

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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SARD/99 From A.D.J. Office File  
Aug. 1943 May 1944

712/vjt.

ALLIED GARRISON OF SARDINIA  
APO 634

5 May 1944

SUBJECT: Report of Investigation, Bomb Shipment.

TO : The Commanding General, Allied Garrison of Sardinia.

I. AUTHORITY

1. The investigation reported herein was made 30 April - 1 May 1944 at Cagliari, Sardinia by Colonel Floyd L. Simmons, Infantry under authority of paragraph 3, Special Orders No. 48, 29 April 1944, Allied Garrison of Sardinia.

II. MATTER INVESTIGATED

2. This investigation concerns the shipment from Cagliari to an United States Port of "two captured German rocket bombs weighing 2240 pounds each, complete with exterior fuse, ignition fuse, and impact bomb fuse attached, aboard". The source of the allegation quoted is radio from Commanding General, S.O.S. MATOUSA, signed Larkin and dated 28 April 1944 which in turn made reference to AOWAR cable WARK 26679.

III. FACTS

3. On 1 March 1944, HQIC Cagliari requested shipping space for the two bombs in question in a memorandum addressed to Transportation Officer, Allied Garrison of Sardinia. (Inc. "C")

4. On 2 March 1944, the executive to Transportation Officer, Allied Garrison of Sardinia issued a memorandum to the Port Commander, directing the loading of the bombs aboard the ship "James Whitcomb Riley". (Inc. "D")

5. The Port Commander prepared a "manifest" which lists the two bombs as part of the cargo of the "James Whitcomb Riley" and which is receipted by the master of the ship. (Inc. "E")

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ALLIED GARRISON OF SARDINIA  
APO 520

MESSAGE (Incoming)

DATE 28 APRIL 44

ROUTINE CONFIDENTIAL 261500 B

W/C NO 138

PARTS LOVE ONE SEVEN ONE THREE FOUR FROM CG SOS MATOUSA SIGNED LARKIN  
FOR ACTION FALCON FOR INFO CG MATOUSA CITE SSTPN RPT SSTPN EIGHT SEVEN  
ONE SS006 PAPER

VESSEL JAMES WHITCOMB RILEY ARRIVED UNITED STATES PORT WITH TWO  
CAPTURED GERMAN ROCKET BOMBS WEIGHING TWO TWO FOUR ZERO POUNDS EACH  
COMPLETE WITH EXTERIOR FUZE CMA IGNITION FUZE AND IMPACT BOMB FUZE  
ATTACHED CMA ABOARD CMA IS ADVISE RECEIVED AGHAR RPT AGHAR CABLE WAXX  
RPT WAXX TWO SIX SIX SEVEN NINE CMA CITE SPTON RPT SPTON ONE ONE TWO  
EAST MAY PD THIS ACTION EXPOSED THE VESSEL CMA PERSONNEL AND PORT OF  
ENTRY TO A SERIOUS AND UNNECESSARY HAZARD CONTRARY TO INSTRUCTIONS  
OUTLINED SUGAR ORON SUGAR CIRCULARS NUMBER ONE SEVEN CMA FIFTH DEP  
AND NUMBER THREE TWO CMA SECOND MARCH PD PARA REQUEST IMMEDIATE  
INVESTIGATION AND REPORT TO THIS Hqs AS TO CIRCUMSTANCES AND  
RESPONSIBILITY FOR PASSE BOMBS BEING LOADED IN VIOLATION TO REGULATIONS  
AND CORRECTIVE ACTION BE TAKEN QMPCONFIRM UNDERSTANDING OF ABOVE  
REGULATIONS AND REFERENCES MADE THEREIN

ACTION COPY TO 0-4

INFORMATION COPIES TO C/S AGS ADJ AGS

THIS MESSAGE RECEIVED IN SECRET CODE. THE MAKING OF AN EXAC COPY OF THIS  
MESSAGE IS FORBIDDEN, ONLY SUCH EXTRACTS AS ARE ABSOLUTELY NECESSARY WILL  
BE MADE AND MARKED SECRET, EQUALS BRITISH SECRET, THIS COPY WILL BE SAFE-  
GUARDED WITH THE GREATEST CARE AND WILL BE RETURNED TO THE COMMUNICATION  
CENTER WITHOUT DELAY.

CERTIFIED A TRUE COPY:

c/c 7569

AUGUSTUS P. VIZALI  
Capt., Field Artillery  
Actg Adjutant General

ENCLOSURE "B"



ND(157)/L81-3

U. S. NAVAL DETACHMENT  
Cagliari, Sardinia

1 March 1944

MEMORANDUM:

To: Transportation Officer, Allied Garrison, Sardinia.

Subject: Shipment of German Rocket Bombs.

1. It is requested that three (3) German 1000 kg rocket bombs be shipped on the S.S. JAMES KILBY.

2. Two (2) of the bombs are to be shipped to S. G. E. Ordnance B.D. School, Aberdeen, Md., U.S.A., and one to the Explosive Investigation Laboratory, Naval Powder Factory, Indianhead, Md., U.S.A.

3. Preliminary arrangements have been made for delivery of bombs to place designated by Port Commander.

G. A. SPEER /s/  
G. A. SPEER /s/  
Lieut. Comdr. USNR  
Officer-in-Charge

(signed) OK  
DMM

3-2-44

CERTIFIED A TRUE COPY:

AUGUSTUS P. VITALI  
Capt., Field Artillery  
Actg Adjutant General

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ENCLOSURE "C"

ALLIED GARRISON OF SARDINIA  
G-4 TRANSPORTATION  
APO 534

3 March 1944.

MEMORANDUM TO: Port Commander.

SUBJECT : Cargo for "JAMES RILEY".

1. The following cargo will be loaded aboard subject ship, consigned as indicated:

- 2 - 1,000 kg Rocket Bombs, Consigned to S. G. P. Ordnance  
E.D. School, Aberdeen, Md.
- 3 - Wooden Pins, Consigned to Ordnance E.D. School, Aberdeen,  
Md.
- 15 - R-2800-43 Repairable Engines, Consigned to CG, Atlantic  
Overseas Air Service Command, P. O. E., U. S. A.

(signed) R. W. MITCHELL

R. W. MITCHELL /s/  
Captain, Inf.,  
Operations

CERTIFIED A TRUE COPY:

AUGUSTUS P. VITALI  
Capt., Field Artillery  
Actg Adjutant General

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ENCLOSURE "D"

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

SECRET

ALLIED GARRISON OF SARDINIA  
PORT HEADQUARTERS  
APO 534

SECRET

FIRST HALF  
MANIFEST

FROM: LEVY

MANIFEST OF CARGO LOADED ON

JAMES WHITCOMB RILEY

| TO : EMBARK        | QUANTITY | DESCRIPTION  | WEIGHT         |
|--------------------|----------|--|----------------|
| <u>HATCH #1 TO</u> |          |  |                |
| 453                | ea.      | Bricks, Cadmus, 2030 kilos, consigned to U. S. Commercial Corp., Port of Discharge, USA.                             | 6,446          |
| 56                 | drums    | Tale, black, consigned to U. S. Commercial Corp., Port of Discharge, USA   | 67,200         |
| 2                  | ea.      | Bombs, Rocket, consigned to S. G. E., Ord. B. D. School, Aberdeen, Maryland. (Navy)                                  | 4,480          |
| 2                  | ea.      | Pins, tail, wooden, crated, consigned to Ordnance B. D. School, Aberdeen, Md. (Navy)                                 | 150            |
| 17                 | c/s      | A/C Tech. Parts, Salvageable, consigned to CG., Atlantic Overseas Section, Air Service Command, E. Y. C.             | 3,900          |
| 50                 | c/s      | A/C Tech. Parts, Repairable, consigned to CG., Atlantic Overseas Section, Air Service Command, New Jersey, USA       | 10,675         |
| 40                 | ea.      | Tires, 17.00 X 20 " " "  | 5,400          |
| 24                 | ea.      | Tires, Type 33-80 " " "  | 1,080          |
| <u>HATCH #4 TO</u> |          |  |                |
| 45                 | ea.      | Engines, repairable, consigned to C. G., Atlantic Overseas Air Service Command, Port of Embarkation, USA., #22800-43 | 146,250        |
| 3                  | ea.      | Engines, repairable, " " #1710-35  | 6,120          |
| 2                  | ea.      | Engines, repairable, " " #22800-13   | 6,000          |
| 2                  | ea.      | Engines, repairable, " " #1820-89  | 4,500          |
| Total Weight:      |          |  | <u>282,185</u> |

Received on board cargo said to be as described in Army manifest, shippers load and count. All on board to be delivered at destination.

(signed) A. JOANDREER  
MASTER JAMES WHITCOMB RILEY

FOR THE PORT COMMANDER:

V. H. PINSCHAULT,  
2nd Lt., T. C.,  
Supt., ATS.

CERTIFIED A TRUE COPY:

AUGUSTUS P. VITALI  
Capt. Field Artillery  
Actg Adjutant General

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INCLOSURE "E"



ALLIED GARRISON OF SARDINIA  
G-4, TRANSPORTATION SECTION  
APO 834

COPY

OUTGOING MESSAGE FORM

Msg. Center No. \_\_\_\_\_  
(do not use)

Date MARCH 061300 A

Headquarters of Origin: G-4 TRANSPORTATION

Precedence ROUTINE Security Classification SECRET

TO AGWAR ATT'N: COT OCEAN TRAFFIC BRANCH

FOR INFORMATION: CG NATCUSA; SCS NATCUSA; 12TH AFSC

From AGS SIGNED WEBSTER Originator's Reference Number AGS FOX 154

SAILING TODAY THE JAMES WHITCOMB RILEY CARGO LOADED AS FOLLOWS COLON THREE TONS  
CANNIUM CMA THREE ZERO TONS BLOCK TALC CONSIGNED UNCLE SUGAR COMMERCIAL CORP POD  
SMCLN TWO TONS ROCKET BOMBS CMA ONE FIVE ZERO LBS TAIL FINS CONSIGNED ORD BAKER  
DOG SCHOOL ABBEEDEN MARYLAND SMCLN TWO TONS REPAIRABLE AIR CORPS TECH PARTS CONSIGNED  
CHARLIE GEORGE ATLANTIC OVERSEAS SECTION AIR SERVICE COMMAND NYC SMCLN FIVE TONS  
REPAIRABLE AIR CORPS TECH PARTS CMA THREE TONS REPAIRABLE TIRES CONSIGNED CHARLIE  
GEORGE ATLANTIC OVERSEAS SECTION AIR SERVICE COMMAND HAE JIG SMCLN SEVEN THREE TONS  
REPAIRABLE ENGINES CONSIGNED CHARLIE GEORGE ATLANTIC OVERSEAS AIR SERVICE COMMAND  
POE PD TWO THREE DOUGHNUTS AND SEVEN FIVE ZERO LIVE PRESERVERS REMOVED FROM VESSEL

"A CERTIFIED TRUE COPY"

(signed) J. C. CONINE /s/  
J. C. CONINE /c/  
Major, T.O.

Prepared by J. A. Wells Sgt. 6752nd Hq & Hq Co (Prov) AGS  
(Name) (rank) (Orgn.)

Authenticated by J. C. CONINE Major T.C.  
(Name) (rank) (Orgn.)

CERTIFIED A TRUE COPY:

AUGUSTUS P. VITALI  
Capt., Field Artillery  
Actg Adjutant General

ENCLOSURE "F"

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Cagliari, Sardinia

30 April 1944

TESTIMONY OF MAJOR J. C. CONINE

Sworn in at 14:33 by Colonel F. L. Simmons.

- Q-1 For purposes of identification will you state your name, rank, serial number and assignment at the time of this shipment?
- A-1 Conine, James C., Major, AUS, O-296657, Transportation Officer, Allied Garrison of Sardinia.
- Q-2 Major Conine. This investigation concerns the shipment to the United States on board the vessel James Whitcomb Riley of certain bombs and the conditions under which shipment was authorized and effected. In the capacity which you have just described is it your responsibility to direct shipments by water from the Port of Cagliari?
- A-2 Yes Sir.
- Q-3 Will you describe in your own words the complete transaction as you recall, please?
- A-3 As I recall, it was early in the month of February that I received a telephone call from Lt. Tetilo, USN, who inquired concerning the availability of space for the shipment of captured enemy materiel specifically two German bombs to the United States for Naval intelligence purposes. There was no ship available at the time but informed him that I expected something in the near future. Subsequently on the 1st of March I received a written confirmation of the request from SOIC, Cagliari which included the weights of the two bombs and pertinent consignment information. This equipment was included in a loading instruction to the Port Commander for cargo to be loaded on the S/S James Whitcomb Riley. I recall that the bombs were later noticed in the port Gear Shed having been delivered there by the Navy and that I presumed them to be there for crating. The shipment was loaded aboard the ship as directed and sent to the United States as requested.
- Q-4 At the time when Lt. Tetilo telephoned you was his attention called to the conditions under which such shipment could be properly made?
- A-4 I do not recall that any provisions were stipulated.
- Q-5 Do you remember or do your records show to what official was the shipment consigned?
- A-5 The shipment was consigned to U.S.N. Ordnance Bomb Disposal School, Aberdeen Maryland.
- Q-6 Is that address a Naval or War Department address?
- A-6 I was informed that the consignee is a Naval address.
- Q-7 What official in such a situation had the authority to direct such a shipment?
- A-7 The authority for utilizing the shipping space originates from AFHQ who in notifying that a ship is to be returned to the United States stipulate that the ship may load authorized cargo, mail or personnel. The return of captured enemy materiel is covered by Circular #32 Headquarters, SOS NATOUSA, 22nd March 1944 and the references referred to therein.

