

ACC

10000/120/4207

ST/15

may 19,

10000/120/4207

ST/15

Port Lo - Weekly Reports

6059
6091

May 19, 1944 - Dec. 15, 1944

PORT DETACHMENT LIAISON OFFICER'S REPORT.

PORT BARI **FORTNIGHT** ~~XXXX~~ ENDING..... REPORT NO. 19.....

A. PORT WORKING.

Ships discharging.

None

Name.

Ships loading.

None

Tonnage of Cargo

Consignor/nec

Estimated date
of completion.

Nature of Cargo
Any difficulties
experienced?

B. ARRIVALS NOTIFIED.

Name of Ship, **None**

Convey No.

E.T.A.

6091

Tonnage of Cargo

Manifest.

Received.

Not Received.

C. OPERATION OF PORT DETACHMENT.

Alfred Port Det. now has exactly one man and he is in the hospital ^{in place of any other} ^{expected} to have a port Det there when must be some replacements sent here.

D. *GENERAL

(Give origin of information).

During this period we have accomplished the following transactions: Information obtained from the "Brazillian Biscuits" completed receipts to releases authorized by ST/88 of 4 Aug 44 on rations from ABD; exchanged Ground Coffee for Coffee Beans with ABD. Amounts Coffee Beans 128322 lbs, Coffee 102572 lbs; We are obtaining Acceptance Notes on a weekly issue of BRIT Rations. There has been some delay in obtaining these but in the future the delay will be held to a minimum.

Olive Oil is being made at Bisceglie and Commissariato, Bari is collecting this Oil as fast as it is prepared. Shipments to Naples has been 80 quintels of Oil, to Bari 9540 kgs. We are

XX

giving priority to all shipments to Naples. The difficulty is in obtaining information³⁵ interest to Staff or other Services at HQ. NMIA.

Original design

Guthrie, Cant.

PORT DETACHMENT LIAISON OFFICER'S REPORT.

PORT. EARL

15 Dec 44

18

WEEK-ENDING

REPORT NO.

4. PORT WORKING.

Ships discharging.

Ships Discharging

S.S. JOSEPH L. BROWN Name.

S.S. ROBERT T. PAINE

-36.24

Tonnage of Cargo

-122.45

Italian Military

Consignor/nec

Italian Military

Estimated date
of completion.

Completed 27 Nov 44

Completed 8 Dec 44

Rations and Box

Nature of Cargo

Rations

Material

Any difficulties
experienced?

B. ARRIVALS NOTIFIED.

Name of Ship.

None

Convey No.

E.T.A.

Tonnage of Cargo

21 6090

Manifest.

Received.

Not Received.

-2-

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MMIA).

This sector would like to know if the Port Detachment is still to function. If there is to be any additional ships discharging at this port as UGS 60 has completed offloading. We should be informed so that our plans can be made accordingly.

D. *GENERAL (Give origin of information).(i) Information of interest to S & T Branch.

During this period we have exchanged 102672 lbs of Coffee for 128324 lbs Coffee Beans, with Adriatic Depot. We are now trading Corn, Cream Style for Dried Peas on the basis of 2 lbs Corn for 1 lb Dried Peas, with Adriatic Depot.

Also receiving 400 cases Biscuits "C" Style from Adriatic Depot.

(ii) Information of interest to Staff or other Services at HQ, MMIA.

This sector would like to know if the Port Department is discharging to function. If there is to be any additional ships discharging at this port as UGS 60 has completed offloading. We should be informed so that our plans can be made accordingly.

D. GENERAL (Give origin of information).

(1) Information of interest to S & T Branch.

During this period we have exchanged 102672 lbs of Coffee for 128324 lbs Coffee Beans, with Adriatic Depot. We are now trading Corn, Cream Style for Dried Peas on the basis of 2 lbs Corn for 1 lb Dried Peas, with Adriatic Depot.

Also receiving 400 cases Biscuits "C" Style from Adriatic Depot.

(ii) Information of interest to Staff or other Services at HQ. MMIA.

Geo. C. Guthrie, Capt.
Port Liaison Officer
for Senior M.M.I.A. L.A.
H.Q. No. 2 District.

PORT DETACHMENT LIAISON OFFICER'S REPORT.

PORT BARI

PERIOD ENDING 1 Dec 1944 REPORT NO. 17

A. PORT WORKING.

Ships discharging.

SHIP NAME
2319.44

Ships loading.

LANGDON CHEVES

1227.71

Italian Military

Consignor/nec

Italian Military

Finished 19 Nov 44

Estimated date
of completion.

Finished 25 Nov 44

Italian Rations
and Cardboard Boxes

Nature of Cargo

Italian Rations

Any difficulties
experienced?

Ships Discharging

S.S. ROBERT T. PAINE

192.46

Tonnage of Cargo

Italian Military

Consignee

27 Nov 44

Est time of Comp

Italian Rations

Nature of Cargo

B. ARRIVALS NOTIFIED.

Name of Ship; S.S. JOSEPH L. BROWN

Convey No.

UGS CO (NR-844)

E.T.A.

4 Dec 44

Tonnage of Cargo-26.21

Manifest.

Received.

XXXXXX

Not Received.

6089

CARGO OF ABOVE NAMED SHIP

75600 lbs of Wrapping Paper
 2632 lbs of Wax Paper
 6125 lbs of Pads, Corr.
 1998 lbs of Gummed Tape
 84000 lbs of Semolina Flour

Ships discharging.

Name.

LAWSON CHEVILS

2319.44

Tonnage of Cargo

1227.71

Italian Military

Italian Military

Consignor/nee

Finished 19 Nov 44

Estimated date of completion.

Finished 25 Nov 44

Italian Rations

Italian Rations

and Cardboard Boxes

Nature of Cargo

Any difficulties experienced?

Ships Discharging

S.S. ROBERT T. PAINS

192.46

Tonnage of Cargo

Italian Military

Consignee

27 Nov 44

Est time of Comp

Italian Rations

Nature of Cargo

B. ARRIVALS NOTIFIED.

Name of Ship; -S.S. JOSEPH E. BROWN

Convey No.

