcun preavviso, modificato il piano di spedizione precedentemente concordato tra il Ministero, l'Ufficio Trasporti dello Stato Maggiore R. Esercito e codesta Sottocommissione.

Ne il Distaccamento Portuale italiano avrebbe potuto in

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tale situazione dare ricevuta delle merci come sopra spedite.

Tutto ciò premesso questo Ministero esprime l'avviso che, ad evitare il ripetersi di inconvenienti, sarebbe opportuno che le spedizioni fossero sempre eseguite dai consegnatari re-sponsabili i quali, secondo la normale procedura, provvedono a compilare i necessari documenti, a piombare i vagoni, a fornire le scorte e a contabilizzare i trasferimenti per il migliore e più regolare andamento del servizio.-

P. IL MINISTRO

Xellign

Subject:- Labour at Italian Nation Depot NAPLES.

Divisione Generale Commissariato,
Italian War Ministry.

Copy to:- Senior INIA.10. NAPLES.
P & L. INIA.

Army Sub Comm. AGC.
Main HQ (INIA)
INIA/10 (LEON)
SE/35.

16 May 44.

1. It is requested that the necessary labour for receiving supplies unloaded offships be kept on a permanent basis even though there may be no ships off-loading. When not employed for off-loading ships they will be employed improving the road and making an exit as well as an entrance and general repairs in their depots.

2. This step is necessary because of the large demands of labour for unloading ships at very short notice. It is impossible to fill the demands for required labour through natural sources in the time required.

Reply to 2D

NO

Gen. M. F. ...
ADST, Army Sub Comm. AGC.

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785020

Subject:- Relieving Over-crowded Conditions of Supplies at Ports.

Direzione Generale Commissariato,
Italian War Ministry.

Army Sub Comm. ACC.
Main HQ (MMA)
LEQUIN (LEOCE)
ST/35.

May 14.

Where supplies are coming into a Port in such quantities that they are congesting port facilities or where storage space is inadequate, you must be prepared to handle shipments by rail of surplus commodities to one of your less crowded Depots, or to TARANTO.

BO

Paul W. Ford
Lt. Col.,
ADST, Army Sub Comm. ACC.

Reply (29)

1028

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

785020

Subject:- Train Pilferages.

Pro/-12/9

19

15 May 14.

OC 50th Wt Bn L I.

16

Attached ST/35 dated 11 May 14 from Army Sub Comm
ACC is passed to you for action necessary.

L.H. Bond

Field.

Major.
Assistant Provost Marshal.
H.Q., 52 Area.

Copy to:- ADOT HQ 52 Area.
Army Sub Comm ACC.

1027

785020

SUBJECT: Rail Pilferages.

18
Army Sub Comm, ACC.
Main HQ, MMIA,
LEQUILS, LECCE.
ST/35.

16 May 44.

MMIA L.O., TARANTO.
^^^^^^^^^^^^^^^^

- 17
1. Reference your ME/TAR/4 dated 11 May 44.
 2. Will you please report details of all rail pilferages in writing to AFM, 52 Area, and Movements, TARANTO, copy to this Office.

DH

Handwritten Signature
Lt. Col.,
ADST, Army Sub Comm, ACC.

Checked as 16/4

1026

785020

Subject: - Pilfering fr Trains

M/LF

17

ADST MIA

No. 9 Piazza St. Eleggio
Taranto

As instructed by Lieut. Freeland, I have contacted AIM 52 Area with a view to reporting and investigating losses from wagons from NAPLES and BARI. He informed me that guards on trains and also for Marshalling Yards at Taranto and San Nicola (adjg MSD) were provided by "B" Coy 30th Bn, SOM. L.I. and asked me to contact OC Coy, Major Barras. This I have done and arranged to inspect daily the train reports. It is pointed out that with trains from Naples his Company only takes over from the US Army at POTENZA. I have not discovered any reports which throw any light on the losses from wagons discharged to date.

CMF
11 May 44

W.H.O. Crawford.

Lieut.
RASC.17/35
Lead 13/5Sec 16
1025
Sec 16

50

Subject:- Discrepancies.

Army Sub Comm. AGC.
Main HQ (MIA)
LAWLIS (LROCK)
ST/35.

11 May 12.

APM. 52 AREA.

Copy to:- Mov. DISTO.
MIA. IO. DISTO.
MIA. IO. TARANTO.

1. It has been reported by Lt. GRAYSON, MIA. IO. TARANTO that railway trucks containing supplies for Italian Army ex BARI Port are arriving at Italian Supply Depot MONTECATINI in a pilfered condition.
2. Guards and Movement were arranged by Allied Authorities.
3. Would you please take this matter up with Lt. GRAYSON (Office situated opposite entrance to Berth 4) who will furnish full particulars, and after investigation forward your report to this HQ.

APM at (19) refers the matter
to 30 Son L 9 who are doing
as train guards

[Signature]
Lt. Col,
AGC, Army Sub Comm. AGC.

See also (17)
(19)

1024

13
SUBJECT: Offloading of ITI Nations from Ship "FITZHUGH LEE" and
onward despatch to TARANTO.
.....

Army Sub Comm, ACC,
Main HQ (MMIA),
LEQUILIE (LEUCE),
ST/35.

6 May 44.

ITALIAN WAR MINISTRY.

Copy to: MMIA Port Det L.O., BARI.

1. ITI supplies offloaded from the Ship "FITZHUGH LEE" at BARI were despatched by rail to TARANTO in accordance with request contained in S.M.R.E. phonogram N° 2824/T/F dated 25 Apl 44.
2. In spite of the instructions regarding accounting of supplies at Ports (forwarded to you in our N° ST/1/2 dated 17 Feb 44) it has been reported to this office, by the Allied Liaison Officer at BARI, that the Italian Port Detachment failed to comply with these requirements in respect of the abovementioned Ship.
3. The attitude adopted by the Italian Port Detachment was that, because they had received no authority from the Italian War Ministry, directing them to rail supplies direct from Quayside to TARANTO, it was not their responsibility for checking.
4. The Allied Liaison Officer explained the necessity for this and some attempt was made in the early stages to account for these supplies. Latterly they became negligent because no official instructions had been received by them, with the result that at times no representative of the Italian Port Detachment was present when items were loaded into railway wagons.
5. They also appeared to be under the impression that because movement and necessary Italian escort had been arranged by the Allied authorities they were in no way responsible for this cargo.
6. Your attention is particularly drawn to para 4 of this Sub Commission letter (mentioned in para 2 above) which clearly states the requirements.

3. The attitude adopted by the Italian Port Detachment was that, because they had received no authority from the Italian War Ministry, directing them to rail supplies direct from Quayside to TARANTO, it was not their responsibility for checking.

4. The Allied Liaison Officer explained the necessity for this and some attempt was made in the early stages to account for these supplies. Latterly they became negligent because no official instructions had been received by them, with the result that at times no representative of the Italian Port Detachment was present when items were loaded into railway wagons.

5. They also appeared to be under the impression that because movement and necessary Italian escort had been arranged by the Allied Authorities they were in no way responsible for this cargo.

6. Your attention is particularly drawn to para 4 of this Sub Commission letter (mentioned in para 2 above) which clearly states the requirements.

7. Unless Italian Port Detachments cooperate, the whole system of accounting is frustrated.

8. Will you please, therefore, take necessary action to ~~100~~ ¹⁰⁰ ~~page~~ that this does not occur again in the future.

DW

St. Lawrence
A.D.S.T., Army Sub Commission, ACC.
Lieut. Colonel.

Date to: 21/10/51.

Reply at (22)

785020

12
MIA PORT DETACHMENT
Bari

4 May 1944

SUBJECT: Refusal to Accept Italian Supplies ex
"FITZBUGH LEE"

TO : Army Sub-Commission, ACC (MIA), Leguille (LECCO)

1. The Italian Port Detachment, Bari, has refused to accept officially for the Italian Army supplies ex "FITZBUGH LEE", railed to TARANTO. Their refusal is based upon the following:
 - a. They received no authority from the War Ministry directing them to rail the supplies from quay-side to TARANTO, although aware of the letter from MIA to No. 2 District (MOVIEIT) requesting for the War Ministry that such a rail movement be arranged.
 - b. Supplies moved by rail were guarded by Italian military guards arranged for by MOVIEIT rather than by Italian military guards arranged for by them.
2. Based upon the letter from MIA to No. 2 District (MOVIEIT), the undersigned alerted the Italian Port Detachment for a combination of quay-side to Italian depot, and a quay-side to freight wagon, official acceptance of Italian supplies. Although the turning over to MOVIEIT of Italian supplies loaded into freight wagons for railing from quay-side to TARANTO was not normal, the undersigned insisted that the principle of official acceptance of Italian supplies at quay-side was in no sense changed. To this they would not agree until authority therefor had been received from the War Ministry, the MIA letter to No. 2 District notwithstanding.
3. Believing that competent orders for this rail movement would be received by them eventually, the undersigned insisted that an accurate record be kept of Italian supplies received at quay-side and loaded into freight wagons in order that proper receipts could be prepared and forwarded when the orders did arrive from the War Ministry.
4. Although initially they made an honest effort to keep an accurate record, their mental certainty of an eventual re-

785020

for a combination of quay-side to Italian supplies. Although the turning over to MOVERT of Italian supplies loaded into freight wagons for railings from quay-side to TANTON was not normal, the undersigned insisted that the principle of official acceptance of Italian supplies at quay-side was in no sense changed. To this they would not agree until authority therefor had been received from the War Ministry, the MILA letter to No. 2 District notwithstanding.