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Testimony of Major J. C. Conine (cont'd)

- Q-8 Then is it to be understood that the shipment of bombs such as those consigned in the situation at hand is automatically approved by AFHQ without reference to that or any other Headquarters?
- A-8 Yes Sir.
- Q-9 What communication relative to this particular shipment was conducted with the master of the vessel?
- A-9 The manifest of the cargo for the ship.
- Q-10 Under whose direction was this manifest prepared?
- A-10 The Port Commander, U. S. Army (Port of Cagliari).
- Q-11 Were you familiar with the provisions of Circular #17 Headquarters, Service of Supply, MATOUSA, etc? I refer particularly to this para. 2 (handling Major Conine Circular #17)
- A-11 Yes Sir.
- Q-12 Is it your opinion that the responsibility for shipping these bombs with fuses attached was the responsibility of the Naval Officer requesting such shipment?
- A-12 I believe that the responsibility for preparing the cargo for shipment rests with the Consignor.
- Q-13 Did the Naval Officer who requested the shipment of the bombs provide the packing or crating or other preparation of them for shipment?
- A-13 It is my recollection that the Port Commander was asked to crate the fuses and that the bombs did not require crating.
- Q-14 Is there any mention in the official request by the NOIC for the shipment of these bombs of the fact that their fuses were attached?
- A-14 No Sir.
- Q-15 Under what conditions would shipment <sup>on</sup> of the vessel destined for the United States be disapproved and refused because of the dangerous quality of its contents and by what official at this Port would such action be taken?
- A-15 The shipment would be refused under the provisions of letter WD AGO Subject: Return of Live Ammunition or Explosives from Overseas, dated 8 June 1945, file AG 471, paragraph 2a. The shipment could be disapproved by the Port Commander lacking advice that the shipment is to be accepted or by the Transportation Officer on whom the request for shipment was placed.
- Q-16 Was there such advice to the effect that the shipment of these bombs would be accepted?
- A-16 No Sir.
- Q-17 Did you have knowledge of the fact that these bombs were equipped with fuses attached?
- A-17 No Sir.
- Q-18 Is there within the organization of the Transportation Section which is commanded by you an inspection agency which could be expected to discover and report the existence of such dangerous material in a consignment of bombs with fuses attached?
- A-18 Yes Sir. The Port of Embarkation. Normally inspection of Ordnance type cargo would be accomplished by the Port Ordnance Officer. There is no technical personnel provided for this purpose and any discoveries of this nature would have to result from casual contact with the cargo by Port personnel.

Testimony of Major J. C. Conine (cont'd)

- Q-20 There being no agency nor technical personnel in the Port organization whose duty it is to discover and report the dangerous nature of such a consignment, was the prospective shipper interrogated prior to acceptance of the bombs for shipment as to their dangerous characteristics?
- A-20 Not by myself nor to the best of my knowledge by anyone in my organization.
- Q-21 Do you have any further statement to offer which would contribute to the purpose of the investigation?
- A-21 None except that I have made an inquiry to NOIC, Cagliari concerning this matter in an answer to which there may be revealed the action taken by the Officer on his staff in charge of bomb disposal. When received I would like to present this correspondence as pertinent to this investigation.

Colonel Simmons: Thank you, that will be entirely satisfactory and will doubtless be a contribution to this matter. Unless you have a further statement that will be all at this time.

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Cagliari, Sardinia

30 April 1944

TESTIMONY OF CAPTAIN ATLAN M. CITLER

Sworn in at 15:37 by Colonel P. L. Simmons

Q-22 Will you state your full name, rank and assignment at this station?  
A-22 Atlan M. Citler, Captain, C. E., on D/S with the 6752nd Hq & Hq Co (Prov) Allied Garrison of Sardinia, designated as Port Commanding Officer.

Q-23 This investigation concerns the shipment of certain bombs on the vessel James Whitcomb Riley from the Port of Cagliari destined for a United States Port. Do you recall such shipment?

A-23 I do.

Q-24 Will you describe in your own words and as completely as possible all the transactions incident to that shipment?

A-24 When I received the loading memorandum from the Transportation Section, why, I am not sure on this point, whether the bombs were already in the Port or not. They were taken to Berth #4 where the James Whitcomb Riley was at that time berthed. When the Pier Superintendent S/Sgt. Irving J. Steinman got ready to load the bombs, the Master of the ship did not want to load them because they would not stow properly in the condition they were in. They were then taken over to the Gear Shed on platform trucks where cradles were built for them. They were returned to the ship and loaded.

Q-25 Will you explain what is meant by the term "Loading Memorandum"?

A-25 I have such a memorandum here and do not know how you would describe it. (Handing memorandum to Col. Simmons). That is what we get from the Transportation Section.

Q-26 Will you submit this in evidence as part of your testimony?

A-26 Yes Sir, I suppose so.

Q-27 Will you state briefly what your actual responsibility is as Port Commander with regard to the loading of ships?

A-27 Well Sir, it is my responsibility to load on ships exactly what the Transportation Officer directs and to see that it is properly loaded and stowed aboard ship.

Q-28 Do I understand that you are limited to the items contained in the instructions to the Port Commander as to what may be loaded on ships?

A-28 I beg your pardon Sir, that's not quite clear.

Q-29 I mean are you prohibited from loading any item not specifically contained in such a "Loading Memorandum".

A-29 I am.

Q-30 What responsibility do you assume for the nature of a consignment which you are directed to load with reference to any regulations limiting cargo which may be published by higher authority from time to time?

A-30 I understand I am responsible

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Testimony of Captain Atlan M. Citaler (cont'd)

- Q-31 Do you mean that even though you are directed to load an item on a ship by a regular "Loading Memorandum" from the Transportation Office you should refuse such item if the same were known to you to be a violation of regulations.
- A-31 I should.
- Q-32 Were you aware at the time these bombs were ready for loading that they had the fuses attached.
- A-32 I was not aware.
- Q-33 Had you been aware of the fact that their fuses were attached what action would you have taken?
- A-33 I would have notified the Ordnance Officer.
- Q-34 To what Ordnance Officer do you refer.
- A-34 To the 310th S. G., Ordnance Officer.
- Q-35 Is it customary for you to refer questions of a technical nature concerning shipments to an Officer representing the branch concerned such as Ordnance?
- A-35 It is. We do not have the necessary service functions in the Port. The services are not represented.
- Q-36 Is it your belief that the protest of the Master of the ship was based wholly or partially upon the fact that the loading of these bombs involved a risk or danger to his vessel?
- A-36 It is my belief that it was from a storage viewpoint alone.
- Q-37 Then your answer is no.
- A-38 Yes Sir.
- Q-38 Under conditions which exist at present in your Port organization is it highly likely that such technical matters as the apprehension of fuses attached to bombs would be unnoticed by your personnel?
- A-38 It is not likely at this time. Orders have been issued.
- Q-40 On what date were such orders issued?
- A-40 They were issued today.
- Q-41 Then prior to this date the answer to my next to the last question would have been no?
- A-41 Yes Sir, it would have.
- Q-42 Is there any further statement that you care to make which will contribute to the purpose of this investigation?
- A-42 No Sir, I have no further statement.

Cagliari, Sardinia

30 April 1944

TESTIMONY OF CAPT. D. W. MITCHELL

Sworn in at 16:30 by Colonel F. L. Simmons.

- Q-43 For identification will you state your full name, grade and assignment at this station?
- A-43 Douglas W. Mitchell, Captain, Inf., Executive Officer to the Transportation Officer, Allied Garrison of Sardinia.
- Q-44 This investigation concerns the matter of shipment of certain bombs on the James Whitcomb Riley from this Port to the United States destination. Do you recall this shipment?
- A-44 Yes Sir.
- Q-45 Will you describe in your own words as much as you can remember of the complete transaction?
- A-45 Yes Sir. A telephone call was made by an Officer at the time I can't recall his exact name stationed here in Cagliari in reference to shipment of rocket bombs 1,000 kilo in weight. This was on or about the first day of March. At that time I requested a formal bid be made for this shipment. This formal bid was made in writing by the Naval-Officer-in-Charge on or about the first day of March. From the data contained in this bid I prepared a loading memorandum to the Port Commander to load subject material to the James Whitcomb Riley for USA destination. The next time this matter came to my attention was rocket bombs manifested on the outgoing manifest. From this manifest the routine shipping cable was prepared and dispatched. I believe that covers my knowledge of the case Sir.
- Q-46 Was the procedure which was followed in the case of the shipment of these bombs regular in so far as the custom of your office is concerned?
- A-46 Considering all cargo as a whole, Yes Sir.
- Q-47 In other words do you mean that the filing of a bid for shipping is ordinarily approved without subjecting the proposed consignment to any scrutiny with regard to its coming within the limits of prescribed regulations and directives?
- A-47 Yes Sir, on the assumption that the shipper or consignor is conscious of and complies with published directives and instructions.
- Q-48 Do you have a copy of the "Shipping Cable" which you stated you sent in connection with this cargo.
- A-48 Yes Sir, a copy is on file in the office of the Transportation Officer.
- Q-49 I shall ask you for a certified copy for an exhibit. When you sent the "Loading Memorandum" to the Port Commander was it understood that this was a direct order to the latter to load the bombs?
- A-49 Yes Sir.
- Q-50 Were you aware of the fact that these bombs had the fuses attached?
- A-50 No Sir.
- Q-51 To your knowledge was the question as to whether their fuses were attached raised either with the shipper or any other person?
- A-51 To the best of my knowledge no question was raised. The assumption being the shipper had prepared these bombs for shipment before bidding for shipping space.

Testimony of Capt. D. W. Mitchell (cont'd)

- Q-52 Then to the best of your knowledge the attention of the proposed shipper was not called to the conditions under which such bombs might be transported than under existing regulations?
- A-52 To the best of my knowledge, no.
- Q-53 Since the attention of your office has been directed to this incident has any action been taken to prevent a repetition of a similar incident?
- A-53 Since this incident has been called to our attention copies of Circular #17, SOS MATOUSA have been sent by me to the Port Commander. Other instructions have been passed down to the Port Commander by the Transportation Officer.
- Q-54 Is there any further statement that you can make at this time that can contribute to the purpose of this investigation?
- A-54 No Sir.



Cagliari, Sardinia

1 May 1944

TESTIMONY OF S/SGT. LAWS

Sworn in at 16:44 by Colonel F. L. SIMONS

- Q-55 For purposes of identification will you state your name, rank and assignment?
- A-55 Lloyd R. Laws, Staff Sergeant, ASN 38067627, Company "A" 591st Engineers. Mechanic Foreman in charge of mechanical gear.
- Q-56 Sgt, this investigation concerns the shipment of certain bombs on the James Whitcomb Riley from the Port of Cagliari to the United States. Do you recall this shipment?
- A-56 Yes Sir.
- Q-57 Will you describe in your own words as much as you can remember of the complete transaction?
- A-57 Well Sir, I don't recall the exact day but they wanted someone to go down to build a rack or some means to keep the bombs from rolling around when aboard ship. So I went down to look the bombs over, came back and got the trailer, loaded the bombs and carried them to the gear shed. So I put them in a cradle so that they could be seen and handled more carefully. The cradle was made out of two 4x6's and two 4x10's.
- Q-58 Where were the bombs when you first saw them?
- A-58 Berth 5 they call it Sir.
- Q-59 Were you sufficiently familiar with bombs to be able to determine by inspection as to whether their fuses were attached or not?
- A-59 Well Sir, there was nothing said about fuses or whether they were dangerous or not. So I handled them accordingly. I am not familiar with them other than handling and loading them.
- Q-60 Sgt, who gave you the instructions to prepare them for loading?
- A-60 T/Sgt. Ferguson.
- Q-61 Technical Sergeant Ferguson. What is Sergeant Ferguson's assignment and duties?
- A-61 Well, he is the Technical Sergeant in charge of the Gear maintenance and stowage maintenance and sort of an overseer.
- Q-62 When you had completed the cradle for holding the two bombs what further contact with them did you have?
- A-62 No further contact at all.
- Q-63 Is there any further statement that you can make which would assist us in this investigation?
- A-63 Well Sir, all I know is that they told me to prepare them to load them to keep them from rocking, so I just lifted them in the cradle so they could be safe instead of boxing them up because in boxes they would have been handled pretty rough.
- Q-64 Is there anything further
- A-64 No Sir/

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Cagliari, Sardinia

1 May 1944

TESTIMONY OF 1ST LT. WILLIAMS

Sworn in at 16:00 by Colonel F. L. Simmons

- Q-65 For purposes of identification will you state your full name, rank and assignment?
- A-65 Raymond A. Williams, Lieut., C.E., ASN O-378562, Company "A" 551st Engineers.
- Q-66 Lieut. Williams this investigation concerns the shipment of certain bombs on the James Whitcomb Riley from the Port of Cagliari to the United States. Do you recall this shipment?
- A-66 Yes Sir.
- Q-67 Through what capacity did you have contact with this shipment?
- A-67 Port Maintenance Officer.
- Q-68 Will you describe in your own words as much as you can remember of the complete transaction?
- A-68 That day Captain Citzler called me and asked me if I could cradle two bombs that were being shipped to the States. I told him that we could do that, so I sent Sgt. Lamb to the boat and he brought the two bombs, as well as I can remember, to my gear shed and there I cradled and afterwards took them back to the ship and they were lashed where the ship's Officers wanted them lashed, as far as I know.
- Q-69 Did you see the bombs?
- A-69 Yes Sir.
- Q-70 Where were they when you saw them.
- A-70 They were in the Gear Shed at the time I saw them and the men that work for me were cutting form from timbers to crate them.
- Q-71 Previous testimony in the case was to the fact that the bombs were not crated but were placed in a cradle prepared for them. Are you saying that they were actually crated?
- A-71 I am sure that a timber lumber cradle was made for the bombs.
- Q-72 When you saw the bombs in your Gear Shed did you take the trouble to examine as to whether the fuses were attached?
- A-72 No Sir, due to the fact that there was nothing mentioned to me about whether they were fused or not. I supposed that they were ready for shipment.
- Q-73 Were you familiar with the regulations and directives which cover the shipment of captured enemy ammunition to the United States?
- A-73 Not having any previous work of this type I supposed that it was taken care of at the origin of the shipment.
- Q-74 Lieut. Williams will you answer my question please?
- A-74 No Sir, I did not know the regulations.
- Q-75 Since the date of shipment of the two bombs in question have you had any instructions as to such matters?
- A-75 No Sir, it hasn't been mentioned since then. There was a directive that came up from the Port Commander that gave the regulations of this, since that came up yesterday.