UGS CO (HR-844)

E.T.A.

4 Dec 44

Tonnage of Cargo 96.21

Manifest.

Received.

XXXXXX

Not Received.

6U89

CARGO OF ABOVE NAMED SHIP

75600 lbs of Wrapping Paper
 2632 lbs of Wax Paper
 6125 lbs of Pads, Corr.
 1998 lbs of Gummed Tape
 84000 lbs of Semolina Flour

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MMIA).

S.S. Langdon Cheves off loaded at Brindisi. All supplies were despatched to Taranto except 1,000,000 lbs Flour despatched to Adriatic Base Depot for which Shipping Tickets have been sent to your office.

D. *GENERAL (Give origin of information).

(i) Information of interest to S & T Branch.

(ii) Information of interest to Staff or other Services at HQ, MMIA.

have been sent to your office.

D. *GENERAL (Give origin of information).

(i) Information of interest to S & T Branch.

(ii) Information of interest to Staff or other Services at Hq. M.M.I.A.

C. Guthrie, Capt.
F. Liaison Officer
I. Senior M.M.I.A. L.O.
H. No. 2 District.

File 57/13

PORT DETACHMENT LIAISON OFFICER'S REPORT.

PORT, BARI

WEEK-ENDING 17 NOV. 1944. REPORT NO. 16

A. PORT WORKING.

Ships discharging.

EXTRA CORVETTE

Name.

2319.44

Discharging
Ships loading.

S.S. LANTON CHIVES

Tonnage of Cargo 1227.71

Italian Military

Consignor/nee

Nov. 19, 1944

Estimated date
of completion.

Italian Rations and

Cardboard boxes

Nature of Cargo

Italian Rations

Any difficulties
experienced?

Nov. 28, 1944

B. ARRIVALS NOTIFIED.

Name of Ship, S.S. ROBERT A. PAUL (HR 308)

Convey No.

529.53

E.T.A.

24 November 1944

Tonnage of Cargo 192.46

Manifest.

Received.

XXXXXXXX

Not Received.

6085

2319.44
 Name.
 S.S. LONDON CHIEFS
 Tonnage of Cargo 1227.71
 Italian Military
 Nov. 23, 1944
 Italian Rations and
 Cardboard boxes
 Nature of Cargo Italian Rations
 Estimated date of completion
 Any difficulties experienced?

B. ARRIVALS NOTIFIED.

Name of Ship: S.S. ROBERT T. PAINT (HR 808)

Convey No.

UGS 52

6085

E.T.A.

24 November 1944

Tonnage of Cargo 122.46

Manifest.

Received.

XXXXXX

Not Received.

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MILA).

D. *GENERAL (Give origin of information).

1. The information of interest in regard to the present stock of tea was exhausted.
2. To eliminate further misunderstanding in regards to supplies sent by rail from ship side of from other depots I have obtained in writing the instructions of the commissario that cover the handling of supplies Ex L. CHEVES off loading at Brindisi.
3. Our newly acquired Flour Depot at the La Rocca Plant is not being cleared at present as instructed by Major Rose. As yet we have no warehouse to which the present stock of flour can be moved.
4. S.S. LANGDONCHEVES is off loading at Brindisi. A detachment of both the Italian and Staff officers observed movements of goods to handle the movements of supplies. I went to Brindisi and made the necessary arrangements for the supplies to be dispatched as following: 700,000 lbs of flour to be sent Adriatic Depot, Poggia, 300,000 lbs of flour to be sent Adriatic Depot, Bari and the remainder to be shipped by rail to Italian Military Warehouse in Taranto.

5.5. LATODONCHENS IS GLI LORING AN DE SMOOT

D. *GENERAL

1. (i) Information ~~of interest~~ of interest ~~in our regard~~ in our regard the coffee was to be issued until the present stock of tea was exhausted.
2. To eliminate further misunderstanding in regards to supplies sent by rail from ship side of from other depots I have obtained in writing the instructions of the commissario that cover the handling of supplies Ex L. CHEVES off loading at Brindisi.
3. Our newly acquired Flour Depot at the La Rocca Plant is not being cleared at present as instructed by Major Rose. As yet we have no warehouse to which the present stock of flour can be moved.
4. S.S. LANGDONCHEVES is off loading at Brindisi. A detachment of both the ~~armed~~ armed ~~and~~ and ~~the~~ the ~~Steffner~~ Steffner ~~other~~ other ~~depot~~ depot ~~stands~~ stands ~~down~~ down ~~the~~ the ~~LA~~ LA ~~ROCCA~~ ROCCA ~~Plant~~ Plant ~~is~~ is ~~not~~ not ~~being~~ being ~~cleared~~ cleared ~~at~~ at ~~present~~ present ~~as~~ as ~~instructed~~ instructed ~~by~~ by ~~Major~~ Major ~~Rose~~ Rose ~~.~~ . ~~As~~ As ~~yet~~ yet ~~we~~ we ~~have~~ have ~~no~~ no ~~warehouse~~ warehouse ~~to~~ to ~~which~~ which ~~the~~ the ~~present~~ present ~~stock~~ stock ~~of~~ of ~~flour~~ flour ~~can~~ can ~~be~~ be ~~moved~~ moved ~~.~~ .
- (ii) Information of interest to Steffner ~~other~~ other ~~depot~~ depot ~~stands~~ stands ~~down~~ down ~~the~~ the ~~LA~~ LA ~~ROCCA~~ ROCCA ~~Plant~~ Plant ~~is~~ is ~~not~~ not ~~being~~ being ~~cleared~~ cleared ~~at~~ at ~~present~~ present ~~as~~ as ~~instructed~~ instructed ~~by~~ by ~~Major~~ Major ~~Rose~~ Rose ~~.~~ . ~~As~~ As ~~yet~~ yet ~~we~~ we ~~have~~ have ~~no~~ no ~~warehouse~~ warehouse ~~to~~ to ~~which~~ which ~~the~~ the ~~present~~ present ~~stock~~ stock ~~of~~ of ~~flour~~ flour ~~can~~ can ~~be~~ be ~~moved~~ moved ~~.~~ .