3. Believing that competent orders for this rail movement would be received by them eventually, the undersigned insisted that an accurate record be kept of Italian supplies received at quay-side and loaded into freight wagons in order that proper receipts could be prepared and forwarded when the orders did arrive from the War Ministry.

4. Although initially they made an honest effort to keep an accurate record, their mental certainty of an eventual refusal to accept officially the supplies, then to become negligent to such an extent that reliance can only be placed upon ¹⁰²² records of railings of MOVERT as to what was accepted at quay-side. Specifically, on the fourth night of off-loading at quay-side, the freight wagons were spotted on a siding inside the port enclosure at a distance from the off-loading quay. Following the normal procedure of checking the supplies onto a lorry, preparation of convoy notes (one British, one Italian military), the lorries were routed to the correct siding for off-loading into freight wagons. At the freight wagons the supplies were loaded directly into the spotted freight wagons under the supervision of British dock personnel. There were no representatives from the Italian Port Detachment there to check the items into the wagons. They claim that they were not notified although their own military dispatcher had been making out the Italian convoy notes routing the lorries to the correct siding. Such a claim by them is therefore untenable. They might have claimed that British personnel assumed custody of the supplies from the moment the supplies were dispatched by lorry with convoy note. In any event there was a lack of interest in their property from the moment the lorries left the quay for processing to the rail siding.

File 63/35 - 1 -
Orig to AD 57
"Reports file"

5. It was realized initially by all that, since the ship had arrived and supplies were being off-loaded at more than the normal rate, there was no time to become involved in complex procedures or await detailed instructions from the War Ministry because the quay had to be cleared. It seemed at the time that there would be no objection by the Italian Military to the procedure of loading direct into freight wagons at quay-side or elsewhere inside the port enclosure as against the procedure of moving the supplies to the depot and then a later movement from the depot to TARANTO. It has now developed that there is a big difference. In the first case MOVIT arranges for the military escort to accompany the supplies while in the second case the Commissariato arranges for the military escort. The guards detailed for the trip in either case could easily be the same personnel no matter who requested the escort.

6. Because of the attitude of the Italian Port Detachment Bari, and the questionable records here, an accurate check of the supplies received at TARANTO should be made. A copy of receipts obtained by the MMIA LO 52 Area, TARANTO, and mailed to this office will assist us here in clearing the records of Italian supplies ex "PITZHIGH LINE".

Raymond W. Sellers
RAYMOND W. SELLERS
Captain, Infantry (USA)
INOC

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

785020

Raymond D. Sellers
RAYMOND D. SELLERS
Captain, Infantry (USA)
Laos

1021

785020

File
S.T.
36/4
325/4.

FF

MEGD V NZAV 487 T QVR1

CNEYTD A MEAV

FROM MMIA LO DISTWO 041500B

TO MMIA RPTD MMIA LO 52 AREA

QQA

CONFIDENTIAL (.) BECAUSE ITALIAN MILITARY HERE HAS RECEIVED
 NO AUTHORITY FROM WAR MINISTRY FOR SHIPMENT
 OF RATIONS EX'

F I T Z H U G H L E E '

BY RAIL TO T A R A N T O

AND BECAUSE RAIL MOVEMENT WAS HANDLED BY
 NOVEIT THEY NOW REFUSE TO ACCEPT CONTROL OF RATIONS ~~UNTIL~~ ~~UNTIL~~ ~~UNTIL~~

OFF-LOADED

FREIGHT WAGONS AT TARANTO (.) REQUEST

~~NECESSARY~~ NECESSARY STEPS FOR ACCEPTANCE AT

TARANTO ~~COPY~~ COPY

Acceptance of
Taranto

OF ~~RECEIPT~~ RECEIPT SENT ~~WHERE~~ WHERE (.) SHIPMENT

Submission

ON 1970-04-30 APRIL PREVIOUSLY REPORTED (.)

785020

AND BECAUSE RAIL MOVEMENT WAS HANDLED BY

THEY NOW REFUSE TO ACCEPT CONTROL OF RATIONS ~~UNTIL~~ ^{OFF-LOADED} ~~UNTIL~~

FREIGHT WAGONS AT TARANTO (.) REQUEST

~~NECESSARY~~ STEPS FOR ACCEPTANCE ATTARANTO ~~COPI~~ COPYOF ~~RECEIPT~~ RECEIPT SENT ~~WHERE~~ (.) SHIPMENT29 AND ~~14~~ 30 APRIL PREVIOUSLY REPORTED (.)

BALANCE SHIPPED IN MIXED LOTS IN WAGONS

430554 1006017 7101244

126953 45598 16806 1119186 179662

1122513 7110110 1005996

173777 55264 48200 113362

3132 1119799 155806

1009223

1004556 173708 (.) TOTALS FLOUR ~~2000~~ 3006 BAGS

MACARINO 2765 BOXES

SUGAR 3340 BAGS ~~100~~ + COFFEE 1266 BOXES

BEANS 1609 BAGS POTATOES

709 BOXES (.) ACCURATE CHECK NECESSARY

WRITTEN REPORT FOLLOWS (.)

THI 1520

RPTN 407 QVR1

041500 ~~50~~ ² FITZTHUGH LEE TARANTO~~24 30 430554 1006017~~Acceptance of
Taranto

Submission

of Outbound

Report will

be amended

Long, Cal.

Fuehl

Nº

handoff: noted.

DD

6/5/44

File 8/2/88

Rec'd to Army

785020

1122513 7110110 1005996

173777 35264 48200 113362

3132 1119799 155806

1009223

1004856 173708 (.) TOTALS FLOUR 20113006 BAGS

MACARINO 2765 BOXES

SUGAR 3340 BAGS + COFFEE 1266 BOXES

BEANS 1609 BAGS POTATOES

709 BOXES (.) ACCURATE CHECK NECESSARY

WRITTEN REPORT FOLLOWS (.)

THI 1520

RPTN 467 QVR1

041500 50 F HUGH LEE TARANTO

~~29 30 430554 1006017~~~~7101244 120953 45298 16808 1119186 179662 1122513 7410110 1005996~~~~173777 35264 48200 113362 3132 1119799 155806~~~~1009323 1004856 173708 3006~~~~2785 2++3340 1266 1609~~~~709 1520~~

SENT TS VAVAVA

Long Cat
Handoff: notes
6/5/46

DD

File 8/2/88
Rec'd & away

R. SL
102b

1993

785020

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

ARMY FORM 0206 (Rev. 3-54) MESSAGE FORM (may) Register No.
Call Sel. No. Priority Transmission Instruction

ABOVE THIS LINE FOR SIGNALS USE ONLY
FROM MMIA Originator Date Time of Origin 02.01.45

TO ACC MAIN for OFFENRAUER
CW: For information (INFO) Message Instructions GR.

Originator's No. 31/142 RESTRICTED (.) TAKE prompt action to rail to TARRANTO Depot any rations which cannot be warehoused in Italian Depot in NAPLES (.) Report exact situation and who is at fault (.) Signed KERN (.)

THIS MESSAGE MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS EXCEPT BY THE ARMY MESSAGE CENTER. IT IS TO BE KEPT IN THE MESSAGE CENTER UNTIL THE MESSAGE CENTER HAS BEEN ADVISED BY THE MESSAGE CENTER THAT THE MESSAGE HAS BEEN DELIVERED TO THE ADDRESSEE.

Time	By	By
1018		

127
12/15/45

Handwritten signature

0745/2/5/41

Reply at (0)

ARMY SUB COMMISSION
APO 394

April 25, 1944.

Subject: Marking of ITI Supplies

To : Lt. Col. H. B. Finch, A. D. S. T.

I. This question was raised yesterday at the Port Commandant conference Naples and it has been suggested by him to Major Rorimer of ACC Liaison Officer to Port of Naples; that some approved form of coloring marking of ITI Supplies be adopted forthwith for the following reasons:

(1). The Italian War Ministry is the only importer not already doing so. The French have recently agreed to adopt the tricolor.