## Testimony of 1st. Lieut. Williams (cont'd)

- Q-76 As a matter of general practice is all material to be shipped from this Port prepared for such shipment under your direction?
- A-76 What type of material do you refer to Sir. I take care of the lashing of vehicles, the preparation of vessels for troops on ships but this is the first instance that I ever had anything to do with captured enemy material.
- Q-77 To put my question in another way what type of material to be shipped from this Port would not be prepared for shipment under your direction?
- A-77 All right, I am not always notified of material to be shipped. It is shipped without me knowing it. There is entirely too much material shipped from the Port of Cagliari for any one person to make any check.
- Q-78 Would you care to answer the question?
- A-78 I thought I did Sir.
- Q-79 (Colonel Simmons repeats the next to the last question).
- A-79 Can't answer that question, there's a lot of the loading I don't have anything to do with. The Pier Superintendents load the ships.
- Q-80 Who is the Pier Superintendent at this Port?
- A-80 There are several Superintendents. Each Pier Superintendent is an enlisted man.
- S/Sgt. Sanchez  
S/Sgt. Steinman  
S/Sgt. Bernard  
S/Sgt. Holloman  
T/4 Morrison (not sure of his rank)
- Q-81 Do I understand that these Pier Superintendents are not under your direction.
- A-81 They are not Sir.
- Q-82 Is there any further statement that you can make at this time that will contribute to the purpose of this investigation?
- A-82 Yes Sir. If we are to take care of disarming or examining captured enemy explosives I believe that we should be notified in advance then we would put it in the hands of people who have studied explosives. This would make certain that a repetition of this kind would not occur. I believe that is all Sir.

Cagliari, Sardinia

1 May 1944

TESTIMONY OF S/SGT. STEINMAN

Sworn in at 18 :22 by Colonel F. L. Simmons.

- Q-83 For identification will you state your name, rank and assignment at this station?
- A-83 I am Staff Sergeant Erving J. Steinman, ASN 35033036, Company "A" 581st Engineer Boat Regiment. I am Pier Superintendent of Quay 5. I have charge of loading and unloading of cargo vessels at the Port of Cagliari.
- Q-84 Sgt. This conversation concerns the shipment some time ago of certain bombs on the James Whitcomb Riley from Cagliari to the United States. Do you recall the shipment?
- A-84 Yes Sir.
- Q-85 Will you describe in your own words and as completely as possible what you remember of this shipment.
- A-85 Well the first time I saw the bombs they were lying on the Quay near the ship. My orders were to load cargo and that cargo was to be found on the Quay. When I first saw the bombs they were uncrated just as they came from Ordnance and the Captain of the ship refused shipment on them being as they were uncrated so I sent them down to the mechanical Gun r Shed or Port Maintenance to be crated. They were crated in a very stout crate. It was made of 2x4's and 4x4's spiked together and the bombs were fast in the crate being caulked or whatever you want to call it. They were fastened tight in the crate. They came in three parts, there was a main bomb or explosive part and two other parts, a wing assembly and a tail assembly. Now I don't know for sure whether they went in #1 or #2 Hold but I do know they were lashed by cable once they were in the hold. I believe that was as much as I remember on the subject.
- Q-86 When you first saw these bombs did you inspect them to determine whether or not their fuses were attached?
- A-86 No that wasn't my responsibility and I am not trained in Ordnance work. I couldn't tell whether they were dangerous or not.
- Q-87 From whom do you receive your instructions with regards to loading these bombs?
- A-87 Instructions we get come in a written form to notify of the cargo which goes on the ship. The only authority I had for loading them came from Port Headquarters. I don't know if they brought them here or if I got them when I came to work.
- Q-88 Who was your immediate Commander at that time.
- A-88 In charge of Pier Superintendents, Captain Holdsworth was in charge of Operations at the Port at that time.
- Q-89 Did the Master of the James Whitcomb Riley personally tell you that the bombs uncrated were not acceptable for shipment?
- A-89 No he gave the command through the First Mate.

7494



Testimony of S/Sgt. Steinman (cont'd)

- Q-90 Were you given the impression from the First Mate that the ship's Officers considered the bombs dangerous.
- A-90 No Sir, I myself considered them harmless because they came from Ordnance. And being that I wasn't trained to know whether they were harmless or not, considered them safe. I have handled explosive munitions of the enemy before and to my knowledge they were always made safe by Ordnance, at least the fuses removed. Munitions are fairly safe when not armed by detonators or fuses.
- Q-91 Is there any further statement that you can make at this time to contribute to the purpose of this investigation?
- A-91 Nothing that I can think of Sir.



R E S T R I C T E D

ALLIED GARRISON OF SARDINIA  
APO 534

G-6

29 April 1944

SPECIAL ORDERS )

NUMBER.....48 )

1. Having reported to this hq in compliance with ltr Hq Eastern Base Section, subject; "Movement of Troops" file AG 370.5 (BEGCT), dtd 13 April 1944, the 1st Mobile Section, 1st Medical Laboratory is atchd to the 60th Station Hospital for rat and qtrs, effective this date.

2. Capt. LLOYD E. ROSENBAUM, O-1684785, MC, 1st Mobile Section, 1st Medical Laboratory is aptd Class "A" Agent Finance Officer to Capt. E. T. FORHAN, O-1280054, FD, for the purpose of paying O's and EM of the 1st Mobile Section, 1st Medical Laboratory for the month of April 1944. AUTH: AR 35-320.

3. Colonel FLOYD L. SIMONS, O-100037, Inf., is appointed investigating officer to investigate and report upon the facts and circumstances of and responsibility for the handling of certain bombs in violation of regulations as reported in Confidential Cable from CG, SOS, NATCUSA, Cite Love One Seven One Three Four dated 26 April 1944.

4. 1st Lt. FREDERIC P. GRAY, O-1577246, QMC, 3854th QM Gas Supply Company is aptd Class "A" Agent Finance Officer to Capt. E. T. FORHAN, O-1280054, FD, for the purpose of paying O's and EM of the 3854th QM Gas Supply Company for the month of April 1944. AUTH: AR 35-320.

By command of Brigadier General WEBSTER:

JOHN P. DOYLE  
Colonel, Air Corps  
Chief of Staff

OFFICIAL:

*Augustus P. Vitali*  
AUGUSTUS P. VITALI  
Capt., Field Artillery  
Actg Adjutant General

- 1 -

R E S T R I C T E D

7492

Rec'd  
1500  
30 April 44  
C

ROUTINE CONFIDENTIAL 261505 B M/C NO 138

FROM CG SOS NATOUSA SIGNED LARKIN

FOR ACTION FALCON FOR INFO CG NATOUSA CITE SSTPN 871 SSGDS

L 17134

VESSEL JAMES WHITCOMB RILEY ARRIVED UNITED STATES PORT WITH 2 CAPTURED GERMAN ROCKET BOMBS WEIGHING 2240 POUNDS EACH COMPLETE WITH EXTERIOR FUZE, IGNITION FUZE AND IMPACT BOMB FUZE ATTACHED, ABOARD, IS ADVICE RECEIVED AGWAR CABLE MARX 26679, CITE SPTOR 112 EX. THIS ACTION EXPOSED THE VESSEL, PERSONNEL AND PORT OF ENTRY TO A SERIOUS AND UNNECESSARY HAZARD CONTRARY TO INSTRUCTIONS OUTLINED SOS CIRCULARS NUMBER 17, 5TH FEB. AND NUMBER 32, 2ND MARCH.

REQUEST IMMEDIATE INVESTIGATION AND REPORT TO THIS HQS AS TO CIRCUMSTANCES AND RESPONSIBILITY FOR PASSE BOMBS BEING LOADED IN VIOLATION TO REGULATIONS AND CORRECTIVE ACTION BE TAKEN. CONFIRM UNDERSTANDING OF ABOVE REGULATIONS AND REFERENCE MADE THEREIN.

RESRIPT VJT. 30 APRIL 1944

Inc "B"

7491

ND(157)/L21-3

U. S. NAVAL DETACHMENT  
Cagliari, Sardinia

1 March 1944

MEMORANDUM:

To: Transportation Officer, Allied Garrison, Sardinia.

Subject: Shipment of German Rocket Bombs.

1. It is requested that three (3) German 1000 kg rocket bombs be shipped on the S.S. JAMES RILEY.

2. Two (2) of the bombs are to be shipped to S.O.R. Ordnance B.D. School, Aberdeen, Md., U.S.A., and one to the Explosive Investigation Laboratory, % Naval Powder Factory, Indianhead, Md., U.S.A.

3. Preliminary arrangements have been made for delivery of bombs to place designated by Port Commander.

*G. A. Speer*  
G. A. SPEER  
Lieut. Comdr. USNR  
Officer-in-Charge

*OK  
Dum*

*3-2-44*

7590



U. S. SECRET  
Equals British MOST SECRET

ALLIED GARRISON OF SARDINIA  
G-4 TRANSPORTATION  
APO 534

2 March 1944.

MEMORANDUM TO: Port Commander.

SUBJECT : Cargo for "JAMES RILEY".

1. The following cargo will be loaded aboard subject ship, consigned as indicated:

- 2 - 1,000 kg Rocket Bombs, Consigned to S.O.R. Ordnance B.D. School, Aberdeen, Md.
- 3 - Wooden Fins, Consigned to Ordnance B.D. School, Aberdeen, Md.
- 13 - R-2800-43 Repairable Engines, Consigned to CG, Atlantic Oversea Air Service Command, P.O.E., U.S.A.

*DW Mitchell*  
D. W. MITCHELL  
Captain, Inf.,  
Operations

U. S. SECRET  
7684  
Equals British MOST SECRET



SECRET

ALLIED GARRISON OF SARDINIA  
PORT HEADQUARTERS  
APO 534

SECRET

FIRST HALF  
MARCH

MANIFEST OF CARGO ADEN ON  
JAMES WHITCOMB RILEY

| QUANTITY           |       | DESCRIPTION  | WEIGHT         |
|--------------------|-------|--|----------------|
| <u>HATCH #1 TO</u> |       |  |                |
| 453                | ea.   | Bricks, Cadman, 2930 kilos, consigned to U. S. Commercial Corp., Port of Discharge, USA.                           | 6,446          |
| 84                 | drums | Talc, block, consigned to U. S. Commercial Corp., Port of Discharge, USA   | 67,200         |
| 2                  | es.   | Bombs, Rocket, consigned to S. O. R., Ord. B. D. School, Aberdeen, Maryland. (Navy)                                | 4,480          |
| 2                  | ea.   | Fins, tail, wooden, crated, consigned to Ordnance B. D. School, Aberdeen, Md. (Navy)                               | 150            |
| 17                 | c/s   | A/C Tech. Parts, Salvagable, consigned to CG., Atlantic Overseas Section, Air Service Command, N. Y. C.            | 3,900          |
| 50                 | c/s   | A/C Tech. Parts, Repairable, consigned to CG., Atlantic Overseas Section, Air Service Command, New Jersey, USA     | 10,657         |
| 40                 | ea.   | Tires, 17.00 X 20 " " "  | 5,400          |
| 24                 | ea.   | Tires, Type 33-SC " " "  | 1,080          |
| <u>HATCH #4 TO</u> |       |  |                |
| 45                 | ea.   | Engines, repairable, consigned to C.G., Atlantic Overseas Air Service Command, Port of Embarkation, USA., #2800-43 | 146,250        |
| 3                  | ea.   | Engines, repairable, " " #1710-85  | 6,120          |
| 2                  | ea.   | Engines, repairable, " " #R2600-13   | 6,000          |
| 2                  | ea.   | Engines, repairable, " " #1820-99  | 4,500          |
| Total Weight       |       |  | <u>262,183</u> |

Received on board cargo said to be as described in Army manifest, shippers load and count. All on board to be delivered at destination.

*J. J. J. J.*

MASTER JAMES WHITCOMB RILEY

FOR THE PORT COMMANDER:

V. H. PINCHBAULT,  
2nd Lt., T. C.,  
Supt., ATS.

7488

I.C. E

"YOU SWEAR (OR AFFIRM) THAT THE EVIDENCE YOU SHALL GIVE IN THE CASE UNDER INVESTIGATION SHALL BE THE TRUTH, THE WHOLE TRUTH, AND NOTHING BUT THE TRUTH. SO HELP YOU GOD."

"YOU SWEAR (OR AFFIRM) THAT YOU WILL FAITHFULLY PERFORM THE DUTIES OF REPORTER TO THIS INVESTIGATION. SO HELP YOU GOD."

67326 HQ &amp; HQ S. VS (PROV)

INFORMAL TRANSMISSION

File:

Papers attached:

Number each memo consecutively in the space below it

| NO. | FROM                        | TO | SUBJECT & DATE  |
|-----|-----------------------------|----|---|
| 1.  | G-4 Tpn Sec Col.<br>Simmons |    | <p>It is recommended that the following personnel of the Transportation Section be contacted with reference to the shipment of live ammunition to the United States on the S/S J. W. Riley:</p> <p><i>Capt. Hildsworth Trans. - Port Ops. Off.</i></p> <p>Major Conine - Transportation Off.<br/>Capt. Mitchell - Executive Officer<br/>Capt. Citzler - Port Commander<br/>Lt. Williams - Port Maintenance Off.<br/>S/Sgt. Lamb - Port Gear Shed.<br/>S/Sgt. Steinman - Loading Supt. S/S J. W. Riley</p> |

CONINE  
30-4-44

7486



8. Reports of investigations, forwarding.—Reports of investigations made by inspectors general will be forwarded to the commanders who ordered the investigations. Those reports which are to be forwarded to the War Department will be transmitted through channels to The Inspector General with such remarks and recommendations as intermediate commanders may deem necessary and appropriate.

9. Report of investigation.—a. The form and contents of reports of investigation conducted by inspectors general are not prescribed for application to all investigations, nevertheless such investigations ordinarily will be written with the substance thereof subdivided and arranged under the following headings:

I. AUTHORITY.

When, where, and by whom the investigation was made and the authority in the first instance for making it.

II. MATTER INVESTIGATED.

Digest of allegations. Name of complainant or source of allegations.

III. FACTS.

Coherent presentation of all pertinent established facts which should be free from argument or bias and must be supported by evidence appended to report.

IV. DISCUSSION

Presumptions and inferences to be drawn from all the circumstances in the case. Résumé of mitigating or extenuating circumstances, if any.

V. CONCLUSIONS.

Concise summary of results of investigation directly consequent from and supported by the facts.

VI. RECOMMENDATIONS.

Practical suggestions as to appropriate action to be taken to make suitable disposition of all phases of the case. Recommendations must be consistent with conclusions

b. Paragraph subdivisions should be numbered consecutively throughout rather than serially under each separate heading.

(A.G. 321.3 (4-17-42).)

BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL,  
Chief of Staff.

OFFICIAL:

J.A. ULIO

Major General,

The Adjutant General.

7485

A. G. S.

C/S

G-1

Adj.

File

CIRCULAR

NUMBER 17

RESTRICTED

HEADQUARTERS SERVICES OF SUPPLY  
NORTH AFRICAN THEATER OF OPERATIONS  
UNITED STATES ARMY  
APO 750.

5 February 1944

SHIPMENT OF CAPTURED ENEMY AMMUNITION TO THE U.S.  
FOR INTELLIGENCE, DEVELOPMENT OR EXPERIMENTAL PURPOSES.

## 1. References:

- a. AR 55-470 dated 20 December 1942.
- b. U.S. Dept. of Commerce, Marine Inspection and Navigation regulations.
- c. NATOUA Circular No. 235 dated 7 December 1943.
- d. SOS NATOUA Circular No. 55 dated 9 November 1943.

2. No ammunition will be shipped with fuzes, detonators, boosters, primers, etc., in place where it is the accepted practice of the enemy or U.S. service to pack and ship the item unfused.

3. All items will be prepared for shipment to provide adequate protection and the shipment certified as safe by a responsible officer of the service concerned within the meaning of this circular.

4. Wherever possible, in order to avoid confusion or misunderstanding, all packages will be identified and labeled in accordance with standard practice of the service concerned. Packages will also be labeled according to the chart attached to SOS Circular No. 55, 1943.

5. In any case, where a dispute arises as to the advisability of shipping any ammunition or explosives, either enemy or American, the decision of the master of the vessel will be final and the facts reported to this Headquarters.

6. Ammunition and explosives awaiting shipment will be held in back-up areas and will not be allowed to accumulate in large amounts or near docks, dock warehouses or rail cars. Cars containing ammunition or explosive items should be locked and sealed wherever possible and labeled indicating the nature of the cargo.

7. All working parties of all services, including dock labor engaged in the handling and shipment of enemy ammunition and explosives, will be warned of the hazard involved. Native labor or prisoners of war will not be used in the preparation of handling or captured enemy ammunition.

8. Qualified technical personnel of the service concerned will be on duty to supervise the loading of enemy ammunition or explosives on ship board.

|            |                   |
|------------|-------------------|
| A. G. S.   |                   |
| C/S        | <i>[initials]</i> |
| G-1        | <i>[initials]</i> |
| AGL        | <i>[initials]</i> |
| CIRCULAR ) |                   |
| FILE :     |                   |
| NUMBER 32) |                   |

**SECRET**

HEADQUARTERS SERVICES OF SUPPLY  
NORTH AFRICAN THEATER OF OPERATIONS  
UNITED STATES ARMY

APO 750

*Rest: 1-8-4*  
*3-3pm Officer*  
*1-File*

.....  
: **SECRET** :  
: Auth: CG, SOS DATOUSA: :  
: Initials: *[initials]* :  
: Date: 2 March 1944 :  
: ..... :

2 March 1944

RETURN OF EXCESS, SURPLUS, SCRAP AND CAPTURED ENEMY  
MATERIEL TO THE UNITED STATES

- References: ✓ WD letter, file AG 563.5 (c-8-43) OB-S-E-M, Subject:  
"Preparation and Distribution of Sailing Cables, Manifests  
and Stowage Plans for Army Cargo Destined for the U.S.  
from Overseas," dated 6 February 1943.
- ✓ WD letter, file AG 471 (2 June 1943) OB-S-SPDES-M, Subject:  
"Return of Live Ammunition or Explosives from Overseas,"  
dated 8 June 1943.
- ✓ AG Memo, No. W-570-2-43, subject: "Shipment of Captured  
Material to the United States for Intelligence Purposes,"  
dated 22 July 1943.
- ✓ WD letter, file AG 400.74 (18 August 1943) OB-S-SFUEP-M  
Subject: "Policy Relating to the Return of Oversea Salvage,  
Including Scrap," dated 19 August 1943.
- ✓ Paragraph 9. 1, WD Circular 220, dated 20 September 1943.
- ✓ PEMBARK Cable My-2300 L 1076A-914, cite SPTAA 13193 OS,  
dated 2 February 1944.

1. Pending publication by the War Department of Standing Operating Procedure covering the return of all types of cargo from the theaters of operations to United States ports of discharge, the instructions contained in the foregoing references will be strictly observed. Headquarters SOS, DATOUSA, will control all shipments from this Theater to the United States.

2. In addition to the procedure proscribed in the references above, report in detail of all Class A and B supplies and equipment as defined in AR 30-2145 will be made by this Headquarters to the War Department, attention appropriate technical service, through PEMBARK, requesting instructions for disposition. Regardless of scheduled U.S. port of discharge, shipments of excess Class A and B stocks or over-carried cargo will be consigned in all cases to the Port Transportation Officer, New York Port of Embarkation, for the appropriate port technical service. Supplies of more than one service will not be packed in the same container. Containers will be marked with the appropriate service color and with markings indicated in War Department disposition instructions.

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3. When shipment of excess Class A and B supplies and equipment and over-carried cargo is scheduled for a United States Port of Discharge other than New York Port of Embarkation, this Headquarters will furnish PEMBARK with an information copy of cables containing summary of cargo aboard each vessel, whether Army transport or not.

4. Exceptions to the foregoing are expected from time to time in the accomplishment of specific directives from the War Department for the return of certain items, but in all cases notice of shipment will be made as outlined in Paragraphs 2 and 3 above.

5. Accurate manifests will be prepared by Base Sections for all vessels loaded, giving details of cargo, including stowage. TC Form 145 will be used if available, otherwise the same information will be presented in a similar manner. Cargo is to be manifested by type, including number of packages and total weight, with the exception of individual pieces weighing more than 5 tons, which will be listed singly, showing weights and dimensions.

By command of Major General LARKIN:

MORRIS W. GILLAND,  
Colonel, G. S. C.,  
Chief of Staff.

OFFICIAL:

*Vernon W. Rice*  
VERNON W. RICE,  
Lt. Col., A.G.D.,  
Adjutant General.

DISTRIBUTION:

"D"

**CONFIDENTIAL**  
WAR DEPARTMENT  
The Adjutant General's Office  
Washington

AG 471 (2 June 1943) OB-S-SPDDS-M

8 June 1943

SUBJECT: Return of Live Ammunition or Explosives  
from Overseas.

TO: The Commander-in-Chief,  
Southwest Pacific Area  
The Commanding Generals,  
Caribbean and Alaska Defense Commands  
Departments  
Theaters of Operations  
Base Commands  
The Commanding Officers,  
Base Commands

1. a. Arrival in the United States of live ammunition or explosives from overseas commands without prior notification of shipment has caused considerable delay in the discharge of vessels. Coast Guard regulations prohibit the discharge at commercial piers of ships containing explosives and live ammunition, except as referred to in paragraph 4c.

b. Frequently the condition, type, and value of live ammunition or explosives as war material do not warrant the delay in ship turn-around time occasioned by the receipt of such material.

2. a. Effective immediately, live ammunition and explosives, except as referred to in paragraph 4, will not be shipped to the United States without prior authority from Headquarters, Army Service Forces.

b. The Director of Operations, Army Service Forces, will be notified of the availability of live ammunition or explosive considered excess to the requirements of the commands concerned. Notification will contain full specifications, quantity, packing, and physical condition, and also whether of United States (Army or Navy), Allied, or enemy origin.

3. In the event authority is given for the shipment of any live ammunition or explosives, United States (Army or Navy), Allied, or enemy ammunition will be distinctively marked and segregated in the ship's hatches and so far as practical be to ease the stevedoring problem at the ports of debarkation.

4. Paragraph 2a will not be interpreted to preclude the return without prior notification of--

a. Fired cartridge cases or other reclaimed ammunition components which do not possess explosive properties.

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b. Enemy ammunition or explosives of intelligence value as contemplated in Memorandum No. W570-1-43, this office, 7 April 1943, subject, "Shipment of Captured Materiel to the United States."

c. Fixed ammunition with solid projectile up to but not including calibers of 37-mm and over, excluding ammunition of any calibers containing tear gas materials, pyrotechnics, and explosive bullets.

By order of the Secretary of War:

/s/ J. A. Ulio  
/t/ J. A. ULIO  
Major General  
The Adjutant General

DISTRIBUTION II

COPIES FURNISHED:

The Commanding Generals,  
Eastern and Western Defense Commands  
First, Second, Third, Fourth, Eighth  
and Ninth Service Commands.  
Ports of Embarkation  
Port Agencies  
Chief of Transportation  
Quartermaster General  
The Inspector General  
The Divisions of the War Department  
General Staff

REPRODUCED BY NATOUA, 21 June 1943.

F. A.

AG 386.3/094 D-0  
HEADQUARTERS, NATOUA, APO 534, 21 June 1943.

1st Ind.

LRC/bar

TO: All Concerned.

Your attention is invited to War Department Memorandum No. W-570-1-43, 7 April 1943, subject as above, and 1st Indorsement this headquarters, AG 386.3/094, D-M, 17 May 1943, as amended by letter this headquarters, subject and file number as above, dated 31 May 1943.

By command of the Theater Commander:

/s/ A. B. King  
/t/ A. B. KING,  
Major, A.C.D.,  
Asst. Adjutant General.

DISTRIBUTION:  
" 2 "

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CONFIDENTIAL - 2 -



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COMMANDER-IN-CHIEF  
ALLIED FORCE

WAR DEPARTMENT  
THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON

311.22 (2-2-43)OP-34E-M

February 6, 1943

SUBJECT: Preparation and Distribution of Sailing  
Cables, Manifests and Stowage Plans for Army  
Cargo Destined for the United States from Overseas.

To : The Commanders-in-Chief,  
Southwest Pacific Area;  
Allied Force;  
The Commanding Generals,  
Caribbean and Alaska Defense Commands;  
Departments;  
Theaters of Operations;  
Base Commands;  
The Commanding Officers,  
Base Commands.

1. It is desired that the Commanding General of each Defense Command, Overseas Base, and Theater of Operations insure that Army cargo shipments from his area to the United States are reported adequately. In order to expedite the handling of incoming cargo at United States ports of discharge, and to inform the Office of the Chief of Transportation regarding inbound shipments, it is desired that the following procedure be made effective at once:

a. Dispatch, at time of sailing by secret radio or cable, to the Chief of Transportation, Washington, D. C., and to the Commander, United States port of discharge (if ship is destined for an established Army port of Embarkation) a brief summary of cargo aboard each vessel whether Army Transport or not. This summary should also contain complete information relative to any heavy lifts aboard, classification of all salvage loaded together with the port of discharge for which the vessel is destined and the date of sailing.

b. Dispatch, preferably by Officer Courier (see Inclosure No. 1) or by air-mail, to the Chief of Transportation, Washington, D.C., and to the Commander, United States port of discharge, (if ship is destined for an established Army port of embarkation) two (2) copies each of manifests and stowage plans covering cargo aboard each vessel. If cargo is not manifested two (2) copies of bills of lading will be forwarded in lieu of manifests. These copies will be dispatched prior to the departure of the vessel, or, at the latest, within twenty-four (24) hours after the vessel has sailed.

c. Additionally, duplicate copies of manifests and stowage plans or bills of lading, furnished as in b above, will be forwarded by air mail as soon as practicable after the departure of the vessel and on a different flight or route from those sent in b above.

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d. Address to the Commander, United States port of discharge, and place aboard vessel carrying the cargo, six (6) copies of manifests and two (2) copies of stowage plans, or six (6) copies of bills of lading in the case of shipments not manifested.

2. This supersedes all previous instructions regarding the above subject.

By order of the Secretary of War:

J. A. ULIO  
Major General  
The Adjutant General

1 Incl.

List of Courier Transfer Officers.

COPIES FURNISHED-

The Commanding Generals,  
Eastern and Western Defense Commands;  
Ports of Embarkation;  
Port Agencies;  
The Commanding Officers,  
Ports of Embarkation;  
Port Agencies  
The Chief of Transportation,  
Services of Supply;  
The Divisions of the War Department  
General Staff.

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COURIER TRANSFER OFFICERS

1. For expeditious forwarding of manifest concerning cargo returning to the United States Ports, the officer courier service should be used wherever possible. (Par. 2, a, b, c, and Par. 3, basic communication). The following list shows all stations of the courier transfer together with officer in charge:

| <u>STATION</u>   | <u>NAME-1st LIEUTENANTS</u> |
|--|-----------------------------|
| Narsarssuak, Greenland,  | Lt. Caldwell, Robert I      |
| Ft. St. John, E.C. Canada  | Lt. Eckhardt, Homer L       |
| Edmonton, Alberta, Canada  | Lt. Flit, Francis J         |
| Auckland, New Zealand  | Lt. Hannon, John J          |
| Karachi, India   | Lt. Hergrove, A. S.         |
| Brisbane, Australia  | Lt. Hawthorne, L. B.        |
| Acara, Br. Gold Coast  | Lt. Horn, Woodrow W         |
| Newfoundland Airport, Gander Lake NF   | Lt. Hughes, Oliver W        |
| Honolulu, T. H.  | Lt. Huvar, Edward F         |
| London, England  | Lt. Lambert, Samuel F       |
| Prestwick, Scotland  | Lt. Love, Robert A          |
| Reykjavik, Iceland   | Lt. McGrath, Fred D         |
| Nandi, Fiji Islands  | Lt. Miller, Walter H        |
| Cairo, Egypt   | Lt. Morris, Robert F        |
| Khartoum, Anglo-Egyptian Sudan   | Lt. Swindle, Jesse C        |
| Natal, Brazil  | Lt. White, H. C.            |
| Whitehorse, Canada, Yukon Territory  | Lt. Wilkey, Malcolm V       |
| Idd Field, Fairbanks, Alaska   | Lt. Wyckoff, George C       |
| Albrook Field, Canal Zone  | Lt. Hannah, Lawrence W      |
| Waller Field, Trinidad   | Lt. Lansford, Norman        |
| Elizabethville, Belgian Congo, Africa  | Lt. O'Connell, James J      |
| Elmendorf Field, Anchorage Alaska  | Lt. Renfro, Reuben C        |
| Noumea, New Caledonia  | Lt. Greenhaw, Doule D       |
| Noumea, New Caledonia  | Lt. Howard, Charles H       |
| Honolulu, T. H.  | Lt. Kuntze, William H       |
| Dorval Canada (US Army Air Forces, ATC<br>North Atlantic Wing) Montreal Airport. | Lt. Savage, Charles W       |
| Chungking, China   | Lt. Wise, Howard G          |
| Basra, Iraq  | Lt. Leary, Edward H.        |
| Brisbane, Australia  | Lt. Beach, Francis J        |
| Nandi, Fiji Islands  | Lt. Dooley, Milton R        |
| New Delhi, India   | Lt. Corsuch, Everett E      |
| Bathurst, Gambia   | Lt. Matson, Farnum R        |

Inclosure No. 1

7478

CONFIDENTIAL



(WFO-2-43)

WAR DEPARTMENT  
The Adjutant General's Office  
Washington 25, D.C.