Guthrie, Capt.
Liaison Officer
Senior M.M.I.A. L.O.
No 2 District.

PORT DETACHMENT LIAISON OFFICER'S REPORT

PORT BARI Freight ENDING Nov 3, 1944 REPORT NO. "15"A. PORT WORKING

Ships Discharging.

Ships Loading ~~RECEIVING~~ DISCHARGINGSS "CHARLES C. JONES" Name.SS "CALEB STRONG"1209.80

Tonnage of Cargo

407.25ITI

Commodity/100

ITIFinished 21 Oct 44

Estimated date of completion.

Finished Nov 1 1944Rations - Max Paper

Nature of Cargo.

Any difficulties experienced?

NONEB. ARRIVALS NOTIFIED.

Name of Ship

SS "ETZRA CORNELL"

Convoy No.

HR 744 UGS-57

E.T.A.

7 Nov 44

Tonnage of Cargo

2319.44

Manifest

Received

Not Received

6087

-2-

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MBIA).

The off loading of the SS "STRONG" and "JONES", and "LEE" was accomplished without a hitch. The docks have now sufficient covering that we should not have any more great difficulties with wet FLOUR.

D. GENERAL. (Give origin of information).(1) Information of interest to S & T Branch.

Flour was sent directly from shipside of SS "CALLED STRONG" to ADRIATIC Depot in keeping with your signal A2079. 830,550 lbs was turned over to them in this manner.

(14) Information of interest to Staff or other Services at HQ, MBIA.

NONE

Geo. C. Guthrie
 GEO. C. GUTHRIE, Capt.
 Port Liaison Officer
 for Senior M.N.I.A. L.O.

D. GENERAL, (Give origin of information).

(1) Information of interest to S & T Branch

Flour was sent directly from shipside of SS "CALB STRONG" to ADRIATIC Depot in keeping with your signal AQ2079. 830,550 lbs was turned over to them in this manner.

(14) Information of interest to Staff or other Services at HQ. MIA

NONE

Geo C Guthrie
 GEO. C. GUTHRIE, Capt.
 Port Liaison Officer
 for Senior M.M.I.A. L.O.
 C/o 54 Area.

PORT DETACHMENT LIAISON OFFICER'S REPORT

PORT BARI

FOR PERIOD

16 OCT - 20 OCT REPORT NO 14a

A. PORT WORKING

Ships Discharging

Ships Loading

S.S. CHARLES C JONES Name

1209.80

Tonnage of Cargo

171

Commodity/ies

21 OCT 44

Estimated date of completion

Rations

Nature of Cargo

Any difficulties experienced?

NONE

B. ARRIVALS NOTIFIED

Name of Ship

S.S. CALEB STRONG

Convoy No.

HR-698, UGS-55

E.T.A.

25 OCT 44

Tonnage of Cargo

407.25

Manifest

Received

Not Received

6086

4209.80

Tonnage of Cargo

~~Manifest~~ 171

Commodity/100

21 OCT 44

Estimated date
of completion

Rations

Nature of Cargo

Any difficulties
experienced?

NONE

B. ARRIVALS NOTIFIED.

Name of Ship

S.S. CALEB STRONG.

Convoy No.

HR-698, UGS-56

T.T.A.

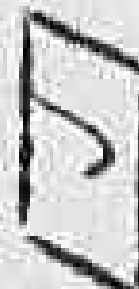
25 OCT 44.

Tonnage of Cargo

407.25

Manifest

Received



Not Received



6086

-2-

C. OPERATION OF PORT DOCUMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, IMA).

NONE

D. GENERAL. (Give origin of information).(1) Information of interest to S A T Branch.

Flour which was manifested as per ST/7 of 11 Oct 44., turned out to be nine-tenths Semolina. Correct figure of amount unloaded will be forwarded when available. All sacks are clearly marked ITI.

(11) Information of interest to Staff or other Services at HQ, IMA.

NONE.

L. J.
Louie TRIGG, Sgt.
for Geo. C. Guthrie, Capt.
for Senior M.M.I.A. L.O.
C/o 54 Area.

57115

PORT DETACHMENT LIAISON OFFICER'S REPORT

PORT BARI 76 PERIOD 15 OCT 44 REPORT NO. 14A. PORT WORKING

Ships Discharging

Ships Loading & Discharging

S.S. HAYM SOLOMON

Name.

S.S. FRANCIS JEE

3650

Tonnage of Cargo

1850

Italian Military

Consignor/Use

Italian Military

Finished 9 Oct 44

Estimated Date
of completion.

Finished 14 Oct 44

Rations

Nature of Cargo.

Rations and 20,000 lbs Dye

Any difficulties
experienced?NONEB. ARRIVALS MONITORED.

Name of Ship

CHARLES C JONES

Convoy No.

HR 662 UGS 55

B.T.A.

16 OCT 1944

M 6085

Tonnage of Cargo 1209.80

S.S. HAYM SOLOMON S.S. FRANCIS IRE
3650 Tonnage of Cargo 1250
Italian Military Consignee/now Italian Military
Finished 9 Oct 44 Estimated date of completion. Finished 14 Oct 44
Rations Nature of Cargo. Rations and 20,000 lbs Dye
Any difficulties experienced?

NONE

1. ARRIVALS MONITORED.

6082

Name of Ship CHARLES C JONES
Convoy No. HR 662 UGS 55
E.T.A. 16 OCT 1944
Tonnage of Cargo ~~1200~~ 1204.80

Manifest

Received



Not Received



C. OPERATION OF THE DETACHMENT.

(Refer notes to indicate any difficulties experienced or action required to be taken by HQ, MIA).

Italian Port Detachment is working rather smoothly. The ship / S.S. FRANCIS LEE was offloaded better than any ship consigned us at this Port.

D. GENERAL. (Give origin of information).

(i) Information of interest to S & T Branch.