(2). Whereas many of the Americans and Italian checkers appear to be partially illiterate few of them color blind.

II. It has been suggested that the red, White, Green be used as this will show clearly.

III. Please treat this matter as urgent.

Charles P. Bennett
Lt. Col.
Army Sub. Commission

File: ST/35

Recd 29 Apr

1017

6
ST 2812
Army Sub Commission
Apr 394

April 26, 1944.

Subject: General terms used on Manifests.

To : Lt. Col. H. B. Finch, A. D. S. T.

1. It has been noted on manifests of American ships, arriving at the Port of Naples, general terms are used to cover a complete cargo in a hatch or several hatches.

2. The terms used are Subsistence and Foodstuffs. These often cover items that are not on the Italian ration scale and consequently cannot readily be identified during the discharge.

3. Can This matter be taken up with the consigning authorities on the other side?

Charles P. Benatti, Capt.
Lt. Col.
Army Sub Commission

To : Lt. Col. H. B. Finch, A. D. S. T.

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Charles P. Benator, Capt.
Lt. Col.
Army Sub Commission

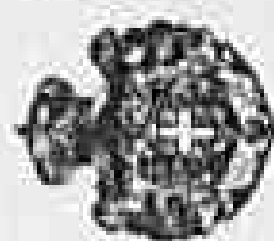
File: 57/35

Recd 29 Apr

1016

785020

IA/Cm



MINISTERO DELLA GUERRA

DIREZIONE GENERALE SERVIZI COMMISSARIATO MILITARE
DIVISIONE SUSSISTENZE

N° 583 / S di prot. Sez. 1°

Risposta al foglio N. del

OGGETTO: Derrate avariate. =

P. M. 107. li 11 Aprile 1944

Carte annesse

Al LA SOTTOCOMMISSIONE PER L'ESERCITO DELLA COMMISSIONE ALLEATA

DI CONTROLLO = Comando Principale =

LEQUILE

(M.M.I.A.)

Si informa che, giusta quanto concordato via breve col Ten. Freeland di codesta Sottocommissione, sono state date disposizioni per costituire commissioni permanenti presso i depositi speciali che procederanno alla verifica delle derrate sbarcate dai piroscafi ed introdotte nei depositi stessi. =

Tuttavia, in considerazione delle difficoltà e del tempo che tale verifica comporta, specie se interessa notevoli quantitativi di derrate, - come s'è verificato per la galletta scarica-

785020

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Tuttavia, in considerazione delle difficoltà e del tempo che tale verifica comporta, specie se interessa notevoli quantitativi di derrate, - come s'è verificato per la galletta scaricata del piroscafo "Como" e che nella sua totalità ha superato il termine di garanzia - si prega codesta Sottocommissione voler evitare, nei limiti del possibile, invii di derrate che non diano affievolimento di ulteriore buona conservazione. =

1015

IL MINISTRO



16
 22/35
 16
 16

785020

Subject: Supplies for Italian Armed Forces

HQ A.A.I. (ADM ECHOLON)

C.M.F.

Tel. Ext: 162

4012/ST

A.D.S.T., Army Sub Commission ACC

Main HQ (MMIA)

LEQUIL (IECOE)

29 Mar 44

Reference your STL35 dated 25 March 44.

The information contained in your letter has been noted for future reference. Your experiences in this matter are, as you know, common to those of the British Depots in the matter of receiving supplies from overseas. The various methods adopted for dealing with the problem are also well known. In the case of supplies shipped for American Depots there is no system of accounting either at the ship's side or elsewhere.

It is not within the province of this office to issue instructions saying how the reception of supplies for Italian depots should be dealt with. These supplies are shipped from U.S.A. and it is the intention that they should be received direct into Italian depots. It is suggested therefore that if any procedure such as you outline is to be undertaken, advice should be sought from the U.S. authorities responsible for controlling the shipments.

MILITARY MISSION.

One tape 50/3/5

Brigadier.
D.D.S.T.

1014

SUBJECT:- Reception of Supplies for the Italian Armed Forces.

DEPT, HQ A.A.I. (Adm Ech).
Colonel A.P. CRAFTY SMITH.

ARMY Sub Comm AGC
Main HQ (ASIA)
12 MILE (LACCH).
ST/35.

25 Mar 44.

COPY to:- Senior L.O. MIA, HQ, AGC - For information.

1. This HQ would like to bring to your notice some of the present problems experienced in the reception of bulk shipments of supplies for the Italian Armed Forces.
 - (a) The Ships Manifest very rarely agrees in either commodity or quantity with the cargo either shipped or discharged.
 - (b) Difficulty of checking cargoes at dockside owing to rapid unloading and clearance of Docks by the Allies.
 - (c) Checking at the Italian Depot of reception often confused owing to two or more ships unloading at the same time.
2. We quote below extracts from a report made by an investigating officer to indicate the conditions existent at present. -

(a) Food Cargoes already received, and Accountancy position.

The Manifests given information as to the number of packages, gross weight, cubic content only. Out-turn against Manifest has therefore to be calculated on basis of packages, not nett weight as theoretically desirable.

The conditions under which ITI supplies on the five ships have been discharged were characterised by uncertainty and confusion.

No independent discharge figures were able to be compiled either by the Docks Services agencies or by the Italian Port Detachment. A signed receipt was obtained from Col. RISO for quantities received by Italian Army ex J. MOREHEAD & AN. R. DAVIE (together with quantities received to close of work on 13 Mar 44 ex Geo. LIVERY, whose discharge had not yet been completed at that time.

A percentage out-turn by packages of the quantities receipted by Col. RISO for the two ships already completed discloses that the quantities acknowledged by the Italians represent on package basis (with the exception of only three items) 90% or more of Manifest, and in many cases 95% or more. In addition some items surplus to Manifest are receipted.

It would be theoretically possible to cross-check the receipts ex J. MOREHEAD by a prompt stocktaking in CASERMA SARI Depot where this cargo is held.

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A percentage out-turn by packages of the quantities received by Col. RISO for the two ships already completed discloses that the quantities acknowledged by the Italians represent on package basis (with the exception of only three items) 90% or more of Manifest, and in many cases 95% or more. In addition some items surplus to Manifest are receipted.

It would be theoretically possible to cross-check the receipts ex J. MORRHAD by a prompt stocktaking in CASARMA SAPI Depot where this cargo is held separately. The out-turn by percentage from this ship as receipted is however already reasonable, so that the utility of a cross-check is doubtful.

It would not be at present a practical proposition to cross-check the M. R. DAVIS receipted quantities by stock-taking owing to the imperfect stacking etc. in Italian Depot 590 where the stock is held, and also the fact that the Geo. LIVELY cargo is also being discharged into that Depot and the stack tally-cards **104** distinguish respective ships of origin.

(b) Advances information and Cargo Routing.

The system went wrong on Convoy UGS-33. ITI food on Geo. LIVELY was routed (together with a large volume of other food supplies) to M Depot 574, and the two other small cargoes to M Depot 575. The responsibility for this action was traced to M Corps PMS. Lt. CARSON expressed regret.

Capt. SELLARS is following up the incorrect routing of the ITI cargoes on UGS-33 convoy through Lt. CARSON, QMC, PMS. Actually a good part of the ITI cargo of Geo. LIVELY has been diverted to the correct channel at dockside by the Italian Port Detachment, but it is necessary to check with the M Corps Depots concerned if the Italian final out-turn is to be satisfactory.

(c) Discharge Operating Conditions and Procedure.

The situation is dominated by maximum Port pressure with consequent emphasis on speed of clearance at all costs, night working etc. Authorities contacted, all agree this situation is not likely to ease, and if there are more night air attacks the pressure will be even greater. Any accountability proposals must therefore be framed in strict reference to these working conditions.

/2

-2-

As result of these conditions, the present practice in NAPLES Docks is for direct discharge from ships' holds into waiting lorries. The cargo is normally united no circumstances to be allowed to ground on quays for subsequent on-consignment.

It follows from this that accountability tallying at shipside is theoretically possible if one commodity only is coming out solid from a particular hold, but definitely impossible if mixed discharge is encountered for any reason. The Port authorities will under no circumstances counteract sorting at shipside.

Due to a combination of shortage of personnel and the technical reasons mentioned above, it was stated on our visit that NASU Port Detachments (British) are not attempting tallying at shipside. Their control is limited to a record of lorries despatched (vehicle numbers) with rough description of contents, and even this record is not claimed to be 100% owing to shortage of personnel in relation to tonnage arriving."