MEMORANDUM )  
No. W570-2-43)

22 July 1943

SHIPMENT OF CAPTURED MATERIEL TO THE UNITED STATES  
FOR INTELLIGENCE PURPOSES

Memorandum No. W570-1-43, this office, 7 April 1943, subject, "Shipment of Captured Materiel to the United States," is rescinded and the following substituted therefor:

1. This memorandum prescribes the procedure to be followed by each commander after the provisions of section II, Training Circular No. 81, as amended by section III, Training Circular No. 100, War Department, 1942, have been complied with in the theater, in order to place the captured materiel in the hands of technical experts in the United States for the purposes of analysis, making deductions as to the state of enemy resources, and preparation of Operators' Manuals, Technical Manuals, and visual training aids.

2. Inclosures Nos. 1 to 8, inclusive, furnish information as to the types and quantities of materiel required and the method of packing and crating to prevent deterioration and damage during shipment.

3. Specific responsibilities.--a. The chiefs of technical services will prepare and submit to the Commanding General, Army Service Forces, Attention, Director of Intelligence, as may be required from time to time, amendments to the inclosures referred to above.

b. The theater commanders will--

- (1) Insure that captured materiel is examined promptly and that new or unusual materiel is selected for shipment to the United States.
- (2) Forward a sufficient number of pieces of damaged equipment to enable reconstruction of a workable model. If any item shipped is not in operating condition, additional samples in good condition will be forwarded promptly on capture.
- (3) Forward new models of items previously shipped to this country if the new models embody significant changes in construction or performance

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- (4) Make duplicate shipments to provide alternates in case of loss.
- (5) Make certain that materiel is packed, crated, or prepared for shipment in such a manner as to prevent damage or deterioration during shipment.
- (6) Mark the materiel in the clear and consign it to the appropriate service in the continental United States as follows:

| <u>Service</u>                    | <u>Address</u>  |
|-----------------------------------|---|
| Quartermaster Corps               | Intelligence Officer<br>Office of The Quartermaster General<br>Washington, D. C.  |
| Signal Corps                      | Military Intelligence Branch<br>Office of the Chief Signal Officer<br>Washington, D. C.   |
| Ordnance Department               | Commanding General<br>Aberdeen Proving Ground<br>Aberdeen, Md.<br>(Attention, Foreign Materiel Branch)  |
| Medical Department                | Commanding General<br>Medical Field Service School<br>Carlisle Barracks<br>Carlisle, Pa.<br>(For field equipment, sanitation apparatus and supplies, and heavy evacuation and hospital equipment.)<br><br>The Surgeon General<br>United States Army<br>Washington, D. C.<br>(For drugs, biologicals, manuals, regulations, and descriptive materiel.) |
| Army Air Forces Medical Equipment | Aero-Medical Laboratory<br>Headquarters Materiel Command<br>Wright Field<br>Dayton, Ohio<br>(For medical equipment peculiar to Army Air Forces.)  |
| Chemical Warfare Service          | Chief of the Chemical Warfare Service<br>Washington, D. C.<br>(Attention, Intelligence Branch)<br>(For all equipment except chemical munitions and agents.)   |

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(W572-2-43)

Chief, Technical Command  
Edgewood Arsenal, Maryland  
(Attention, Property Officer)  
(For chemical munitions and chemical agents.)

Corps of Engineers

The Engineer Board  
Ft. Belvoir, Va.

Transportation Corps

Intelligence Officer  
Office of the Chief of Transportation  
Washington, D. C.

- (7) Prominently mark each package or crate with the phrase "Captured Enemy Materiel" or some variation thereof. If the package is sufficiently large this will be stenciled, using 1-inch or larger letters and olive drab paint.
- (8) Insure that this materiel is not confused with ordinary salvage being returned to the United States in accordance with Memorandum No. W30-16-43, this office, 8 May 1943, subject "Policies Relating to the Return of Oversea Salvage and Scrap."
- (9) Determine whether air or water transportation should be used, according to the importance of the materiel. Consideration will be given to size or bulk of materiel, and weight, particularly pounds per square foot, before shipping by air.
- (10) Insure that the materiel is dispatched by the first available means. (See (8) above.)
- (11) Notify the port of destination by air mail of the contents and quantity of the shipment upon departure of the materiel.

c. The commanders of ports or airports of embarkation in the United States will promptly forward the materiel to the consignee.

(AG 386.3 (21 Jul 43) SPINT-MB-E)

By order of the Secretary of War:

/s/ H. B. Lewis  
/t/ H. B. LEWIS,  
Brigadier General,  
Acting The Adjutant General.

8 Incls.

DISTRIBUTION:  
A.

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Quartermaster Materiel

1. Type.--a. Uniforms, hats, caps, helmets, clothing, insignia, shoes, etc.  
b. Clothing other than uniforms, fatigue or working clothing, arctic wear, mountain clothing, amphibious clothing, tropic wear, gloves, mittens, socks, underclothing, protective clothing, and gas capes.  
c. Tentage, German hospital tent, ponchos, raincoats, slickers, tarpaulins, flags, etc.  
d. Toilet articles, housewives, toilet kits, soaps, etc.  
e. Personal equipment, web equipment, belts, shovels, canteens, haversacks, rucksacks, mess equipment including plastics, mountain equipment, amphibious equipment, field administration equipment, horse and mule packs, cooking equipment of all types, heating equipment of all types, sleds and packs, pocket knives and machetes, lamps of all types, pots and pans for individual cooking, metal findings (buttons, buckles, snaps, etc. (Japanese)), can openers, wire cutters, gasoline cans (Italian, Japanese, and German, 5-gallon), oil drums, 55-gallon (any substitute for steel), camouflaging equipment, snap fasteners of all types, metals and plastic devices, tent pins, grave markers, burial identification equipment of all types, insulated food containers of all types, paints (liquid samples), water and gasoline containers, goggles, body protective armors, ear protective equipment against sand, plastic equipment of all types, water sterilizing bags, transparent card holders and map containers, Japanese filter drinking tubes, matches and cases, sunburn preparations, laundry detergents, bacteria and fungicides materials used in laundry, dubbing or shoe preparations of all types, maps and climatic data of recent date, rubber equipment of all types, buttons of all types, coated fabrics of all types, mobile or portable maintenance equipment for shoes, clothing and equipment.  
f. Bedding, blankets, sleeping bags, etc.  
g. Subsistence stores of all kinds, rations, smoking articles, etc.  
h. Tables of basic allowances, basis of issue of Quartermaster equipment, rate of replacement of issues of Quartermaster equipment, Tables of Organization for Quartermaster units, and Technical Manuals and Operators' Manuals of all types pertaining to Quartermaster functions.  
i. Directives and orders pertaining to Quartermaster activities issued in the active theaters of operations.

2. Quantity.--At least three and not over ten of each item.

Inclosure No. 1 to Memorandum No. W570-2-43,  
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Signal Equipment

1. Type.--a. Communication equipment and supplies, including telephone instruments, batteries, both wet and dry types, for both arctic and tropical use.

- (1) Telephone switchboards, conventional types not required, only advanced designs needed.
- (2) Sound powered telephone like German Photophone Li Spr 80.
- (3) Telegraph equipment, including the following:
  - (a) Field type repeaters.
  - (b) Field type carrier equipment (rear echelon type not required).
  - (c) Loading coils and spiral-4 cable (in addition to samples of the coil and cable, state spacing used).
  - (d) Field wire with special reference to self-soldering devices, mechanical sleeves, and crimping devices.
  - (e) Wire reel units, including wire laying or pick-up equipment which give evidence of improved type "smoothing" control and layering devices.
  - (f) Fahlt locating equipment suitable for use in the forward echelon.
- (4) Teletypewriters, including teleprinters, repeaters, and equipment like German type Hellschreiber.
- (5) Radio.
  - (a) Ground signal equipment, ground-air equipment and airborne equipment, particularly those sets of advanced design in the high frequency range from 25 mc up.
  - (b) Items specifically requested complete with power supplies and all cords and cables:
    1. Feldensprunker UHF Set, 156 mc.
    2. 500 mc set using chirex type antenna used by Germans in forward echelon.
    3. Torn Eb all purpose command net receiver, complete with vibrator power supply.
    4. Summer-chair type German foot generator.
    5. German 80W portable command net receiver, type 80 WS.
    6. Complete set of German tubes, especially the HF type used for transmissions 25 mc and above.
    7. Complete set of Italian tubes, especially the HF type used for transmissions 25 mc and above.
    8. All-wave communication command net receiver type LWBa used at corps or higher base stations.
    9. German ground-air transmitter 10W3d and receiver type UKWEd.
  - (c) Radio direction finding and navigation equipment, including those used for DF, intercept, for flash and sound ranging, radio compass for tanks and rcn vehicles.
  - (d) Special communication equipment, including--
    1. Facsimile transmission.

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2. Pulse communication.
3. Television employment.
4. Infrared.
5. Ultraviolet.

Important equipment desired here was allegedly used by the Germans in Poland, called the page facsimile Equipment, capable of transmitting complete circuit maps, etc.

6. Interference suppression systems used on vehicles and power units German type preferred.
7. Tool, test and maintenance equipment.
8. Power supplies (all sizes). These should be identified and sent in with the proper set wherever possible.
9. Artillery sound-ranging equipment.
10. Flash or sound type artillery ranging equipment.
11. Land mine detectors.
12. Code practice equipment.

- (e) Other important equipment would include any high frequency tube or pulse or arc transmitting tubes.
- (f) Under ultraviolet equipment include recognition equipment for night time use.
- (g) Any special type of equipment including extent of use utilizing single channels or multichannels for radio links in conjunction with wire system.

- (6) Visual optical signaling equipment. Specific examples include signal lamp for ground or aerial use, flags, panels, heliographs, and recognition flashers.
- (7) Audible signals (bird calls, whistles, etc.)
- (8) Carrier pigeons.
- (9) Electronic tubes.
- (10) Pyrotechnics.

b. Interception and interference equipment.

- (1) Search receiving equipment (broad-band).
- (2) Airborne homing equipment.
- (3) Direction finding for search purposes.
- (4) Radar jamming or anti-jamming equipment (airborne and ground type).
- (5) Wire tapping devices.
- (6) Listening or pick up devices.

c. Direction range finding and identification equipment, complete with auxiliary supplies.

- (1) Early warning types radar.
- (2) Height finding radar.
- (3) Flak control or GL radar.
- (4) Airborne radar systems for interception, warning, fire control and search.
- (5) IFF equipment, both airborne and ground.
- (6) All other radar systems.

d. Secrecy equipment.

- (1) Scramblers.
- (2) Cryptographic equipment.

e. Cameras and photographic equipment and supplies.

f. Meteorological equipment and supplies.

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Inclosure No. 2 to Memorandum No. W570-2-43  
22 July 43.

g. Speech amplifying equipment with reference to the use of special radio frequency for penetration. This also includes planes equipped with special amplifying equipment for giving orders to ground troops.

2. The following general statements apply to all of the above listed enemy apparatus:

a. Any equipment showing improved techniques, advanced designs, special equipment with new tactical uses, should be sent in immediately.

b. The following should also be furnished, where possible, with each piece of equipment:

- (1) Circuit diagrams, materiel list, and component list.
- (2) All documents pertaining to the captured apparatus including training manuals, inspection books, and photographs.
- (3) Any training films, line route maps, SOI, SOP, or any data on tactical employment of wire or radio.

3. Quantity---At least three and not over ten of each item.

4. It is recommended that, so far as possible, all component parts of an installation or set be packed as a unit and shipped in one crate. This will facilitate the identification of units and the assembling of the component parts for conducting tests, studies, and analyses.

Enemy Ordnance Materiel Requested By Ordnance Department

Japanese

2 each--all types of tanks.  
Samples of Japanese armor, including sections of weld.  
2 each--all armored cars.  
2 each latest model motorcycles (shipment of these to be expedited).  
3 each--250 KG incendiary airburst bombs with fuzes.  
Samples of all types fuels and lubricants.

German

2 each--30-mm aircraft cannon Mk.101 as used in German Henschel 129 plane.  
2 each--20-mm MG 151 Aircraft cannon using electric primer ammunition.  
500 rounds electric primer ammunition for MG 151 20-mm aircraft cannon.  
300 rounds each type 7.62-cm ammunition as used in the German modified  
7.62-cm Russian gun. This ammunition has a larger cartridge case than  
the standard ammunition for this gun.  
1 dual purpose 88-mm, No. 41, gun.  
200 rounds each type 88-mm ammunition with electric primers for No. 41  
German gun.  
200 rounds each type ammunition for 30-mm aircraft cannon Mark 101.

Medical Material

1. Type.--a. Field equipment.

- (1) Medical and surgical kits, chests, individual packs, first aid equipment, and appliances.
- (2) Special types of carriers for wounded, including collapsible wheel litters and other mechanical adaptations of litters and carriers as, for example, those on field transportation of other branches (jeeps, trucks, etc.).
- (3) Special equipment for treatment of patients in transit in airplane ambulances, including oxygen equipment.
- (4) Special packs to carry medical equipment by attached medical troops, or those carried by medical personnel attached to paratroop units.
- (5) Life raft medical equipment.
- (6) Tents, hospital, German and Italian, and tent pegs.
- (7) Field equipment for dishwashing.
- (8) Field equipment for bathing.
- (9) Special field equipment for disposal and treatment of sewage.

b. Hospital equipment.