Offloading is rather difficult in that we have to offload into one depot at a time due to the fact that all our depots are full. When we are able to offload into two or more depots the work is accomplished in less than half the time.

(ii) Information of interest to STAN or other Services at HQ, MIA.

George Guthrie
 Geo. C. Guthrie Capt.
 Port Liaison Officer
 for Senior M.M.I.A. L.O.
 C/o 54 Area. C.M.F.

C. OPERATION OF PORT DETACHMENT.

(Refer notes to indicate any difficulties experienced or action required to be taken by HQ, MIA).

Italian Port Detachment is working rather smoothly. The ship S.S. FRANCIS LEE was offloaded better than any ship consigned us at this Port.

D. GENERAL. (Give origin of information).(1) Information of interest to S & T Branch.

Offloading is rather difficult in that we have to offload into one depot at a time due to the fact that all our depots are full. When we are able to offload into two or more depots the work is accomplished in less than half the time.

(14) Information of interest to Staff or other Services at HQ, MIA.

George Guthrie
 Geo. C. Guthrie Capt.
 Port Liaison Officer
 for Senior M.M.I.A. L.O.
 C/o 54 Area. C.M.F.

(3)

PORT DETACHMENT LIAISON OFFICER'S REPORT.

PORT. BARI
 WEEK-ENDING. 29 SEP 44
 REPORT NO. 12

A. PORT WORKING.

Ships discharging.

S.S. H. BACON

Name.

3483

Tonnage of Cargo

Italian Military

Consignor/nec

Sep 3.44.

Estimated date
 of completion.

RATIONS

Nature of Cargo.

Any difficulties
 experienced?

S.S. BACON Berthed at a quay where she had to off load into Barges. These Barges off loaded five different quays making checking and control rather difficult. But a complete check is being made.

Ships loading.

S.S. HAYM SOLOMON

3650

Italian Military

Sep 10. 44

RATIONS

B. ARRIVALS NOTIFIED.

Name of Ship: S.S. FRANCES R LEE

Convey No. UGS 53

E.T.A. 5 Oct. 44.

Tonnage of Cargo

Manifest.

Received.

Received.

6084

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MMIA).

The Port Det. (Italian) is doing rather a good job considering that we have supplies on six different quays. We have been using 125 men as checkers and escorts and still we are short of men. This number would be reduced by over half if the check were made at the Depots instead of at the Docks. We could have some at the quays helping sort rations. There would not be any required at the Depots because there is a check already being made. There would be an Allied checker, which under present set-up should be at the Depot, checking for the Allies.

D. *GENERAL (Give origin of information).

(i) Information of interest to S & T Branch.

(ii) Information of interest to Staff or other Services at HQ, MMIA.

Geo. C. Guthrie
Geo. C. Guthrie, Capt.

being made. There would be an attempt should be at the Depot, checking for the Allies.

D. GENERAL (Give origin of information).

(i) Information of interest to S & T Branch.

(ii) Information of interest to Staff or other Services at Hq. MMIA.

Geo. C. Guthrie
Geo. C. Guthrie, Capt.
Port Liaison Officer
for Senior M.M.I.A. L.O.
H.Q. No. 2 District.

PORT DETACHMENT LIAISON OFFICER'S REPORT

PORT BARI ENDING 22 SEP 44 REPORT NO. "10"

A. PORT WORKING

Ships Disembarking

Ships Loading

S.S. CLIFFORD MALLORY Name

1607.59

Tonnage of Cargo

Italian Military

Origin/No.

Completed 22 SEP 44

Estimated date
or completion

Rations

Nature of Cargo

Any difficulties
or questions?B. ARRIVALS NOTIFIEDName of Ship S.S. HAYM SOLOMONConvoy No. UGS 53 HR607E.T.A. 26 Sep 1944Tonnage of Cargo 3650

6083

1607.59

Tonnage of Cargo

Italian Military

Configuration

Completed 22 SEP 44

Estimated date
of completion

Rations

Nature of Cargo

Any difficulties
experienced?

B. ARRIVALS NOTIFIED.

6083

Name of Ship

S.S. HAYM SOLOMON

Comvy No.

UGS 53 HR607

E.T.A.

26 Sep 1944

Tonnage of Cargo

3650

Manifest

Received



Not Received



C. OPERATION OF PORT DISMANTMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MIA).

NONE

D. GENERAL. (Give origin of information).**(1) Information of interest to S & T Branch.**

The warehouses of this sector in BARI will be completely filled with the 7,000 tons of supplies arriving on the S.S. HENRY BACON and S.S. HAYM SOLOMON. Would suggest any near future shipments be diverted to some other sector.

(11) Information of interest to Staff or other Services at HQ, MIA.

Sgt. George HALE left BARI Office for NAPLES to rejoin Southern Region A.C.C.. Replacement for Sgt. HALE is essential to the smooth operation of this Port.

Geo

Geo. C. Guthrie Capt.
Port Liaison Officer
for Senior M.I.A. L.O.

D. GENERAL. (Give origin of information).

(1) Information of interest to S & T Branch.

The warehouses of this sector in BARI will be completely filled with the 7,000 tons of supplies arriving on the S.S. HENRY BACON and S.S. HAYN SOLOMON. Would suggest any near future shipments be diverted to some other sector.

(11) Information of interest to Staff or other Services at HQ, MIA.

Sgt. George HALE left BARI Office for NAPLES to rejoin Southern Region A.C.C.. Replacement for Sgt. HALE is essential to the smooth operation of this port.

Geary
Geo. C. Guthrie Capt.
Port Liaison Officer
for Senior M.M.I.A. L.O.
H.Q. No. 2 District.

PORT DETACHMENT LIAISON OFFICER'S REPORT

FORM BARI

PERIOD 15 SEP 1944

REPORT NO.

9

A. PORT WORKING

Ships Discharging

S.S. Callory

Name

1608 Tons

Tonnage on Cargo

Italian Military

Commodity/ies

Sep 18 1944

Estimated date
of completion

Food Supplies

Nature of Cargo

Any difficulties
encountered?