3. Organisation for the reception of these supplies will be speeded up in the near future as the efficiency improves.

4. The above is passed to you for your information and instructions.



Lieut. Col.,
ADST, Army Sub Commission AGU.

DW

SUBJECT: Reception and Accounting of Supplies for Italian Armed Forces.

Army Sub Comm ACC
Main HQ (MOHA)
LONDON (AFROM).
ST/35.

Lieut. Col. Offenbauer,
Senior MOHA L.O., HQ ACC.

25 Mar 44

1. For your information herewith extracts from a Report made by Major PATTIN AU on his investigation of the reception of Bulk Shipments of Supplies for the Italian Armed Forces, and Italian Supply Depots and their method of accounting. -

(a) "Depot Accountability."

The Italian system apparently calls for a Board of Officers to be assembled to arrive at final out-turn of each ship, which quantities are taken on charge by the C.I/c Depot. On 14 Mar 44 a Board report was available in Depot 590 for the first ship (J. MONTAUD), but had not yet been received by the Depot for the Mr. R. DAVIA, although that vessel had finished some days previously.

As far as we could ascertain, part of the RID accounts as we should term them are not maintained in the Depot at all, but in the Central Office of the Italian Commissariat.

There appeared to be reasonable efficiency in ensuring that each individual act of receipt and issue in the depot is accompanied by the creation of an initial document. Our efforts to elucidate however what subsequently happened to these vouchers, and to form a picture of how the consolidated accounts are built up and to obtain from the Depot Commander statistical information reflecting the physical situation in the depot at a given time together with record of receipts and issues for a given period did not meet with any success. It would not be sound on the basis of our short investigation to conclude that there is a serious inefficiency in respect of these processes, but we certainly received the impression that they might be subject to time-lag.

Against this it should in fairness be noted that Lt. Col. RISO was able to produce on 14 Mar 44 a statement purporting to show cargo received ex "Geo. LIVERY" up to close of work on 13 Mar 44.

The conclusion is that the Italian system of depot accounting requires further investigation, and a premature and violent attempt to alter it along lines of greater superficial conformity with Allied supply practice should be avoided.

(b) "Stock position in NAPLES SECTOR Depots with particular reference to 25 Mar 44 Change-over."

Lt. Col. RISO was aware of the supplies scheduled to reach him per Bulk Depots.

1012

There appeared to be reasonable efficiency in ensuring that each individual act of receipt and issue in the depot is accompanied by the creation of an initial document. Our efforts to elucidate however what subsequently happened to these vouchers, and to form a picture of how the consolidated accounts are built up and to obtain from the Depot Commander statistical information reflecting the physical situation in the depot at a given time together with record of receipts and issues for a given period did not meet with any success. It would not be sound on the basis of our short investigation to conclude that there is a serious inefficiency in respect of these processes, but we certainly received the impression that they might be subject to time-lag.

Against this it should be fairness be noted that Lt. Col. RISO was able to produce on 14 Mar 44 a statement purporting to show cargo received ex "Geo. LIVELY" up to close of work on 13 Mar 44.

The conclusion is that the Italian system of depot accounting requires further investigation, and a premature and violent attempt to alter it along lines of greater superficial conformity with Allied supply practice should be avoided."

(b) "Stock position in NAPLES SECTOR Depots with particular reference to 25 Mar 44
Change-over.

Lt. Col. RISO was aware of the supplies scheduled to reach him **1012** per Bulk Depots.

On the basis of this and data in para (a) he is already engaged in drawing up his plans for distribution of stocks within his Sector to Unit Supply Depots (confirmed as Avellino - Salerno - Caserta - Benevento - Nola - Aversa). He stated that he did not propose to launch the actual movement until he received formal instructions from his own higher authority (or from WFLA, he added). I informed him that the change-over w.e.f. 25 Mar 44 was to my knowledge absolutely definite, and that he should accordingly estimate the passage of time and press for formal authority if not in due course received.

The practical position in respect of present stock holdings in the NAPLES SECTOR seemed to me to be that there is sufficient food to prevent Italian soldiers going seriously hungry w.e.f. 25 Mar 44 provided at least some movement takes place fairly soon in respect of regional distribution. Whether each particular item will be available in each Unit Supply Depot in sufficient quantity by the due date to permit full issue of the scale as laid down is less certain."

2. It is requested the above may be kept in mind in regard to the possibility of effecting improvements as and when the opportunity occurs.

DW.

ADST, ARMY SUB COMMISSION, AGC.

SUBJECT:- Reception of Bulk Shipments of Supplies.

Army Sub Comm ACC
Main HQ (MILIA)
LEQUILLIS (LEQUILLIS)
ST/35.

25 Mar 44.

War Ministry.

1. For your information and action the following extracts are quoted from a report made by an Officer of this HQ in NAPLES Area. -

(a) Advance Information and Cargo Routing.

PRS had correctly identified and routed MOREHEAD and Wm. R. DAVIE cargoes for Italian Army, i.e. Depot 590, and MILIA Office NAPLES had been informed.

(b) Discharge Operating Conditions and Procedure.

It would not be correct finally to rule out shipside tallying in respect of ITI food supplies in NAPLES. The possibility requires to be further studied by Italian Port Detachment and Allied Liaison Officer, NAPLES. But it must be recognised for the present that it is inadvisable to take effective shipside tallying for granted for accountability purposes, and that until further notice Italian Army receipts will have to be based on Depot intake closely verified by Allied personnel, and perhaps cross-checked as indicated in following paragraph.

As distinct from tallying in the full sense (i.e. including sorting if necessary) there is nothing in the working conditions of NAPLES Port which would prevent a numerical count of cases discharged irrespective of commodity. To secure this without interruption or delay of operating (it is true) require a high level of organization and morale in the Port Detachment concerned, ample personnel and arrangements for night shift representation. If Italian personnel is available sufficient for such an organization to be developed, a system of recording lorry numbers and number of cases loaded on to each lorry could be carried up with Depot records of lorries accepted in Depot and number of cases off-loaded. Such a system would provide a certain measure of cross-check of receipts based on Depot intake, and it is recommended that such an arrangement should be tried out for the next ITI food supplies to arrive. It must be emphasised that if the Italian Port Detachment causes any delay or obstruction to lorry-loading in the process of counting cases, they will be liable to be over-ruled at once. For this reason and for general reasons of Port turnover it is essential that any checking system to be built up shall be capable of operation without any prejudice whatever to speed of clearance.

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As distinct from tallying in the full sense (i.e. including sorting if necessary) there is nothing in the working conditions of NAPLES Port which would prevent a numerical count of cases discharged irrespective of commodity. To secure this without interruption or delay of operating (it is true) require a high level of organization and morale in the Port Detachment concerned, ample personnel and arrangements for night shift representation. If Italian personnel is available sufficient for such an organization to be developed, a system of recording lorry numbers and number of cases loaded on to each lorry could be married up with Depot records of lorries accepted in Depot and number of cases off-loaded. Such a system would provide a certain measure of cross-check of receipts based on Depot intake, and it is recommended that such an arrangement should be tried out for the next ITI food supplies to arrive. It must be emphasized that if the Italian Port Detachment causes any delay or obstruction to lorry-loading in the process of counting cases, they will be liable to be over-ruled at once. For this reason and for general reasons of Port turnover it is essential that any checking system to be built up shall be capable of operation without any prejudice whatever to speed of clearance.

For the next month or two at least the Italian Port Detachment will require the maximum of support and intervention by Allied Port Detachment Liaison Officers to educate the various Port Operating authorities into recognition of the status of the Detachment and granting them freedom to operate along the lines described above.

The organization of the Detachment requires guidance. At present it appears to consist solely of Officers and guards. NCO or soldier-clerk personnel should be obtained. On first impression the two Officers concerned seemed a little too "academic" in their approach to the work and will need to be guided. (On the occasion of our visit to the G. LIVERY the Detachment Lt. was inside a hut on our arrival, and on being asked he said no ITI supplies were working for the moment. When we went over to the ship, ITI Tomato Catsup was, in fact, coming out solid from No. 4 Hold. He tactfully suggested he should keep on his toes).

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(c) Depot Accountancy.

The Italian system apparently calls for a Board of Officers to be assembled to arrive at final out-turn of each ship, which quantities are taken on charge by the O.I/c Depot. Our efforts to elucidate however what subsequently happened to these vouchers, and to form a picture of how the consolidated accounts are built up and to obtain from the Depot Commander statistical information reflecting the physical situation in the depot at a given time together with record of receipts and issues for a given period did not meet with any success. It would not be sound on the basis of our short investigation to conclude that there is serious inefficiency in respect of these processes, but we certainly received the impression that they might be subject to time-lag.

Against this it should in fairness be noted that Lt. Col. RUSO was able to produce on 14 Mar 44 a statement purporting to show cargo received ex GSO. LIVERY up to close of work on 13 Mar 44.