- (1) Field X-ray equipment, surgical operating kits, field electric generators for hospitals, including X-ray, lighting, diathermy, and other physiotherapeutic equipment.
- (2) Special surgical apparatus for localization of foreign bodies (bullets, shell fragments, shrapnel, etc.), special equipment for magnetic removal of particles of steel from wounds, the eyes, etc.
- (3) Special or newly developed equipment for blood transfusion and the administration of plasma or other paronteral fluids.
- (4) Special equipment for the treatment of shock.
- (5) Newly developed anesthetics and equipment for the administration of anesthetics.
- (6) Special drugs not now known or in use by the Medical Department.
- (7) Special types of surgical instruments.
- (8) Oxygen masks and special equipment for the administration of oxygen.
- (9) Sterilizers and autoclaves of special design or based on principle different from those now in common use.
- (10) Mobile operating trucks.
- (11) Protective clothing and equipment as applies to patients (chemical warfare--tropical--arctic).
- (12) Special protective (waterproof) containers and packs for drugs and instruments or other medical supplies.

c. Preventive medicine and sanitation.

- (1) Water purification apparatus, chemicals, etc.
- (2) Protective clothing (chemical warfare--against insect vectors of disease; i.e., head nets, bed nets, etc.)

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22 July 1943.



- (3) Special equipment and drugs for malaria control.
- (4) Apparatus, powders, etc., for delousing--
  - (a) Clothing, bedding.
  - (b) Personnel.
- (5) Samples of biologicals (vaccines and sera for prevention and treatment of disease).
- (6) Insect repellents.
- (7) Mobile laboratory.
- (8) Special laboratory chests
- (9) Venereal disease control prophylactic packs or kits.
- (10) Snake bite kits.
- d. Substitute equipment.
  - (1) Plastic.
  - (2) Other types.
- e. Miscellaneous.
  - (1) Regulations or manuals of instructions in--
    - (a) Treatment.
    - (b) Sanitation.
    - (c) Administration.
    - (d) Hospitals.
    - (e) Preventive Medicine.
    - (f) Field equipment.
    - (g) Medical field operations.
    - (h) Physical standards.
    - (i) Organization of Medical Department.
  - (2) Adhesive tape, German (particularly that made with a synthetic rubber), 10 to 20 yards, to be shipped as soon as practicable.
  - (3) Special equipment for the selection of personnel, especially as regards Air Corps flying personnel.
  - (4) Samples of packed or tinned concentrated foods.
  - (5) Goggles or eye glasses for protection against sand, wind, glare, and snow blindness.

2. Quantity.--At least two and not over ten of each item.

3. Packing and crating.--Refrigeration will be required for shipment of most biologicals.

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Medical Materiel Peculiar to Army Air Forces

1. Type.--a. Kits--all types of medical kits for use aboard aircraft in the treatment of wounded personnel being transferred by air including--

- (1) Parachute emergency kits.
- (2) Arctic emergency kits.
- (3) Jungle emergency kits.
- (4) Bail-out emergency kits.

b. Airplane ambulance equipment of all types, including--

- (1) Litters.
- (2) Litter supports.
- (3) Litter brackets.
- (4) Patient-retaining belts.
- (5) Airplane ambulance kits and chests.
- (6) Life-rafts--airplane.

c. Oxygen equipment.

- (1) High and low pressure cylinders.
- (2) Cylinder valves.
- (3) All types of oxygen regulators.
- (4) Oxygen pressure gages.
- (5) Oxygen flow indicators.
- (6) Warning devices.
- (7) Oxygen check valves and hand valves.
- (8) Oxygen masks.
- (9) Oxygen ground charging equipment.
- (10) Portable and stationary oxygen generators.
- (11) Equipment used as pressure suits.

d. Equipment to protect flyers from effects of centrifugal force.

e. Any pamphlets containing instructions for use of any above equipment.

2. Quantity.--At least one and not over five of each item.

3. Packing and crating.--All containers will be emptied of liquids prior to packing. All breakable and delicate instruments and containers will be packed to prevent breakage and damage in shipment.

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Chemical Warfare Materiel

1. Type.--a. Chemical munitions.

- (1) Shells, bombs, hand grenades, rifle grenades; toxic candles, aerial bombs and spray tanks; incendiary bombs, smoke shells and grenades, smoke candles, stationary and self-propelled, smoke pots.
- (2) All detonators and fuses will be removed before shipping and shipped in separate packages. Shipments will be plainly marked with warning such as "Explosives--Caution" and packed in wooden boxes or crates, cushioned with straw, excelsior, or paper.

b. Chemical agents.--Samples, when possible, from bulk stores of gases and vesicants. These will not be forwarded unless in absolutely tight containers, in wooden boxes or crates, cushioned with straw, excelsior, or paper and plainly marked with warning, such as "Gas--Danger."

c. Chemical weapons.--Mortars and accessories, flame throwers and accessories, projectors, explosive and mechanical, to be packed in wooden boxes or crates.

d. Protective equipment.

- (1) Gas masks with canisters and carriers all types (military, civilian, and animal), to be thoroughly aired and dried before packing.
- (2) Anti-dim compounds and discs.

e. Protective clothing.--Hoods, capes, gloves, jackets, coveralls, trousers, panties, shoes, boots, leggings, eye shades, spectacles, gas tilts and tents; to be sun dried before packing.

f. Gas detector sets.--Papers, cards, crayons, paints, bottles, ampules, tubes.

g. Collective protectors.--Canisters, pumps, blowers, and mechanical devices.

h. Decontaminants.--Boxes, cartons or drums of compounds, pocket flasks with contents, tubes and boxes of ointment, tape rolls, cloth, portable sprayers; descriptions and drawings of vehicles, mechanical spreaders, laundries, and bulk decontaminators.

2. Quantity.--At least three and not over ten of each item.

3. Packing and crating.--As indicated above. In all cases, label should bear identification of covering letter.



Engineer Equipment1. Type---a. Navigation equipment.

- (1) Sextants.
- (2) Octants.
- (3) Compasses, vehicular.
- (4) Compasses, tank.
- (5) Compasses, for landing boats.
- (6) Star charts.
- (7) Star catalogs.
- (8) Watches, navigation.

b. Traffic control equipment.

- (1) Traffic signs.
- (2) Sign reproduction equipment.
- (3) Reflectorized materials.
- (4) Vehicle blackout lighting equipment.
- (5) Signs or markers for vehicle identification.
- (6) Illuminated batons for night traffic control.
- (7) Blackout flashlights.
- (8) Phosphorescent material.
- (9) Radioactive material.

c. Surveying equipment.

- (1) Transits.
- (2) Alidades.
- (3) Levels.
- (4) Barometers.
- (5) Clinometers.
- (6) Altimeters.
- (7) Chains.
- (8) Rods.
- (9) Survey lights.
- (10) Computing devices.
- (11) Distance finders (covering ranges from 50 to 2,000 feet).
- (12) Compasses, pocket and wrist type.

d. Photomapping equipment.

- (1) Stereoscopic plotting equipment.
- (2) Sketching equipment.
- (3) Stereoscopes.
- (4) Projectors for photomapping.
- (5) Devices for photo-interpretation.
- (6) Slotted template equipment.

e. Map reproduction equipment.--Any duplicating or reproduction equipment, especially of a simple type, including supplies therefor.

f. Electrical equipment.

- (1) Searchlights, all sizes.
- (2) Motor generating sets.
- (3) Electric lighting equipment.
- (4) Refrigeration equipment.
- (5) Mine detection devices and seismographic equipment for detection of hostile activity.

g. Mechanical equipment.

- (1) Internal combustion engines, Diesel or gasoline.

- (2) Tractors.
- (3) Road graders.
- (4) Outboard motors.
- (5) Auxiliary equipment to facilitate cold starting of internal combustion engines.
- (6) Mechanical mine removing devices.
- (7) Paving breakers and drills, gasoline or Diesel engine driven.
- (8) Valves for oxygen, acetylene, nitrogen, and carbon dioxide compressed gas cylinders.
- (9) Oxygen generating plants (portable field type).
- (10) Carbon dioxide generating plants (portable field type).

h. Bridge and transportation equipment.

- (1) Rubber boats.
- (2) Pneumatic tires or pieces thereof.
- (3) Trailers or other transportation (photographs only).
- (4) Samples of landing mats.
- (5) Samples of stabilized runways, suitable for analyzing material to be used.
- (6) Rubber and synthetic gasoline containers.
- (7) Assault boat.
- (8) Power boats used for bridging operations.
- (9) Tank ferries for light, medium, and heavy tanks.
- (10) Storm boat.

i. Water supply equipment.

- (1) Water distillation equipment.
- (2) Well driving equipment.
- (3) German individual water filters.
- (4) Ampoules or capsules carried on the person for treatment of water.
- (5) Water analysis kits.
- (6) Individual equipment for removing salt from water.

j. Camouflage equipment.

- (1) Clothing or parts thereof.
- (2) Helmet covers or nets.
- (3) Personal equipment with camouflage treatment.
- (4) Nets.
- (5) Net garnishing material.
- (6) Net garnishing material.
- (7) Optical equipment for camouflage detection.
- (8) Samples of paints and coatings.

k. Demolition equipment.

- (1) LP-2 fuzes.
- (2) Igniters.
  - (a) Friction igniter ZDS CHN.AN 29.
  - (b) Friction igniter with delay pellets BZE.
  - (c) Friction igniter with delay pellets BZ 24 and Nb. BZ 38.
- (3) Pull igniter ZZ35.
- (4) Pull and tension wire igniter, Z.u ZZ 35.
- (5) Combined igniter ZDZ 29.
- (6) Pressure igniter S.M.Z. 35.
- (7) Prepared charges.
  - (a) Prepared nonelectric detonator.

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Inelosure No. 7 to Memo No W570-2-43  
22 July 1943 (con't).

- (b) Prepared electric detonator.
- (c) Bore-hole charge, Model 28 (charge approximately 3.5 oz.)
- (d) Explosive charge, Model 28 (charge approximately 7 oz.)
- (e) Metal container HE charge, Model 24 (total weight is 1 kg.)
- (f) Three kilogram HE charge.
- (g) Ring charges for gun demolition.
  - 1.2 kg. charge.
  - 3.2 kg. charge.
- (h) Demolition charges for armored structures.
  - 12.5 kg. charge.
  - 50.0 kg. charge.
- (8) Standard mines.
  - (a) "S" (Shrapnel) mines.
  - (b) Railway (electrically operated) mines.
- (9) New German and Italian mines, light weight.
- (10) Italian plastic antipersonnel mines.
- (11) German circular variable pressure (C.V.P.) mines.
- 1. Mountain warfare equipment.--Aerial tramway equipment.
- M. Pipeline equipment.
  - (1) Pipeline pumps for use with gasoline, oil, and water.
  - (2) Flexible joints for use with lightweight pipe carrying gasoline, oil, and water.
- 2. Quantity.--a. One each of heavy items such as searchlights and air compressors.
- b. Five each of small items such as igniters and transits.
- c. Twelve each of items listed in paragraph 1k(1) through (6).



Transportation Corps

1. Photographs of any cargo trucks, trailers, or special trucks, such as tank trucks, with adequate description of details for positive identification.
2. Photographs of any unusual railway features with adequate description of details for positive identification.
3. Photographs of any unusual floating equipment or cargo handling equipment:
  - a. Ship gear, such as ship tackle, including winches, heavy duty equipment, hatch tents, and rigging.
  - b. Pier facilities, including ship side moving platforms, conveyors, cranes, derricks, gantries, differential chain hoists, jacks, slings, nets, and pallets.
4. Photographs of deck or hold storage.

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CONFIDENTIAL WAR DEPARTMENT  
The Adjutant General's Office  
Washington

AG 400.74 (18 Aug 43) OB-S-SPUPT-M

19 August 1943

SUBJECT: Policy Relating to the Return of Oversea Salvage,  
Including Scrap.

TO: The Commander-in-Chief,  
Southwest Pacific Area  
The Commanding Generals,  
Caribbean and Alaska Defense Commands  
Theaters of Operations  
Northwest Service Command  
Base Commands  
The Commanding Officers,  
Base Commands

1. Memorandum, this officer, W30-16-43, AG 400.74, 8 May 1943, subject: Policy Relating to the Return of Oversea Salvage and Scrap, is being rescinded.

2. Because of the critical shortage of certain strategic scrap metals and waste materials vitally necessary in the production of material required for the successful prosecution of the war, it is appropriate that the military forces overseas lend all aid possible in effectuating an intensive salvage program. This program can best be accomplished by promptly repairing locally whenever possible for reuse all repairable property and by returning to this country scrap and repairable property which cannot be repaired or reclaimed for use overseas. Where local repair facilities do not exist overseas, repairable property will be returned to the United States but will not be mixed with scrap material. This procedure will be followed in order that the loss of repairable property during transportation will be held to a minimum.

3. PROPERTY TO BE RETURNED. The following types of property will be returned to this country:

REPAIRABLE PROPERTY

Metal Drums (18 gauge and thicker)  
Blitz Cans  
Empty Gas and Oxygen Cylinders  
Fired Cartridge Cases  
Other unserviceable but repairable property.

SCRAP MATERIALS

Non-ferrous Metals (Copper, Brass & Aluminum Scrap)  
Heavy Ferrous (Iron and Steel Scrap)  
Tires and Tubes (Non-repairable)

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CONFIDENTIAL

Policy Relating to the Return of Oversea Salvage,  
Including Scrap (continued)

4. REPAIRABLE PROPERTY. All repairable property for which no local repair facilities are available will be returned. Repairable property which requires packing to protect it from damage in transit will be property boxed, crated, baled, or otherwise secured in so far as possible in accordance with U.S. Army Specification No. 100-14A. Each package will be marked "repairable". All previously used package markings and packing lists will be destroyed or obliterated. All other repairable property will be returned "as is" except:

a. Fired Brass Artillery Cases - Above 20 mm - Suitable for Resizing and Reloading. Fired brass artillery cases, undamaged or slightly dented, above 20 mm will be replaced whenever possible, first in the original fibre containers and then packed in the original wooden crates or shipping containers in order to avoid denting and nicking during transportation which would cause them to be unsuitable for resizing and reloading. If question arises as to condition, the case will be handled as suitable for resizing.

(Fired Brass Artillery Cases Above 20 mm not Suitable for Reloading or Resizing. Fired Brass Artillery cases above 20 mm which are so badly bent, dented, or nicked as to make them unsuitable for resizing and reloading are not to be packed in fibre containers but wherever possible should be packed in any scrap boxes available and various sizes may be mixed for shipment.