Ships Loading

B. ARRIVAL NOTED

Name of Ship

S.S. Henry Bacon

Convoy No.

52

E.T.A.

Unknown

Tonnage of Cargo

3483 tons

Manifest

Received

Not Received

S/T 15.

6082

1608 Tons

Tonnage of Cargo

Italian Military

Commodity/Box

Sep 13 1944

Estimated date
of completion

Food Supplies

Nature of Cargo

Any difficulties
encountered?

B.

~~ARMED AND DANGEROUS~~

Name of Ship

S.S. Henry Bacon

6082

Convoy No.

52

E.T.A.

Unknown

Tonnage of Cargo

3485 tons

Manifest

Received

Not Received

-2-

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MIA).

The operations with the new Allied detachment has been working very smoothly. We have three 8 hour shifts divided among three Privates. The Corporal and Sgt divide the time between themselves in supervising the operation.

D. GENERAL. (Give origin of information).

(1) Information of interest to S & T Branch

The 107000 pounds of Sugar being released by Adriatic Base Depot began to arrive today. They are delivering this to our Depots.

(11) Information of interest to Staff or other Services at HQ, MIA.

very smoothly. We have three Corporals and Sgt divide the time between themselves Privates. The Corporal and Sgt divide the time between themselves in supervising the operation.

D. GENERAL. (Give origin of information).

(1) Information of interest to S & T Branch.

The 107000 pounds of Sugar being released by Adriatic Base Depot began to arrive today. They are delivering this to our Depots.

(11) Information of interest to Staff or other Services at HQ, HQ.

George L. Sullivan
Capt. Inf.

⑨

PORT DETACHMENT LIAISON OFFICER'S REPORT

PORT BARI WEEK-ENDING 8 Sep 44 REPORT NO 8

A. PORT WORKING.

Ships Discharging.

Ships Loading.

HOUSTON VOLUNTEERS Name.

870.42

Tonnage of Cargo

ITI

Consignment/100

Sep 7, 44

TERMINATION date
of occupation.

RATIONS

Nature of Cargo.

Any difficulties
experienced?

This ship was unloaded at four different positions. This made it very difficult to keep a steady flow of rations to our depots.

B. ARRIVALS NOTIFIED.

Name of Ship S.S. HENRY BACON.

Convey No. UGS-52

E.T.A. 15 Sep 44

Tonnage of Cargo 3483.14

6081

HOUSTON VOLUNTEERS Name

870.42 Tonnage of Cargo

ITL Consignation

Sep 7, 44 Date of completion

RATIONS Nature of Cargo

Any difficulties experienced?

This ship was unloaded at four different positions. This made it very difficult to keep a steady flow of rations to our depots.

6081

B. ARRIVALS NOTIFIED.

Name of Ship S.S. HENRY BACON.

Convoy No. UGS-52

E.T.A. 15 Sep 44

Tonnage of Cargo 3483.14

Manifest

Received ☒

Not Received ☐

9113

-2-

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, MSEA).

On this ship we used the replacements for the first time. They were instructed and set about their work but we did not have the required personnel to do the supervision required.

D. GENERAL. (Give origin of information).**(i) Information of interest to S & T Branch.**

This ship had Red ITI markings. The Port Det. is using six men at the Port. There are two N.C.O.'s in charge 12 hrs each and two men on the quays eight hour shift. This is necessary because in order to account for Rations at shipside we must have the supplies sorted. The Dock operating Companies will not do this if not supervised by one of our men. The amount of Americans in the detachment is more than is set up by our T.O. but we do not have the authorised British personnel.

(ii) Information of interest to Staff or other Services at HQ, MSEA.

GEORGE C. GUTHRIE Capt.
for Senior M.M.I.A. L.O.
H.O. No 2 District.

D. GENERAL. (Give origin of information).

- (1) Information of interest to S & T Branch.
This ship had Red ITI markings. The Port Det. is using six men at the Port. There are two N.C.O.'s in charge 12 hrs each and two men on the quays eight hour shift. This is necessary because in order to account for Rations at shipside we must have the supplies sorted. The Dock operating Companies will not do this if not supervised by one of our men. The amount of Americans in the detachment is more than is set up by our T.O. but we do not have the authorised British personnel.

(11) Information of interest to Staff or other Services at M. MIA.

Chet
GEORGE C. GUTHRIE Capt.
for Senior M.M.I.A. L. O.
H.Q. No 2 District.

(8)

M.M.I.A. L.O.
HQ 2 District
C.M.F.
Ref: MF ST/13/7
8 Sept 44

Subject : Weekly Port Det. Report

Week ending 1 Sept 44.

To : A D S T Army Sub Commission (MMIA)
HQ A.C.C. R O M E

1. The following is the status of ships carrying Italian supplies.
 - a. Ship due to arrive: S.S. Clifford D Mallory on about 5 Sept 1944.
 - b. Ship off-loading S.S. Houston Volunteers almost completed.
2. Receipts submitted during this period.

Receipt for 489003 lbs of Preserved Meat from Adriatic QM Depot.
3. Marking of 3 inch red ITI is a great improvement but all case goods were not marked in this manner. About one half of the shipment was marked.

For M.M.I.A. L.O.
George C. GUTHRIE,
Captain, Infantry.

8080

Jan

M.M.I.A. L.O. (7)
HQ 2 District
C.M.F.
Ref: MF ST/5/6
16 Aug 44

Subject: Weekly Port Det. of
Week ending 25 Aug 44

To : ADST Army Sub Commission (MMIA)
HQ A.C.C. R O M E

1. The following is the status of Ships carrying Italian supplies as of the end of this period.

- a) Ship due to arrive: S.S. Houston Volunteers due on about Aug 27 1944.
- b) Ships off-loading: None.

2. Receipts submitted during this period.

S.S. Hartnett
S.S. Teal

Driver Ray was posted to this HQ from TARANTO and Driver PRIEST was posted from this HQ to TARANTO.

For M.M.I.A. L.O.
George G. GUTHRIE,
Captain, Infantry.