The conclusion is that the Italian system of Depot accounting requires further investigation, and a premature and violent attempt to alter it along lines of greater superficial conformity with Allied supply practice should be avoided.

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2.

(d) Summary of position of Italian Army Food Supplies Organisation in Naples Sector.

There are at present three major problems:-

- (i) To ensure that the next convoy containing IAI food supplies gets a fresh start and a good one in respect of port reception arrangements along the lines already mentioned.
- (ii) To ensure that the present Bulk Depot situation is prevented from deteriorating further as regards physical condition of stocks and receipt accounting, and is pulled round to an improvement as rapidly as is practical, and that the next batch of supplies coming in get separate and proper treatment under close allied guidance as regards physical disposition and accounting. This will call for additional accommodation if there is much tonnage in the next convoy. Capt. HILLIER (MIA) had Depot accommodation question in hand.
- (iii) To follow up the problem of distribution of food stocks to regional Unit Supply Depots urgently.

The next convoy (UGS-34) is due into NAPLES on or after 20 Mar 44. Capt. SELLARS (MIA) has the reference arrangements in hand at present, but if any substantial quantity of IAI supplies materialises on that convoy it will be necessary for a Super-theory DADSE to return to NAPLES from LAROS leaving not later than 20 Mar 44.

2. We hope the above information will enable you to take the necessary steps to increase the efficiency of your Organisation for the reception and storage of Bulk shipments of supplies. We also hope that you will evolve a quicker accounting system so that not only will the Head Commissariat Office know the exact stocks in the Depots, but also the Depot Comdres themselves should be able to say what their exact holdings are at any time.



Lieut. Col.,
ADST, Army Sub Commission, AGC.

later than 20 Mar 44.

2. We hope the above information will enable you to take the necessary steps to increase the efficiency of your Organization for the reception and storage of Bulk shipments of supplies. We also hope that you will evolve a quicker accounting system so that not only will the Head Commissariat Office know the exact stocks in the Depots, but also the Depot Commanders themselves should be able to say what their exact holdings are at any time.

DF



Lieut. Col.,
ADST, Army Sub Commission, ADC.

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Declassified E.O. 12356 Section 3.3/NND No. 785020

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SECRET.ITALIAN ARMY FOOD SUPPLIES ORGANIZATION - NAPLES SECTOR.Report by Major O.C. PAPINHAU as result of Visit 13/15 Mar 44.SUBJECTS OF VISIT.

- A. To check up position re Food Cargoes already received for Italian Army in Naples Sector, and to obtain best possible accounting clearance.
- B. To examine port reception conditions and present state and possibilities of organization for this purpose, for Italian Army food supplies in Naples Sector.
- C. To examine Italian Army food depots position in Naples Sector with particular reference to change-over of supply system w.e.f. 25 MAR 44.

These three problems are dealt with in the three Sections following.
 Capt. BENARDI (A) accompanied me throughout my visit.

A. FOOD CARGOES ALREADY RECEIVED AND ACCOUNTANCY POSITION.

(a) Information in this obtained from Water Division PBS (Lt. LAUB, 4th Floor, PBS Building), Movement Control/Stores (Capt. GREGORY, Port Commandant's Office/British Italian Army Commissariat (Lt. Col. RISO).

- (b) No cargoes are reported as received to date in British-controlled ships.
- (c) Re American-controlled ships I went through in Water Division office all Manifests for Convoys UGS-29 (arrived early February) to UGS-53 (now working) inclusive. Food stores consigned ITI were identified on the following ships:- "JOHN MOREHEAD", "Wm. R. DAVIE", GSC. LIVERLY, "JOHN BILLINGSLEY", "Wm. THOMSON". No food supplies ITI could be traced on J.W. RILEY Manifest, although this vessel appears in LEQUILLIE files but without details of cargo. Can therefore be disregarded.

(d) The Manifest quantities of ITI food on the five U.S.-controlled ships named in (c) are shown in Columns 2 & 3 of Appx "A" to this report.

(e) The Water Division PBS and Movement Control/Stores between them claim to cover all vessels arriving at Naples and Satellite Ports (i.e. Torre Annunziata, Castellammare, Salerno).

(f) Prior to my visit to Water Divn PBS, nobody in MIA had received any information re the small cargoes on J. BILLINGSLEY and ~~ANNUNCIATA~~ Wm. THOMSON. In view of the small quantities concerned, the ITI marking may be a mistake in the Manifest lists. Capt. SELLARS is following up. (See Appx "C" to this report). The items concerned are however correct for ITI supplies as regards type of food.

(g) The Manifests give information as to the number of packages, gross weight, cubic content only. Out-turn against Manifest has therefore to be calculated on basis of packages, not nett weight as theoretically desirable.

(h) The conditions under which ITI supplies on the five ships in (c) have been discharged were characterized by uncertainty and confusion (resulting from the novelty of the problem) (See Section "B" following).

(i) No independent discharge figures were able to be compiled either by the Dock

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appears in DEQUITE files but without details of cargo. Can therefore be disregarded.

- (d) The Manifest quantities of IRI food on the five U.S.-controlled ships named in (c) are shown in Columns 2 & 3 of Appx "A" to this report.
- (e) The Water Division P&S and Movement Control/Stores between them claim to cover all vessels arriving at Naples and Satellite Ports (i.e. Torre Annunziata, Castellammare, Salerno).
- (f) Prior to my visit to Water Divn P&S, nobody in MEHA had received any information re the small cargoes on J. BILLINGSLEY and ~~XXXXXXXX~~ Wm. THORNTON. In view of the small quantities concerned, the IRI marking may be a mistake in the Manifest lists. Capt. SELLARS is following up. (See Appx "C" to this report). The items concerned are however correct for IRI supplies as regards type of food.
- (g) The Manifests give information as to the number of packages, gross weight, cubic content only. Out-turn against Manifest has therefore to be calculated on basis of packages, not nett weight as theoretically desirable.
- (h) The conditions under which IRI supplies on the five ships in (c) have been discharged were characterised by uncertainty and confusion (resulting from the novelty of the problem) (See Section "B" following).
- (j) No independent discharge figures were able to be compiled either by the Docks Services agencies or by Italian Port Detachment.

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I obtained from Col. RISO signed receipt, attached as Appx "B" to this report, for quantities received by Italian Army ex J. MOREHEAD and Wm. R. DAVIS (together with quantities received to close of work on 15 Mar 44 ex Geo. LIVERY, discharge not yet completed).

- (k) These quantities as receipted by Col. RISO are transcribed into Column 5 of Appx "A" and percentage out-turn by packages is shown in Column 6 of Appx "A" for the two ships already completed. It will be noted that the quantities acknowledged by the Italians represent on package basis (with the exception of only three items) 90% or more of Manifest and in many cases 95% or more. In addition some items surplus to Manifest are receipted.
- (l) It would be theoretically possible to cross-check the receipts ex J. MOREHEAD by a prompt stocktaking in CASERMA SAIL Depot where this cargo is held separately (see Section C following). The out-turn by percentage from this ship as receipted is however already reasonable, so that the utility of a cross-check is doubtful.
- (m) It would not be at present a practical proposition to cross-check the Wm. R. DAVIS receipted quantities by stock-taking owing to the imperfect stacking etc in Italian Depot 590 where the stock is held (see Section C below), and also owing to the fact that the Geo. LIVERY cargo is also being discharged into that Depot and the stack tally-cards do not distinguish respective ships of origin.
- (n) I therefore recommend that Lt. Col. RISO's receipt herewith for the JOHN MOREHEAD and Wm. R. DAVIS cargoes should be accepted as final.
- (p) Receipts for Geo. LIVERY on completion, and for JOHN BILLINGSLEY & Wm. THORNTON if IRI cargo materialises, will be obtained by Capt. SELLARS from Lt. Col. RISO on completion. (See para 4(c) of Attachment "C" to this report). For reasons given in Section B following, I do not consider any alternative basis of creating the receipt for these particular cargoes is practicable. For the next Convoy UCS-34/ (if there is IRI cargo present) it may be possible to cross-check the Italian Depot receipt by means of ^{ship's} tallying, but see Section B following.

/due on or
about
20 Mar,

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B. PORT RECEPTION CONDITIONS AND ORGANISATION.

- (a) Contacts for this part of the problem, in addition to those listed in A(a) above, were made with Port Highways Office (A) (Capt. GRIFFIN and Capt. HARRINGTON), RSC i/c Docks (B) (Capt. ROY BROWN), Quartermaster Corps PBS (Capt. FLORENCE and Lieut. CARSON, 3rd Floor PBS Building), RASC Port Detachment Naples (B) (Capt. CARLISLE Office near to Port Gate No. 3 - tel. Docks 344), Italian Port Detachment (Capt. ORSINI and Lt. MUNZIANI).