Regardless of whether the resizable fired cases are properly boxed or whether the damaged fired cases are shipped boxed or unboxed, under no circumstances are cases to be intentionally nested by inserting a small case into a larger one.

Small Arms Fired Cases. Small arms fired cases and cases of 20 mm and under may be mixed in various sizes for shipment but whenever possible will be packed in the original boxes with lids securely fastened).

b. Empty Gas and Oxygen Cylinders. Empty gas and oxygen cylinders will be turned over to the Engineer Supply Officer at the nearest supply point in the theater, who will endeavor to have them filled by a commercial agency or by Engineer Gas Generating Units. Only when such facilities are not available in a theater or oversea command, will empty gas cylinders be returned. Empty Army Air Forces cylinders will be returned in accordance with existing regulations.



CONFIDENTIALPolicy Relating to the Return of Oversea Salvage,  
Including Scrap (continued)

c. Textiles and Individual Clothing and other Individual Equipment. Quartermaster items of individual clothing, individual equipment, and organizational clothing, all textiles, and items of bed clothing will be dry cleaned or otherwise disinfected before their return and unless they are dry cleaned and or disinfected, they will not be returned. Each package or container of such textile items will be marked "dry cleaned" or "disinfected", respectively. Procedure for disinfecting and cleaning are contained in AGO Memorandum No. W30-11-42, 2 December 1942.

d. Unserviceable Tires. All unserviceable tires will be turned over to a Tire Reconditioning Company for inspection, classification and reconditioning. Only when a Tire Reconditioning Company or other repair facility is not available will they be returned. Should the Tire Reconditioning Company classify tires as Class C-1, they are to be packed, so marked and returned.

5. PLAN OF PREPARATION. Many shipments received from overseas at United States Ports in the past few months have been badly contaminated and mixed, sharply detracting from the value and use of the property and causing loss of "ship turn-around time". In order to facilitate loading, to utilize ship space to best advantage when shipping space on vessels bound for United States is made available and to further insure that the property is received in good condition the following will be accomplished whenever possible, consistent with tactical mission, personnel, and equipment available.

a. All property to be returned, whether repairable or scrap, will be accumulated at or near major ports.

b. Maximum use will be made of available facilities to prepare scrap in sizes no larger or heavier than can be handled with the ship's gear and in a manner that will insure the use of a minimum of shipping space.

c. Whenever possible, only scrap of the same classification should be loaded in any one compartment.

d. Airplane aluminum scrap will be prepared in sizes no larger than three feet by eight feet.

e. Segregation of ferrous from non-ferrous metals will be made and small pieces of non-ferrous metal will be packed in any available scrap containers.

6. SCRAP MATERIALS WHICH ARE NOT TO BE RETURNED. Light sheet iron, including strapping, signal wire, tin cans, scrap rubber (other than tires and tubes), empty wooden boxes and cases,

CONFIDENTIAL

Policy Relating to the Return of Oversea Salvage,  
Including Scrap (continued)

empty ammunition fibre containers (see paragraph 4-a), lumber, damaged mattresses and pillows, metal drums thinner than 18 gauge (Blitz cans excepted, - see paragraph 3), cotton and woolen rags, leather, waste paper, and food waste will not be returned.

7. SAFETY MEASURES TO PREVENT LOSS OF LIFE AND PROPERTY.  
Some shipments of overseas scrap received in the United States have contained material of an explosive nature, and although extreme caution is exercised here in the handling of these shipments, nevertheless, the inclusion of such materials has resulted in loss of life and property and loss of production. All material such as ammunition, booby traps, bombs, mines (in all cases whether inert or not), sealed gas cylinders, sealed gasoline drums, sealed fuel tanks and any other hollow sealed items, whether they contain any explosive elements or not, are nevertheless explosive in nature when being melted or prepared with cutting torch. Therefore, action will be taken to eliminate all of such items from any scrap shipment. The exclusion of such material from scrap will not affect the return separate from scrap of such material as property in accordance with this or any other existing instructions. Self-sealing Air Force gasoline tanks will be returned as property, crated and so marked, whether they are repairable or not.

8. CONSIGNMENT OF SHIPMENT TO THE UNITED STATES.

a. Repairable property will not be mixed with scrap material but will be consigned as cargo to the United States War Department, the Chief of Technical Service concerned and will be described on the manifest by service classification.

b. Scrap materials will be returned either as ballast or cargo and consigned to the United States War Department, Chief of Transportation, Washington 25, D.C.

(The words "United States War Department" must appear on manifest and shipping documents to insure release from Customs prior to entry.)

c. Radio notification stating the tonnage and classification of each consignment will be sent to the Chief of Transportation, Washington 25, D.C.

d. Manifest covering each consignment will clearly list the tonnage and classification of such consignment and will accompany the vessel. A copy of the manifest will be promptly air mailed or sent by courier to the Chief of Transportation, Attention: Ocean Traffic Branch, Washington 25 D.C.

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Policy Relating to the Return of Oversea Salvage,  
Including Scrap (continued)

9. The War Department has an agreement with the Office of Economic Warfare whereby scrap representatives of the latter agency detailed to duty in active theaters of operations will confine their activities to the purchase of commercially generated scrap. They will perform their functions under the direction of the staff of the commanding general or an economic board or agency under the direction of the military. In certain defense areas such as the Caribbean Defense Command and others, the War Department has agreed that Army metal scrap (except fired cartridge cases) may be turned over to the Office of Economic Warfare representative for preparation and shipment to the United States, providing such action meets with the approval of the theater commander.

By order of the Secretary of War:

(S) J. A. ULIO,  
(T) J. A. ULIO,  
Major General,  
The Adjutant General.

COPIES FURNISHED:

The Commanding Generals,  
Army Ground Forces; Army Air  
Forces; Army Service Forces;  
Eastern & Western Defense Commands;  
Service Commands; Port of Embarkation;  
The Chiefs of Technical Services, ASF  
The Inspector General  
The Divisions of the War Department  
General Staff

7437



[Cir. 220]

CIRCULAR  
No. 220WAR DEPARTMENT,  
WASHINGTON 25, D. C., 20 September 1943.

**SUPPLY OF OVERSEA COMMANDS.**—Effective 15 October 1943, Memorandum No. W700-8-42, The Adjutant General's Office, 10 October 1942, including Changes No. 1, 12 May 1943, and Memorandum No. W700-12-43, The Adjutant General's Office, 15 March 1943, are rescinded and the following substituted therefor:

|                  | Section |
|------------------|---------|
| General          | I       |
| Responsibilities | II      |
| Procedures       | III     |
| Miscellaneous    | IV      |

**I. General.**—1. Basic policy.—a. The supply of overseas commands may be divided into three phases as follows:

- (1) *First phase—Automatic supply.*—Upon the establishment of a new oversea command, supplies and equipment are normally furnished on an automatic basis until such time as the normal supply procedure can be put into operation. Inventory control procedures will be established as soon as possible in order that equipment and supplies may be furnished the oversea command under the second phase procedure outlined in (2) below. The oversea commander will advise the port of embarkation designated as responsible for the delivery of his supplies as soon as the second phase of supply can be instituted.
- (2) *Second phase—Semiautomatic supply.*—The edited Matériel Status Report and Class V Supply Report will govern the supply of the matériel and munitions included in these reports. Other items of equipment and supplies will be furnished by requisition upon the responsible port of embarkation by the oversea command concerned. Second phase procedures should be instituted as soon as practicable after the establishment of a new oversea command in order to rectify unbalanced stockages resulting from automatic supply shipments.
- (3) *Third phase—Supply by requisition only.*
  - (a) An oversea command will be placed upon a requisition basis of supply only by direction of the War Department. Normally, only those commands in which authorized levels of supply have become stabilized will be placed on this basis. The standard supply reports indicated in (2) above and the Selected Item Report (class I and class III) will be continued for statistical and control purposes. Shortages of equipment and supplies reflected by these edited reports will be shipped only on request by the oversea commander concerned.
  - (b) Army Air Forces procured equipment and supplies for use by the Army Air Forces and by elements of the Army Ground Forces authorized such items are furnished by requisition on the Commanding General, Army Air Forces (Commanding General, Air Service Command) or other designated supply agencies under his command.

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b. The general routing of requisitions and the flow of equipment and supplies are shown in figure 1.

**II. Responsibilities.**—2. The War Department will—

a. Prescribe the levels of supply to be maintained in the various oversea commands.

b. Furnish the Commanding General, Army Service Forces, the troop basis for each oversea command.

c. Inform the oversea commander concerned, the Commanding General, Army Air Forces, and the Commanding General, Army Service Forces, as to those operational projects approved by the War Department.

3. The Commanding General, Army Service Forces will—

a. Designate the port responsible for the delivery of supplies to each oversea command.

b. Prescribe the quantity of equipment and supplies to be held in each port of embarkation (other than Army Air Forces procured equipment and supplies) and the quantities to be held in designated zone of interior depots for each port of embarkation in order to implement this plan.

c. Release ammunition, other than aircraft ammunition, to port of embarkation commanders for shipment to oversea commands in order to maintain therein authorized levels of supply prescribed by the War Department.

d. Announce policies for processing of requisitions by port commanders.

e. Direct the replacement of shipments of equipment and supplies lost at sea, except for Army Air Forces procured equipment and supplies.

f. Keep appropriate Army Service Forces agencies informed as to the troop bases for all oversea commands.

g. Keep the chiefs of technical services informed as to the levels of supply authorized for the several oversea commands.

h. Inform the interested agencies of the Army Service Forces as to approved operational projects.

4. The Commanding General, Army Air Forces, will—

a. Furnish only the Army Air Forces procured equipment and supplies for Army Air Forces units and certain Army Ground Forces units authorized such equipment and supplies. He will edit requisitions for Army Air Forces munitions and matériel. The Commanding General, Air Service Command, Patterson Field, Ohio, and the Commanding General, Pacific Branch, Oversea Supply Section, Sacramento Air Service Command, will furnish timely advice of shipments, including priorities, to designated port of embarkation commanders.

b. Assign a representative at each port of embarkation for duty in connection with oversea supply.

c. Provide required air transportation.

d. Notify the commander of the appropriate port of embarkation of Army Air Forces equipment or supplies at Army Air Forces intransit depots requiring water shipment.

e. Release aircraft matériel and munitions from time to time to port commanders for shipment to oversea commands in order to maintain therein the levels of supply prescribed by the War Department.

f. Direct the replacement of shipments of Army Air Forces equipment, supplies, and munitions lost at sea.

g. Forward requisitions received by the Air Service Command from oversea commands for equipment and supplies procured by the Army Service Forces to the appropriate port of embarkation.

*h.* Inform the interested agencies of the Army Air Forces as to approved operational projects.

5. The Chief of Transportation will—

*a.* Provide transportation, other than air, required to insure the supply of oversea forces.

*b.* Direct all shipping under Army control, other than by air, including the allocation of shipping for use in oversea commands, in accordance with the oversea command priorities established by the War Department.

*c.* For supplies furnished by the Chief of Transportation, perform the functions listed below for chiefs of technical services.

6. Commanders of ports of embarkation will—

*a.* Be responsible for the delivery of supplies to oversea commands as designated by the Commanding General, Army Service Forces.

*b.* Edit all requisitions other than those for—

(1) Controlled items of equipment and those items contained in the Matériel Status Report (par. 10).

(2) Petroleum products (par. 11).

(3) Army Air Forces procured equipment and supplies (pars. 4 and 15).

*c.* Forward edited requisitions to the proper depots for supply or furnish supplies from stocks available. Cover sheet data will accompany each requisition so forwarded. Although not charged with editing requisitions for petroleum products referred to above, the port commanders will bring to the attention of the appropriate procuring agencies inaccuracies therein, such as excessive or duplicate requests.

*d.* Forward requisitions for controlled items and for critical items required for approved operational projects to the chiefs of technical services concerned.

*e.* Establish the operating level of supply for each designated oversea command in collaboration with the commander thereof.

*f.* Transmit recommendations to the Chief of Transportation as to shipping (ship tons) required to accomplish the supply of oversea commands for which they are responsible.

*g.* Maintain complete records that reflect the status of supply in oversea commanders at all times and for all classes of supply.

*h.* Maintain current troop basis for each appropriate oversea command by making necessary corrections as units move through the port.

*i.* Keep commanders of oversea commands informed of all proposed shipments.

*j.* Submit reports to oversea commanders regarding the status of requisitions in accordance with instructions contained in Circular No. 11, Office of the Chief of Transportation, dated 25 January 1943, or its current revision.

*k.* Furnish to the Commanding General, Army Service Forces, (Attention: Director of Operations) copies (in duplicate) of reports made by oversea commanders as to local resources available (par. 9c).

*l.* Notify shippers as far in advance as practicable as to the date shipments are desired at the port.

*m.* Maintain a file of approved operational projects.

7. The chiefs of technical services will—

*a.* Designate depots to serve the several ports of embarkation and notify the port commanders concerned.