6079

[Signature]

M.M.I.A. L.O.
HQ 2 District
O.M.F.
Ref: MP ST/5
18 Aug 44

~~15~~
8

Subject: Weekly report of activities
BARI Port Det.
Week ending Aug 18 1944

To : ADST Army Sub Commission (MIA)
A.C.C. R O M E

1. The following is the Status of ships carrying Italian supplies as of end of the period:

- a) Ship due to arrive. None.
- b) Ships off loading. None.

2. The S.S. Hartnett and S.S. Teal completed off loading at BRINDISI 16 Aug 44. We are still receiving rations by rail from these two boats.

3. Receipt submitted during the period: S.S. Jonathan Brambull.

For M.M.I.A. L.O.
George C. GUTHRIE,
Captain, Infantry.

ST/15

6075

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2961 M M I A COMPANY (Ovhd)
BARI DET. APO 394 U.S. ARMY

Ref: MF ST 5
11 Aug. 1944

Subject: Weekly report of Activities, Week ending 11 Aug 44
Report No 5

To : A D S T Army Sub Commission A.G.C.

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

- a) Ship due to arrive. None due before Aug 24.
- b) Ships off loading in Brindisi by Bari Port Det:
S.S. C HARTNETT
S.S. J TEAL

2. Arrangements have made for complete movement of supplies from Brindisi to Bari by rail.

3. S.S. J TRUMBULL completed off loading during this period.

4. Receipts submitted during the period.
S.S. HARVARD
S.S. HUNT

Louis (WMI) TRIGG Tec. 5, 33526745, reported to this Office and has been assigned with the Port Detachment.

George C. GUTHRIE,
Captain, Infantry
Sector LMC

6077

mm

MILITARY PORT DETACHMENT

Bari

Ref: MP ST/5

4 AUG 44

Subject: Weekly Report of Activities, Week Ending 4 August 1944.
Report No 4a)

To : ADST, Army Sub Commission, ACC, ROME

1. The following is the status of ships carrying Italian rations and supplies as of the end of the period:

a) Ships due to arrive and off-load at BRINDISI:

S. S. GARNERIUS HARTNETT - 6 August

S. S. JOSEPH M. FEAL - 6 August

b) Ships off-loading in this port:

S. S. HARD HUNT

S. S. JONATHAN THURMELL

S. S. JOHN HOWARD

2. It is requested that WILTON J. T/5922301 RASC be posted to Headquarters. He is of NO use of this port Detachment because of lack of interest. The lack of interest is due to the fact that POT INTON is dissatisfied with this location. He was sent here against his wish with a promise that he would only be here three weeks. That was lost of April. He is a driver and we have NO vehicle for him. He is now used as General duty man. If he be posted we will require a replacement for him. It is also requested we be furnished with two additional men to carry out the Port Detachment work properly.

George C. GUTHRIE
Captain, Infantry
Sector IRO

1. The following information is being furnished to you for your information and supplies as of the end of the period:

- a) Ships due to arrive and of-load at BALDWIN:
 - S. S. CANNILLIUS HARTNETT - 6 August
 - S. S. JOSEPH A. REAL - 6 August
- b) Ships off-loading in this port:
 - S. S. WARD HUNT
 - S. S. JONATHAN THUMBELL
 - S. S. JOHN HOWARD

2. It is requested that WILTON J. T/5922301 RABCO be posted to Headquarters. He is of NO use of this port Detachment because of lack of interest. The lack of interest is due to the fact that Pot WILTON is dissatisfied with this location. He was sent here against his wish with a promise that he would only be here three weeks. That was 1-st of April. He is a driver and we have NO vehicle for him. He is now used as General Duty man. If he be posted we will require a replacement for him. It is also requested we be furnished with two additional men to carry out the Port Detachment Work properly.

George C. CUTHBERT
Captain, Infantry
Sector 100

8076

1/20/51

MMIA PORT DETACHMENT
Bari

29 July 1944

SUBJECT: Weekly Report of Activities, Week Ending July 28, 1944
Report No. 3

TO : ADST, Army Sub-Commission, ACC, Rome

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

a. Ships due to arrive and off-load at this port:

S. S. JONATHAN TRUMBULL - July 30
S. S. JOHN HARVARD - July 30
S. S. CORNELIUS HARNETT - August 6
S. S. JOSEPH N. TEAL - August 6

b. Ships off-loading in the port:

S. S. WARD HUNT

c. Receipts submitted during week:

ROALD AMUNDSEN

2. Information has been received that Captain Bettinardi and Lieut Cola, both of the Italian Port Detachment here, are being transferred to Ancona. From reports of the needs of this new port, it is doubtful if better personnel could be selected. However, only time will reveal whether this Port Detachment can spare them.

RAYMOND W. SELLERS
Captain, Infantry
Sector LNO

6075

APPENDIX "A".S & T BRANCH OPERATING INSTRUCTION No. 3.PORT DETACHMENT LIAISON OFFICERS REPORT.WEEK-ENDING 21 July 1944 REPORT No. 2PORTBARIA. PORT WORKING.Ships loading.Ships Discharging.JOSEPH HOLTName.346Tonnage of CargoIMI- Italian MilitaryConsignee.25 July 1944Estimated date
of completion.SubsistenceNature of CargoAny difficulties
experienced ?NONE

M 8074

B. ARRIVALS NOTIFIED.Name of Ship JONATHAN TOWNSEND REG. JOHN TOWNARD

JOSEPH HOLT Name
946 Tonnage of Cargo
ITI- Italian Military Designation
25 July 1944 Estimated date of completion
Subsistence Nature of Cargo
 Any difficulties experienced?
NONE

M 6074

B. ARRIVALS NOTIFIED.

Name of Ship SEYMOUR JOHNSON and JOHN HARVARD
 Convoy No. UGS-47
 E.T.A. 27 July 1944
 Tonnage of Cargo 26.26 ; 3.8
 Manifest ☒ Received ☐ Not Received

ST/15

APPENDIX "A".S & T BRANCH OPERATING INSTRUCTION No. 3.PORT DETACHMENT LIAISON OFFICERS REPORT.PORT BARI WEEK-ENDING 14 July 1944 REPORT No. 1A. PORT WORKING.Ships Discharging.ROALD AMUNDSEN Name. _____2276.01 Tonnage of Cargo. _____ITI- Italian Army Consignor/noc. _____17 July 1944 Estimated date of completion. _____Subsistence Nature of Cargo. _____

Any difficulties experienced?