I also learnt that Major GUFFY RASC (who succeeded me as O.i/c SUEZ RASC Port Detachment in December 1941) is now DADS (Ports), SPT, A.A.I. and is located at RESINA with 14 B.P.O. It was not possible to contact Major GUFFY on this trip, but his views were ascertained from Capt. CARLISLE.

The problem of Port Reception subdivides into two parts:

- (i) Advance Information and Cargo Routing.
- (ii) Discharges Operating Conditions & Procedure.

Advance Information & Cargo Routing.

- (b) Ships' papers are received in advance of convoys' arrival by Water Divn PBS for American-controlled ships and by Movement Control/Stores for British-controlled ships. See A(a) above for location of these agencies.
- (c) Information of cargoes is circulated to Services concerned by whom destination depots are nominated.
- (d) PBS had correctly identified and routed MORSEFIELD and Wm. R. DAVIS cargoes for Italian Army, i.e. Depot 590, and IMIA Office Naples had been informed.
- (e) The system went wrong however on Convoy UGS-33. ITI food on GEO. LIVELY was routed (together with large volume of other food supplies) to QM Depot 574 and the two other small cargoes to QM Depot 575.
- The responsibility for this action was traced to QM Corps PBS. Lt. CARSON expressed regret.
- (f) I left request in writing with Water Div. PBS, QM. Corps Supply Office PBS, Movement Control Stores, RASC Port Detachment (British), that in future if ITI Supplies are noted either on advance papers or on actual working, action should be taken;
- (i) To inform IMIA Office NAPLES immediately. (ii) To route the Cargo to Depot 590.
- (g) Capt. SELLARS is following up the incorrect routing of the ITI cargoes on UGS 33 convoy through Lt. CARSON QMC, PBS (see Attachment C (1)). Actually a good part of the ITI cargo of GEO. LIVELY has been diverted to the correct channel at dockside by the Italian Port Detachment, but it is necessary to check with the QM Corps Depots concerned if the Italian final out-turn is to be satisfactory.
- (h) Capt. SELLARS is keeping in touch with PBS Water Div. for sight in advance of the ships' papers for UGS 34 (see Attachment C (2)).
- (j) For future reference the method for obtaining advance information of ITI cargoes and for securing their correct routing is for IMIA NAPLES to maintain the closest and most frequent liaison with Water Divn. PBS for US ships and Movement Control.

The responsibility for this action was traced to QM Corrig FES. Lt. CARSON expressed regret.

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DISCHARGE OPERATING CONDITIONS AND PROCEDURES.

- (k) The situation is dominated by maximum port pressure with consequent emphasis on speed of clearance at all costs, night working etc. Authorities contacted all agree this situation is not likely to ease, and if there are more night air-attacks (cf. night of 13/14 Mar 44) the pressure will be even greater. Any accountancy proposals must therefore be framed in strict reference to these working conditions.
- (l) As result of conditions outlined in (k), the practice in NAPLES Dock is for direct discharge from ships' holds into waiting lorries. The cargo is normally under no circumstances to be allowed to ground on quays for subsequent on - con-
signment.
- (m) It follows from (l) that accountancy tallying at shipside is theoretically possible if one commodity only is coming out solid from a particular hold, but definitely impossible if mixed storage or mixed discharge is encountered for any reason. The port authorities will under no circumstances countenance sorting at shipside.
- (n) Due to a combination of shortage of personnel and the technical reasons listed in (l) it was stated on our visit that RASC Port Detachments (British) are not attempting tallying at shipside. Their control is limited to a record of lorries despatched (vehicle numbers) with rough description of contents, and even this record is not claimed to be 100% owing to shortage of personnel in relation to tonnage arriving.
- (p) The Italian Port Detachment will have the advantage as compared with RASC of much more numerous personnel relative to tonnage. Single commodity discharge ought also to be frequent if not universal.

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(c) In view of (m) notified by (p) it would not be correct finally to rule out shipside tallying in respect of IRI food supplies in NAPLES. The possibility requires to be further studied by Italian Port Detachment, Allied Liaison Officer, NAPLES. But it must be recognised for the present that it is inadvisable to take effective shipside tallying for granted for accountancy purposes, and that until further notice Italian Army receipts will have to be based on depot intake closely verified by Allied personnel, and perhaps cross-checked as indicated in following paragraph.

(v) As distinct from tallying in the full sense (i.e. including sorting if necessary there is nothing in the working conditions of NAPLES port which would prevent a numerical count of cases discharged irrespective of commodity. To secure this without interruption or delay of operating will (it is true) require a high level of organisation and morale in the Port Detachment concerned, ample personnel and arrangements for night shift representation. If Italian personnel is available sufficient for such an organisation to be developed, a system of recording lorry numbers and number of cases loaded on to each lorry could be married up with depot records of lorries accepted in depot and number of cases off-loaded. Such a system would provide a certain measure of cross-check of receipts based on depot intake, and it is recommended that such an arrangement should be tried out for the next IRI food supplies to arrive. It must be emphasised that if the Italian Port Detachment causes any delay or obstruction to lorry-loading in the process of counting cases, they will be liable to be over-ruled at once. For this reason and for general reasons of port turnover it is essential that any checking system to be built up shall be capable of operation without any prejudice whatever to speed of clearance.

(s) For the next month or two at least the Italian Port Detachment will require the maximum of support and intervention by Allied Port Detachment Liaison Officer to educate the various port operating authorities into recognition of the status of the Detachment and granting them freedom to operate along the lines described in (v).

(t) The organisation of the Detachment requires guidance. At present it appears to consist solely of Officers and guards. NCO or soldier-clerk personnel should be obtained. On first impression the two Officers concerned seemed a little too "academic" in their approach to the work and will need to be guided. (On the occasion of our visit to the G. LIVELY the Detachment Lt. was inside a hut on our arrival, and on being asked he said no IRI supplies were working for the moment. When we went over to the ship IRI Tomato Catsup was in fact coming out solid from No. 4 Hold. We tactfully suggested he should keep on his toes.

G. ITALIAN ARMY FOOD DEPOT IN NAPLES SECTOR.

In addition to previous contacts, on this part of the problem we dealt with Maggiore BUONAMANO (i/c Depot 590), Maggiore BISCHIAI (i/c Caserma Sanà Depot) and various Officers from the Office of Lt. Col. RISO.

to educate the various port operating authorities into the use of the Detachment and granting them freedom to operate along the lines described in (v).

- (t) The organization of the Detachment requires guidance. At present it appears to consist solely of Officers and guards. NO or soldier-clerk personnel should be obtained. On first impression the two Officers concerned seemed a little too "academic" in their approach to the work and will need to be guided. (On the occasion of our visit to the G. LIVELY the Detachment Lt. was inside a hut on our arrival, and on being asked he said no III supplies were working for the moment. When we went over to the ship ITI Tomato Outsup was in fact running out solid from No. 4 Hold. We tactfully suggested he should keep on his toes.

C. ITALIAN ARMY FOOD DEPOT IN NAPLES SECTION.

In addition to previous contacts, on this part of the problem we dealt with Maggiore BUONALINO (i/c Depot 590), Maggiore RISCARDI (i/c Caserma Sani Depot) and various Officers from the Office of Lt. Col. RISO.

PHYSICAL CONDITION OF DEPOTS VISITED.

- (a) The caserma Sani Depot is regarded as normally the NAPLES Supply Unit Depot, and the routing of JOHN MOREHEAD cargo into that location was purely an "ad hoc" arrangement. As a Supply Unit Depot it is reasonably suitable. The JOHN MOREHEAD cargo is in good order in that depot, although the sections in which it is located are extremely dark which would make a stock check difficult.
- (b) The NAPLES Bulk Depot, proper is known as Depot 590 for ~~4008~~ purposes, and is located in two adjacent buildings addresses 51 Via Nicola Nicolini (590/2) and 81 Via Ponte Rossi (590/1) (both in the Ponte Rossi district).
- (c) These premises are now full to capacity. Layout of commodities within the premises available has been determined more by order and rate of arrivals than by any preconceived plan, and is far from ideal. Total tonnage in the two locations is approximately 2250 tons.
- (d) The premises are reasonable, but not good, as regards (i) roofing (which is not fully watertight) (ii) access. There is no rail connection into the Depot.
- (e) The stacking is ragged and stock check would at present be very laborious. Stacks carry tally-cards but the ship of origin of each stack has not been recorded. Mrs. R. DAVIS and Geo. Lively cargoes have been spread over both locations.
- (f) Flour is 20 high and more. Used goods have been used as emergency dunnage. Stacks have been built solid, not pillar with air column.