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- b. Keep designated zone of interior depots stocked to insure adequate supply of overseas commands.
- c. Compute requirements for maintenance supplies to accompany troops overseas and arrange for the timely shipment of such supplies.
- d. Edit Matériel Status Reports received from ports of embarkation and requisitions for Matériel Status Report and controlled items of equipment (par. 10).
- e. Promptly notify the appropriate port of embarkation of changes in quantities of items on requisitions submitted by the port.
- f. Keep the commanders of ports of embarkation informed of any special supplies or equipment set up for overseas shipment by them as directed by higher headquarters. Notice of availability will include the information indicated in paragraph 8c.
- g. Promptly furnish the appropriate port commander notice of availability, including anticipated date of shipment from the depot, the source, weight, cubage, etc., for all requisitions extracted to them by the port.
- h. Furnish the initial allowance of supplies and equipment to task forces, including the *build-up* of required levels of supply set forth in movement orders or in other supply directives incident thereto.
- 8. Zone of interior depots will—
  - a. Supply ports of embarkation in accordance with instructions received from the respective chiefs of technical services, and the Commanding General, Air Service Command.
  - b. Report immediately to the chiefs of technical services all requests from port commanders which cannot be filled.
  - c. Promptly furnish the appropriate port commander, notice of availability, including anticipated date of shipment from the depot, the source, weight, cubage, etc., for all the requisitions extracted to them by the port.
  - d. Promptly accomplish and forward to the appropriate port commander all shipping papers necessary to insure effective overseas supply.
  - e. Keep the port commander informed regarding the status of all requisitions forwarded to them for supply action.
- 9. Oversea commanders will—
  - a. Effect storage and distribution of equipment and supplies within their commands.
  - b. Report to the War Department as to their desires with respect to equipment and supplies to accompany units setting out to their commands from the United States.
  - c. Develop all local resources to the fullest extent practicable, reporting to the designated port commander, by item and quantity, those supplies available for use by troops therein and for export to other commands.
  - d. Recommend to the designated port commander the number of days of supply required as the operating level of supply.
  - e. Recommend to the Commanding General, Army Service Forces, additional shipping required for distribution of supplies within their area.
  - f. Establish and maintain an effective inventory control system.
  - g. Keep the designated port commander informed as to all matters affecting supply of their area such as ports of entry to be used, priorities of shipments, storage space available, etc.
  - h. Continually review maintenance factors and submit recommendations for changes thereof to the Commanding General, Army Air Forces, or to the Commanding General, Army Service Forces, as appropriate.

i. Report to the designated port commander (with copies to the War Department) any changes in the original supply plan which affect routine or special supply procedures prescribed for his command.

j. Report to the Commanding General, Army Service Forces, or, when appropriate, to the Commanding General, Army Air Forces, deficiencies in the supply procedures established by this circular.

k. Maintain, centrally located, necessary records as to the status of supplies on hand and due in and levels of supply to be maintained in his command.

l. In the event that unbalanced stockages or excessive amounts of supplies develop within the command, inform the Commanding General, Army Services Forces, through the commander of the designated port of embarkation, or, when appropriate, inform the Commanding General, Army Air Forces (Commanding General, Air Service Command), requesting instructions as to disposition thereof. No substitute items currently in use will be reported as excess with the intent of creating a shortage that might later be used as the basis for a request for standard items.

m. Recommend to the War Department any changes in the minimum (reserve) levels of supply deemed necessary or advisable.

**III. Procedures.—10. Matériel Status Report items.** Oversea commanders will furnish the designated port commander with information required for the preparation of the Matériel Status Report as prescribed in War Department letter (A.G. 400 (4-25-43) (OB-S-D-M), dated 5 May 1943, subject, Matériel Status Report, Automatic Supply Report, and Ammunition Supply Report, or the current revision thereof. The reports required by the cited letter will be used as the basis of supply of the items reported. No other requisitions for Matériel Status Report items will be submitted except as prescribed in the above-mentioned War Department letter.

**11. Petroleum products.—a.** For areas represented by area petroleum officers and for which shipments of petroleum products are directed from the United States, the area petroleum officers will submit monthly requisitions to maintain authorized levels direct to the Army-Navy Petroleum Board, Washington, D. C. The Army-Navy Petroleum Board will send information copies to the Commanding General, Army Service Forces (Attention: The Quartermaster General), and to the Commanding General, Army Air Forces, and an action copy to the designated port commander for such areas. Requisitions for petroleum products from these areas will not be submitted except through the area petroleum officers.

**b.** For areas not represented by area petroleum officers, oversea commanders will submit monthly requisitions for petroleum products (except aviation fuels and lubricants) in order to maintain authorized levels to the responsible port commander, with information copies to the Commanding General, Army Service Forces (Attention: The Quartermaster General), and to the Army-Navy Petroleum Board. Monthly requirements for aviation petroleum products will be submitted to the Commanding General, Army Air Forces.

**c.** Requisitions for petroleum products will indicate the basis of requirements, quantities required, on hand and due in, as to bulk and packaged products, type of container, period covered, reasons for abnormal requisitions, the convoy or voyage number considered in determining the on-hand figure and priorities where applicable for shipment categories. Quantities of separate items requisitioned will indicate monthly consumption data.



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Separate cover sheets which will not be made a part of the requisitions will be used, when practicable, to show these data.

d. All shipments of bulk petroleum supplies to those areas represented by area petroleum officers are arranged and coordinated through the Army-Navy Petroleum Board.

**12. Cryptographic supplies.**—The initial issue of cryptographic equipment, supplies, and documents will be made, without requisition, to the signal officer of each oversea command by the Chief Signal Officer. Additional cryptographic equipment, supplies, and documents required may be obtained by requisition. Such requisitions should be submitted direct to the Chief Signal Officer, Washington 25, D. C.

**13. Equipment and supplies for operational projects.**—a. Operational projects, initiated or planned by oversea commanders, will be submitted to the War Department (Attention: Operations Division, War Department General Staff) for approval. Each project will be submitted sufficiently far in advance of the time of execution of the project to enable the procurement of the equipment and supplies therefor. The operational necessity for each project will be stated in sufficient detail to enable the War Department to arrive at a decision thereon. This statement will be accompanied by either a bill of materials required or a request that the War Department compute the bill of materials. If computation by the War Department is desired, a list of materials procurable locally will be furnished. Each project, prior to submission to the War Department, will be assigned a key number by the oversea commander.

b. The War Department will inform the oversea commander when each project has been approved. Requisitions for items required for each approved operational project will be submitted at the appropriate time through normal channels and will refer to the project by the assigned key number. Such requisitions will indicate that War Department approval for the specific project has been obtained. Items will be furnished in accordance with existing priorities.

**14. Supplies transferred to non-Army agencies.**—a. Oversea commanders will submit reports, listing equipment and supplies originally intended for the use of the United States Army but transferred to non-Army agencies, in accordance with the provisions of War Department letter (A.G. 400.22 (11 June 1943) OR-S-SPDOL-M), dated 12 June 1943, subject, Transfer of Army Equipment to the Navy in Overseas Theaters, and Memorandum No. W5-12-43, The Adjutant General's Office, 30 August 1943.

b. Except in case of an emergency, advance authority to transfer supplies and equipment to foreign governments will be obtained from the Munitions Assignments Board. Transfer authority, in the event of an emergency, is granted. Lend-Lease requirements of foreign governments will not be requisitioned through Army supply channels but will be submitted through normal Lend-Lease channels.

**15. Army Air Forces technical equipment and supplies.**—a. Requisitions for all Army Air Forces procured, stored, or issued equipment and supplies, including those noncommon items procured by the Army Service Forces for the Army Air Forces, will be submitted direct to the Commanding General, Air Service Command, Patterson Field, Ohio (or, for the Central, South, and Southwest Pacific Areas, to the Commanding Officer, Pacific Branch, Overseas Supply Section, Sacramento Air Service Command, Sacramento, California).



b. Requisitions for ammunition items of exclusive interest to the Army Air Forces will be submitted direct to the Commanding General, Army Air Forces, Washington 25, D. C.

c. Requisitions for boats for Army Air Forces activities will be submitted direct to the Commanding General, Army Air Forces, Washington 25, D. C. If trained crews should be furnished with these boats, the requisition will so state.

**IV. Miscellaneous.—16. Communications.**—a. In general, communications from oversea commanders on supply matters, except on matters pertaining to Army Air Forces procured equipment and supplies, or as otherwise indicated herein, will be transmitted through the designated port commander.

b. Inquiries concerning dates of future shipments will be sent to the designated port commander.

c. Recommendations for changes of supply policy, or other matters outside the authority granted the oversea commander will be sent to the War Department.

d. Direct correspondence between oversea commanders, port commanders, the Commanding General, Army Air Forces, the Commanding General, Army Service Forces, the chiefs of technical services, and the Commanding General, Air Service Command, on matters relating to technical details of supply is authorized and desired. See Memorandum No. W340-41-43, The Adjutant General's Office, 27 July 1943.

**17. Maintenance discipline.**—Maintenance discipline in oversea commands is the responsibility of the commander concerned. The supply of many items is becoming increasingly difficult and critical. It is necessary therefore that all concerned be thoroughly indoctrinated with the necessity for proper maintenance of equipment at all times in order to prevent wastage.

**18. Provisional units.**—a. A provisional unit is an assemblage of personnel temporarily banded together for a limited period of time on detached service for the accomplishment of a specific mission.

b. The recognition of a provisional unit as such will not extend beyond the command by which it is organized.

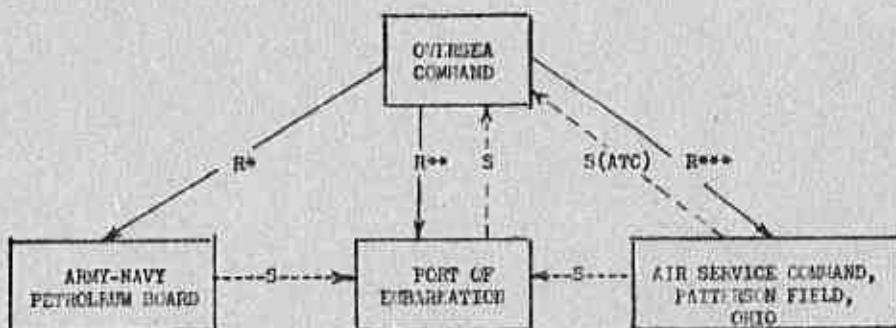


FIGURE 1.—Schematic diagram of supply for oversea commands.

R\*—Requisitions for petroleum products from area petroleum officers.

R\*\*—Requisitions for equipment and supplies procured, stored, and issued by the Army Service Forces.

R\*\*\*—Requisitions for equipment and supplies procured, stored, and issued by the Army Air Forces.

S—Shipments.

S(ATC)—Shipments by Air Transport Command, Army Air Forces.

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c. Provisional units are not considered a proper basis for requisitioning equipment and supplies. Any equipment, supplies, spare parts, and accessories required by provisional units will be furnished by the commander organizing such provisional units from sources under his control. Such equipment and supplies issued to provisional units will not be used as a basis for increasing the theater level of such equipment and supplies.

[A. G. 400 (6 Sep 43).]

By ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL,  
*Chief of Staff.*

OFFICIAL:

J. A. ULIO,  
*Major General,  
The Adjutant General.*



HEADQUARTERS SOS, NATOUSA

Copy No. \_\_\_\_\_

DATE RECEIVED : 2 FEB 44  
 CLASSIFICATION : SECRET  
 PRECEDENCE : ROUTINE  
 FROM : SOS NATOUSA  
 PEMBARK

Sender's No NYO 2300 L-1076 A-914  
 Time Sent 312347Z  
 In Reply Cite SPTAA13193 OS

SECRET

ACTION COPY TO : OPERATIONS

\*Edited Literal Text\*

FOR ACTION : TO CG SOS NATOUSA ATTN DEPUTY CHIEF OF STAFF,  
 USSOS LONDON ATTN CHIEF OF OPERATIONS

SIGNED : CRONINGER NYPE

Copies were received from SOS NATOUSA of following Shipping Orders, which informally notified this Port of Contemplated return shipment of Cargo:

ORD-V-221 and Index M-178,  
 ORD-II-1196,  
 SOS-ORD-II-1307,  
 ORD-II-1201,  
 ORD-II-882,  
 MED-489,  
 MED-500,  
 ORD-II-1215,  
 QM-L-591,  
 QM-II-1385,  
 QM-L-593,  
 QM-L-1447,  
 QM-L-1449,  
 QM-L-1451,  
 QM-L-1448.

Following applicable to both SOS NATOUSA and SOS ETOUSA.

Classes, A,B,C and D Property as defined in Army Regulations 30-2145, Captured Materiel and overcarried Cargo being returned cannot in many instances be identified from these Documents. In view of increasing Volume of inbound Cargo, it is considered necessary to arrange for Discharge and disposition in advance of returning shipments.

## DISTRIBUTION :

|                |           |
|----------------|-----------|
| 1 - CG         | 7 - OPN   |
| 2 - C/S        | 8 - Trans |
| 3 - DC/S       | 9 - QM    |
| 4 - AG Records | 10 - Med  |
| 5 - AG Cables  | 11 - Sig  |
| 6 - OPERATIONS | 12 - Engr |
|                | 13 - Ord  |
|                | 14 - CWS  |

CBS/pwd  
 011900A

INCOMING  
 MESSAGE

SECRET 7455



SECRET

Advance Identification necessary to determine disposition of various Classes of inbound Property.

Pending publication by War Department of standing operating procedure covering the return of all Types of Cargo from your theater, it is requested that the following procedure be observed when making Shipments of Cargo to US Ports of Discharge: Item 1- as provided in Paragraph 9L War Department Circular Number 220, dated 20th September 1943, report in detail to War Department thru this Port excess Classes A and B Supplies and Equipment. It is essential that return shipments of excess Classes A and B Supplies and Equipment not be made prior to receipt of War Department Disposition instructions. Regardless of scheduled US Ports of Discharge, Shipments of excess Class A and B Stocks or overcarried Cargo are to be consigned in all cases to the Port Transportation Officer NYPE for the appropriate Port Technical Service. Supplies of more than 1 service should not be packed in the same containers. Containers are to be packed with the appropriate Service Color and with markings indicated in WD Disposition instructions received thru this Port. Item 2- Classes C and D Property are to be prepared for Shipment and consigned as provided in Letter dated 19th August 1943 File AG 400.74 (18th August 43) OB-S-SPUPT-M, Subject "Policies relating to return of Overseas Salvage, including Scrap". Item 3- Captured Enemy Materiel is to be prepared for Shipment and consigned as provided in AGO Memorandum Number W-570-2-43, dated 22nd July 1943, Subject "Shipment of Captured Enemy Materiel to the UNITED STATES for Intelligence Purposes." Item 4- Return of Live Ammunition or Explosive is to be made in accordance with the Provisions of Letter dated 8th June 1943 File AG 471 (OB-S-SPDDS-M,) (2nd June 43) Subject "Return of Live Ammunition or Explosives from Overseas". Item 5- For all returning cargo, prepare and dispatch shipping information prescribed in Letter dated 6th February 1943, File AG 563.5 (DFO-2-43) OB-S-E-M, Subject "Preparation and Distribution of sailing Cables, Manifests and Salvage Plans for Army Cargo destined for the UNITED STATES from Overseas". When Shipment of Excess Classes A and B supplies and Equipment and Overcarried Cargo is scheduled for US Port of Discharge other than NYPE, Furnish this Port with an Information Copy of Cable containing Summary of Cargo aboard each Vessel whether Army Transport or not. Request Acknowledgement and concurrence.

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