NONEShips Loading.B. ARRIVALS NOTIFIED.Name of Ship JOSEPH HOLT HR-369Convoy No. UGS-46

6073

ROAD

Tonnage of Cargo

2276.01

Consignor/No.

ITI- Italian Army

Estimated date
of completion.

17 July 1944

Nature of Cargo

Subsistence

Any difficulties
experienced?

NONE

8073

B. ARRIVALS NOTIFIED.

JOSEPH HOLT ER-369

Name of Ship

UGS-46

Convoy No.

17 July 1944

B.T.A.

946

Tonnage of Cargo

Manifest

Received

Not Received

ST/IS

- 2 -

C. OPERATION OF PORT DETACHMENT.

(Brief notes to indicate any difficulties experienced or action required to be taken by HQ, NMIA).

NONE

D. GENERAL. (Give origin of information).

(i) Information of interest to S & T Branch.

NONE

(ii) Information of interest to Sta or other Services at HQ, NMIA.

NONE

6072

MMIA PORT DETACHMENT
Bari

9 July 1944

SUBJECT: Weekly Report of Activities, Week of July 2-8, incl.

TO : ADST, Army Sub-Commission, ACC, Lequile

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

a. Ships due to arrive and off-load at this port:

NONE

b. Ships off-loading in the port:

ROALD AMUNDSEN

c. Receipts submitted during the week:

THEODORIC BLAND

d. Receipts outstanding:

MOSES AUSTIN

2. To correct par 2 of last week's report, the ROALD AMUNDSEN was in fact dispatched to this port and arrived at the time previously announced. Copy of manifest mailed to MMIA LO, 52 Area, has been returned.

3. Acknowledge receipt of S&T Branch Operating Instructions relative to Ground Stock States. Have contacted Major DeToma, 1st Section, Commissariato (Bari). He and I have arranged for a priority copy of Ground Stock States to be submitted without delay to the Italian Port Detachment for translation and conversion of weights from metric to the English system, after which I shall prepare the necessary immediate signal.

4. Captain Guthrie returned from hospital to duty on Wednesday, July 5th. **6071**

5. In par 5, Weekly Report of Activities, June 18-24, incl. mention was made regarding the requisitioning of a passenger vehicle. When an attempt was made locally to requisition the vehicle, we were informed by 2 District the request for such a vehicle should be made by MMIA to AAI through ACC. As the only vehicle available here is a weapons carrier, which is needed continually by MMIA personnel at the port, another vehicle prefer-ably a passenger vehicle is essential for tours of inspection. A vehicle here has been lined up for requisition. An approval se-

- a. Ships due to arrive: NONE
- b. Ships off-loading in the port: ROALD AMUNDSEN
- c. Receipts submitted during the week: THEODORIC BLAND
- d. Receipts outstanding: MOSES AUSTIN

2. To correct par 2 of last week's report, the ROALD AMUNDSEN was in fact dispatched to this port and arrived at the time previously announced. Copy of manifest mailed to MMIA LO, 52 Area, has been returned.

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4. Captain Guthrie returned from hospital to duty on Wednesday, July 5th.

5. In par 5, Weekly Report of Activities, June 18-24, incl. mention was made regarding the requisitioning of a passenger vehicle. When an attempt was made locally to requisition the vehicle, we were informed by 2 District the request for such a vehicle should be made by MMIA to AAI through ACC. As the only vehicle available here is a weapons carrier, which is needed preferentially by MMIA personnel at the port, another vehicle presently a passenger vehicle is essential for tours of inspection. A vehicle here has been lined up for requisition. An approval secured from AAI would relieve the shortage of vehicles in S&T activities here, and permit the inspection of distribution depots in the Bari Sector.

6. Flour ex ROALD AMUNDSEN has AMG markings. This error has been so common in the past as to raise a doubt as to whether the several sources are aware of the difference between Italian Military and Italian civilian code markings.

RAYMOND W. SELLERS
Captain, Infantry
Sector Ino

8071

MMIA PORT DETACHMENT
Bari

2 July 1944

SUBJECT : Weekly Report of Activities, Week of June 25-July 1
TO : Quartermaster, Army Sub-Commission, ACC, Lequille

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

a. Ships due to arrive and off-load at this port:

MOSES AUSTIN

b. Ships off-loading in the port:

THEODORIC BLAND

c. Receipts submitted during week:

NONE

d. Receipts outstanding

NONE

2. S. S. ROALD AMUNDESEN previously reported as due here on or about July 7, now reported by MOVEIT as due at TARANTO on or about July 6. Copies of manifest are being mailed to MMIA LO 52 Area.

3. Inspection of the Italian Military Bulk Depot, Bari, revealed that a large quantity of tomato juice was still not distributed. Contacting Major DeToma, 1st Section (Rations), IX Corps Commissariato, I learned from him that Italian units in submitting their ration requirements for a ten-day period omit tomato juice and that 22 CRASC will not or has refused to handle supplies not listed as part of the ration requirements submitted. Under these conditions the Commissariato has been helpless as they believe requiring the units to list tomato juice on their indents to the depots to be a command channel function. As I believed at the time that the ROALD AMUNDESEN would off-load here and the supplies received would require the space used by the tomato juice, I directed that a forced issue be made to the proper distribution depots to comply with the intent in your ST/5/1 dated 18 May 44 to the Direzione Generale Commissariato Italian War Ministry.

4. Captain Guthrie will enter the hospital this afternoon to be under observation for the next two or three days. He did not volunteer the reason.