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- (g) It was noted that many of the supplies carry relatively early packing dates (Aug 1942 for Tinned Salmon was noted) W.E. dates are not specifically stated on most of the supplies. It was apparent that IRI supplies have been selected in consigning depots from oldest stocks, and consumption within warranty life will be an important point to watch.
- (h) Breakages and salvage organisation was at a stand still on the day of our visit, but the damaged sacks and cases were under lock and key. The O i/c Depot 590 stated that salvage work proceeded regularly, but that the labour had been put to other work on that day. The desirability of training special personnel for this job and working at it continuously was mentioned.
- (j) On our arrival at 590/2 two guards were eating from two opened tins. No other case of pilferage was encountered, nor was any instance of broken cases within a stack observed.
- (k) Summarising, by British BSD standards in an undisturbed theatre, the physical condition of the stocks in Depot 590 could be graded as fair to indifferent. The Italian Officers encountered seemed enthusiastic and keen, but the physical results still leave much room for improvement.

DEPOT ACCOUNTANCY

- (1) Only about one hour was available for detailed study of this aspect, and it must be emphasised that for this reason the conclusions which follow are provisional and subject to later revision.
- (m) The Italian system apparently calls for a Board of Officers to be assembled to arrive at final out-turn of each ship, which quantities are taken on charge by the O i/c Depot. On 14 Mar 44 a Board report was available in Depot 590 for the first ship (J. MOREHEAD), but had not yet been received by the Depot for the Am. R. DAVIS although that vessel had finished some days previously.
- (n) As far as we could ascertain, part of the BSD accounts as we should term them are not maintained in the Depot at all, but in the Central Office of the Italian Commissariat.
- (p) There appeared to be reasonable efficiency in ensuring that each individual act of receipt or issue in the depot is accompanied by the creation of an initial document. Our efforts to elucidate however what subsequently happened to these vouchers, and to form a picture of how the consolidated accounts are built up and to obtain from the Depot Commander statistical information reflecting the physical situation in the depot at a given time together with record of receipts and issues for a given period did not meet with any success. It would not be sound on the basis of our short investigation to conclude that there is serious inefficiency in respect of these processes, but we certainly received the impression that they might be subject to time-lag.
- (q) Against this it should be noted that Lt. Col. RI30 was able to produce on 14 Mar 44 a statement purporting to show cargo received ex EXO. LIVELY up to close of work on 13 Mar 44. (see Attachment 3 to this report).
- (r) The conclusion is that the Italian system of depot accounting requires further

(n) As far as we could ascertain, part of the BSD accounts as we should term them are not maintained in the Depot at all, but in the Central Office of the Italian Commissariat.

(p) There appeared to be reasonable efficiency in ensuring that each individual act of receipt or issue in the depot is accompanied by the creation of an initial document. Our efforts to elucidate however what subsequently happened to these vouchers, and to form a picture of how the consolidated accounts are built up and to obtain from the Depot Commander statistical information reflecting the physical situation in the depot at a given time together with record of receipts and issues for a given period did not meet with any success. It would not be sound on the basis of our short investigation to conclude that there is serious inefficiency in respect of these processes, but we certainly received the impression that they might be subject to time-lag.

(q) Against this it should in fairness be noted that Lt.Col. RISO was able to produce on 14 Mar 44 a statement purporting to show cargo received ex GEO. LITELY up to close of work on 13 Mar 44. (see Attachment B to this report).

(r) The conclusion is that the Italian system of depot accounting requires further investigation, and violent attempt to alter it along lines of greater superficial conformity with Allied supply practice should be avoided.

STOCK POSITION IN NAPLES SECTOR DEPOTS WITH PARTICULAR REFERENCE TO 25 MARCH 44
CHANGE-OVER.

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(s) The total stocks of ITI consigned Food Supplies held in NAPLES Bulk Depot as at close of work on 13 Mar 44 may be obtained by compilation of Attachment B to this report.

(t) Lt.Col. RISO was also aware of the supplies scheduled to reach him from other Bulk Depots.

(u) On the basis of these two groups of data he is already engaged in drawing up his plans for distribution of stocks within his Sector to Unit Supply Depots (confirmed as Avellino - Salerno - Caserta - Benevento - Mola - Aversa). He stated that he did not propose to launch the actual movement until he received formal instruction from his own higher authority (or from MILA he added). I informed him that the change-over w.e.f. 25 Mar 44 was to my knowledge absolutely definite, and that he should accordingly estimate the passage of time and press for formal authority if not in due course received.

(v) Lt.Col. RISO stated that in his opinion a margin would result from the fact that as at 25 Mar 44 he would still have a carry-over of working stock in his regional depots drawn from the British BPO under the former system and theoretically applicable to the period 15-24 Mar 44. I did not probe this statement further.

(w) Lt.Col. RISO confirmed that the arrangements for Italian Local Purchase items on the two scales would continue smoothly under the new system as heretofore.

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(x) Lt. Col. RISO provisionally estimated his feeding strength in the NAPLES SECTOR as 20,000 "A" Scale plus 20,000 "B" Scale, plus figure unknown for Italian Navy and Air Force but which he unofficially estimated would not exceed 5,000.

(y) The despatches from NAPLES to other Bulk Depots were started on 14 Mar 44.

(z) The problem of the rate at which to substitute M & V Stew and M & V Mash as actually received for the nearest corresponding items in the official scales "A" and "B" was raised by Lt. Col. RISO. After contacting FIABO (GADS) for comparable British practice, I provided a guide in writing to Lt. Col. RISO to enable him to get going with his plans but stated that this might be subject to later amendment. I will transmit the relevant figures as advised to Lt. Col. RISO to Major Cam separately.

(aa) The practical position in respect of present stock holdings in the NAPLES SECTOR seemed to me to be that there is sufficient food to prevent Italian soldiers going seriously hungry w.e.f. 25 Mar 44 provided at least some movement takes place fairly soon in respect of regional distribution. Whether each particular item will be available in each Unit Supply Depot in sufficient quantity by the due date to permit full issue of the scale as laid down is less certain.

D. SUMMARY OF POSITION OF ITALIAN ARMY FOOD SUPPLIES ORGANISATION IN NAPLES SECTOR.

(a) There are at present three major problems:-

(i) To ensure that the next convoy containing ITI food supplies gets a fresh start ~~at~~ and a good one in respect of port reception arrangements along the lines sketched in Section B above.

(ii) To ensure that the present bulk depot situation is prevented from deteriorating further as regards physical condition of stocks and depot accounting and is pulled round to an improvement as rapidly as is practical, and that the next batch of supplies coming in get separate and proper treatment under close Allied guidance as regards physical disposition and accounting. This will call for additional accommodation if there is much tonnage on the next convoy. Capt. MILLER had depot accommodation question in hand.

(iii) To follow up the problem of distribution of food stocks to regional Unit Supply Depots urgently.

(b) The next convoy (UGS - 34) is due into NAPLES on or after 20 Mar 44. Capt.

SELLARS has the advance arrangements in hand at present, but if any substantial quantity of ITI supplies materialises on that convoy it will be necessary for a Supervisory DADET to return to NAPLES from LEOCE leaving not later than 20 Mar 44.

E. MISCELLANEOUS POINTS.

(a) The question of dovetailing the movements of Capt. BENNATI, Capt. SELLARS and Major PAPINEAU was discussed with Lt. Col. OFFENHAUER in the light of the situation outlined in this report. It was originally decided that Capt. BENNATI would fly on 15 Mar 44. But after his plane was cancelled, the plan was revised and Capt.

as regards physical disposition and accounting. This will call for additional accommodation if there is much tonnage on the next convoy. Capt. HALLER had deposed accommodation question in hand.

(iii) To follow up the problem of distribution of food stocks to regional Unit Supply Depots urgently.

(b) The next convoy (UGS - 34) is due into NAPLES on or after 20 Mar 44. Capt. SWILLARS has the advance arrangements in hand at present, but if any substantial quantity of ITI supplies materializes on that convoy it will be necessary for a Supervisory DADST to return to NAPLES from LECCE leaving not later than 20 Mar 44.

E. MISCELLANEOUS POINTS.

(a) The question of dovetailing the movements of Capt. BENNETT, Capt. SWILLARS and Major PAPINEAU was discussed with Lt. Col. OFFENHAUSER in the light of the situation outlined in this report. It was originally decided that Capt. BENNETT would fly on 15 Mar 44. But after his plane was cancelled, the plan was revised and Capt. BENNETT and Major PAPINEAU proceeded together by road leaving on the afternoon of 16 Mar 44. Notes were handed to Capt. SWILLARS for his guidance as per Attachment 'C'.

(b) A difficulty regarding food for Italian MT Companies working for ACC has been separately reported to Major Caun.

(c) There was no trace or knowledge in NAPLES Office of Lt. REGGIO (Lt. COL. GORDON) who was absent sick throughout my visit (reported suffering from **1008**).

(d) Lt. Col. RISO asked if soap making materials could be provided (caustic freezable oil for Italian Army to manufacture Soap for clothes reconditioning. I stated these materials are in world short supply, but I would pass on the enquiry to DADOS (MILA). (Done).

(e) The transport situation in MILA NAPLES Office is acute. For future reference it would be unwise to rely on ACC pool transport for visiting officer. It is unobtainable.

LEQUILLÉ.
12 March 44.

Lequille
Major, R.A.S.C.

785020

SHIPMENT OF FOOD (CONSIGNED) ITI TO NAPLES.
UGS - 2 (arrived early February) and reafter.

A

(Details obtained from Manifests held by Water Division PHS).

SHIP	ITEM.	No. PKGS PER MANIFEST	ROUTED BY PHS ON MANIFEST	No. PKGS ACKNOWLEDGED BY ITALIAN (COL. RISO'S RECEIPT)	PERCENTAGES OUT-TURN & REMARKS ALL IN PACKAGES.
(1)	(2)	(3)	(4)	(5)	(6)
UGS 29	Salmon Td.	1750 c/s	Routing	16979 c/s	95% Out-turn
JOHN	Tomatoes Td.	2470 "	rot	4789	97% " "
MORE-	Vegetables Td.	2470 ")	Marked	790 "	99% " "
HEAD	Dehydrated Beet	795 "	on Manifest	56 sacks	Surplus to Manifest
	Dried Peas	-	-	1920 c/s	
	Timed Soup	-	-	36 pkts	
	Individual Rations	-	-		
UGS 30	NIL	-	-	NIL	
UGS 31	Flour	24750 bags	Routing on Manifest	22636 bags	92% Out-turn.
	Salmon	10407 c/s	to Italian Army	8844 c/s	85% " "
	M & V Stew	14733 "	"	4478 "	95% " "
	M & V Hash	5259 "	"	5064 "	96% " "
	Coffee	2820 "	"	2684 "	95% " "
	Dehyd. Potatoes	6566 "	"	5766 "	90% " "
	Rice	2475 bags	"	2150 bags	87% " "
	Beans	2475 "	"	2290 "	92% " "
	Dehyd. Beet	442 c/s	"	390 c/s	90% " "
	Dehyd. Carrot	1604 "	"	1528 "	95% " "
	Tinned Tomatoes	2432 "	"	2383 "	98% " "
	Macaroni	3097 "	"	3065 "	99% " "
	Spaghetti	2323 "	"	2083 "	90% " "
	Cheese	1477 "	"	1390 "	93% " "
	Sugar	1974 bags	"	1642 bags	83% " "
Cont- ained	Corned Beef Hash	-	-	21 c/s	
	Chili Con Carne	-	-	3 "	
UGS 32	Spinach	-	-	25 "	Surplus to Manifest.
	Powdered Peas	-	-	34 Cartons	
	Pea Soup	-	-	122 "	
Wm. R. DAVIS	NIL	-	-	NIL	
UGS 32	Dried Beans	1445 bags	Routed	To Close	

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Dehydr. Potatoes	2760	"	90%
Rice	2150 bags	"	87%
Beans	2290 "	"	92%
Dehyd. Beet	390 c/s	"	50%
Dehyd. Carrot	1528 "	"	95%
Tinned Tomatoes	2383 "	"	98%
Macaroni	3065 "	"	99%
Spaghetti	2083 "	"	90%
Cheese	1390 "	"	95%
Sugar	1642 bags	"	83%
Corned Beef Hash	21 c/s	Surplus to Manifest.	
Chili Con Carne	3 "		
Spinach	25 "		
Powdered Peas	34 Cartons		
Pea Soup	122 "		
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COPY.

COMANDO FF.AA. DELLA CAMPANIA DIREZIONE DI COMMISSARIATO MILITARE 1 SEZIONE - NAPOLI

SITUAZIONE derrate scaricate dai piroscafi Alleati.

PIROSCAFO MOREHEAD.-

Derrate	No. colli.	Peso Netto complessivo in libbre
Carbone	16979	814,962
Pomodori pelati	4769	163011
Carota essicata	133	30018
Piselli secchi	56	4113

Introdotti e tenuti a disposizione dell'Autorità Alleate:

Descrizione	Kgs.
Carote	65,318
Carote scololate	1920
Carote individuali generi	
Carote	36

PIROSCAFO R. DAVIES.

(All Depot 590)

Descrizione	Quantità	Peso Netto complessivo in libbre
Carbone	24036	2.250.000
Carote	8844	424,512
Carote e vegetabili stesi	4478	201,510
Carote e vegetabili stesi	5064	205,092
Carote e vegetabili stesi	21	693
Carote e vegetabili stesi	3	117
Carote	2150	107,500
Carote	2290	114,500
Carote	1642	98,520
Carote	2684	53,080
Carote	2083	63,320
Carote	3065	91,950
Carote	5700	172,200
Carote	390	16,380
Carote	25	110,12
Carote	34	13,56,12
Carote	122	4392
Carote	1390	38,380
Carote	1523	50,720
Carote	2683	100,12

PIROSCAFO LITTLE.

(All Depot 590)

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PIROSCAFU	8044	casse	424512
carne e vegetales stew	4478	"	201510
carne e vegetales hash	5064	"	203092
carne beef hash	41	"	693
carne con carne	3	"	117
riso	2150	sacchi	107500
maccheroni	2290	"	114500
cafe	1642	"	98520
involucri cartoni	2684	"	53080
"	2083	"	83320
"	3065	"	71950
patate essiccate	5700	casse	172200
vasiole	390	"	10380
spinaci	34	"	110,12
risseili in polvere	34	involucri cartoni	1338,12
zuppa di picelli	122	"	4392
lornaggio	1390	"	58580
carote	1523	box	80920
potatori pelati	2583	casse	1004,12
		involucri cartoni	1004,12

PIROSCAFU LIVELY. (all Depot 590)

Ne e in corso lo scarico. Fino a tutto il 13/3/44 sono state introdotte nel Deposito Speciale Viveri di Napoli le seguenti derrate, provenienti dal succiato PIROSCAFU LIVELY:

carne	4791	sacchi	479100
maccheroni	843	involucri cart.	25290
dietole	602	casse	26450
patate essiccate	1432	"	48644
cafe	316	cart.	6320
carne e veg. stew	3296	casse	148320
salmon	592	"	28416
polvere arancio	99	"	4034,4
			30
			76,8
		buste	357500
		scatoie	18720

Napoli, li 14 Marzo 1944

IL TEN. COLONNELLO COMMISSARIO DIRETTORE
(Felice Riso)
ed. F. RISSO.

785020

Copy.

C.

POINTS PASSED TO CAPT. SELLARS.

1. Follow up position re ITI Food Supplies discharging from convey UGS-53 namely:
GDC. LIVELY Items manifested as per attached.
J. BILLINGSLEY 2156 c/s Salmon manifested.
W. THORNTON 530 c/s Dehydrated Carrots manifested.
All items in G. LIVELY were marked by 34 Corps to their Depot 574, and the other two copies to 34 Depot 575.
Lt. CARSON (Quartermaster Supply Office 3rd floor PBS Building) has arranged for 34 Depots 574 and 575 to separate ITI supplies and advise MIA office when they are ready for uplifting. Keep in touch with Lt. Carson for this.
The three ships are still working (15 Mar 44) and support should be given to the Italian Port Detachment particularly on G. LIVELY. The Italians have already got hold of a good part of the LIVELY cargo and prevented it going to 574.
2. Keep in touch with Lt. LAUB (Water Division 4th floor PBS Building) in order to examine the Manifests of UGS 34 (next convey) for ITI supplies as soon as they are available. These papers should be ready 18 Mar 44.
3. Keep in touch with Capt. OLIVER British Movement Control (Stores) Fort Commandant's Office, for news of any ITI supplies arriving on British ships.
4. Keep in touch with Col. RISO's Office for
 - (a) Progress on Italian Inter-Depot transfers.
 - (b) Arrangements for AOC Lorry Company's Rations.
 - (c) Signed Receipts for G. LIVELY cargo as soon as completed and Stores recovered from 574 Depot.
 - (d) Regional Distribution of Rations from NAPLES Depot to NAPLES Sector Satellite Depots.
5. Chase up Cpl. Goodwin to assist you.

1063

16 March 44.

31. O.C. PAFIMAN.
Major. R.A.S.C.
31 Army Sub Comm. AOC.

| 2 0 2 4 |