6070

ian supplies as of the end of the period:

a. Ships due to arrive and off-load at this port:

MOSES AUSTIN

b. Ships off-loading in the port:

THEODORIC BLAND

c. Receipts submitted during week:

NONE

d. Receipts outstanding

NONE

2. S. S. ROALD AMUNDESEN previously reported as due here on or about July 7, now reported by MOVEIT as due at TARANTO on or about July 6. Copies of manifest are being mailed to NMIA LO 52 Area.

3. Inspection of the Italian Military Bulk Depot, Bari, revealed that a large quantity of tomato juice was still not distributed. Contacting Major DeToma, 1st Section (Rations), IX Corps Commissariato, I learned from him that Italian units in submitting their ration requirements for a ten-day period omit tomato juice and that 22 CRASC will not or has refused to handle supplies not listed as part of the ration requirements submitted. Under these conditions the Commissariato has been helpless as they believe requiring the units to list tomato juice on their indents to the depots to be a command channel function. As I believed at the time that the ROALD AMUNDESEN would off-load here and the supplies received would require the space used by the tomato juice, I directed that a forced issue be made to the proper distribution depots to comply with the intent in your ST/5/1 dated 18 May 44 to the Direzione Generale Commissariato Italian War Ministry.

4. Captain Guthrie will enter the hospital this afternoon to be under observation for the next two or three days. He did not volunteer the reason.

RAYMOND W. SELLERS
Captain, Infantry
LNO

ST/15

0070

MMIA PORT DETACHMENT
Bari

13 June 1944

SUBJECT : Weekly Report of Activities, Week of June 11 - 17.

TO : Quartermaster, Army Sub-Commission, ACC, Leguile

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

a. Ships due to arrive and off-load at this port:

NONE

b. Ships off-loading in the port:

NONE

c. Receipts submitted during the week:

DALLAS
PHILANIER C. KNOX

2. In par 2 and 3, Weekly Report of June 4-10, mention was made of unsatisfactory relations between the Italians and the Adriatic Base Depot. This week there was a very definite improvement. Our detachment learned much in the way of neutralizing tempers, and if our lessons have been learned well should be able to restore the friendly relationships and smoothness of operation which existed about a month ago.

3. In par 3b, Weekly Port of June 4-10, mention was made of the loss of a lorry load of beans and a lorry load of sugar, and of the investigation thereof by the British CIB. The circumstances of the loss were that the Port Security had delayed at the entrance gate a relief of Italian guards long enough so that two lorries loaded with Italian supplies left without guards. These two trucks off-loaded at a civilian depot (ANG) on the same street as the Italian Bulk Depot. The mistake was a natural one and the items were easily recovered.

4. Although this detachment has never received official confirmation, it is understood that members of the sub-commission are given one day a week off. Because of the nature of our work and, if there is no objection, the practice of no days off while ships are off-loading and a liberal pass system when there is no off-loading will be continued.

5. Because the activities of the Port Detachment are at a minimum, this coming week will be used to inspect distribution depots outside Bari using the weapons carrier which to

6069

a. Ships due to arrive and off-load at this port:

NONE

b. Ships off-loading in the port:

NONE

c. Receipts submitted during the week:

DALLAS
PHILLANDER C. KNOX

2. In par 2 and 3, Weekly Report of June 4-10, mention was made of unsatisfactory relations between the Italians and the Adriatic Base Depot. This week there was a very definite improvement. Our detachment learned much in the way of well-receiving tempers, and if our lessons have been learned well should be able to restore the friendly relationships and smoothness of operation which existed about a month ago.

3. In par 30, Weekly Port of June 4-10, mention was made of the loss of a lorry load of beans and a lorry load of sugar, and of the investigation thereof by the British CIB. The circumstances of the loss were that the Port Security had delayed at the entrance gate a relief of Italian guards long enough so that two lorries loaded with Italian supplies left without guards. These two trucks off-loaded at a civilian depot (AMG) on the same street as the Italian Bulk Depot. The mistake was a natural one and the items were easily recovered.

6069

4. Although this detachment has never received of official confirmation, it is understood that members of the sub-commission are given one day a week off. Because of the nature of our work and, if there is no objection, the practice of no days off while ships are off-loading and a liberal pass system when there is no off-loading will be continued.

5. Because the activities of the Port Detachment are at a minimum, this coming week will be used to inspect distribution depots outside Bari using the weapons carrier which to date has been kept very busy. It is hoped that the inspection will include the inspection of a particular depot, the dumps it supplies, the unit store rooms, the messes, and the personnel served. During the inspection ration strengths, morale, personal appearance and military needs will be noted. Lieut. Bari (interpreter) and Major DeToma (1st Section, IX Corps Commissariato) are to accompany me.

RAYMOND W. SELLERS
Captain, Infantry
LNO

ST/15

MMIA PORT DETACHMENT
Bari

11 June 1944

SUBJECT : Weekly Report of Activities, Week of June 4 - 10.

TO : Quartermaster, Army Sub-Commission, ACC, Lequile

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

a. Ships due to arrive and off-load at this port:

NONE

b. Ships off-loading in the port:

PHILANDER C. KNOX

c. Receipts submitted during the week:

STEPHAN A. DOUGLAS

JOSEPH N. TEAL

DALLAS

2. In keeping with directives requesting information concerning Italian Army morale, the attitude of Italians in their relations with Allied representatives, unusual occurrences, unused resources, etc., the following information is reported:

a. From casual conversations with Italian officers, there is great satisfaction among them and the rank and file over the retirement of a large number of general officers at LECCE recently. It was hoped that the retirements were the beginning of the scrapping of the old army and the creation of a new one.

b. There is a desire on the part of most Italian military personnel to desert the service upon the withdrawal of Allied forces; that they would resist any attempt of the government to return them to service in an army with the setup the present army had. The opinion was expressed that the present generation probably would not see an efficient new army because those in power know only the present system.

c. The Criminal Investigations Division reports that in ANDRIA (O-99) and vicinity there are several private passenger cars in superior condition which are being denied to Allied use. Essential parts are concealed to discourage the requisition of the vehicles, and only when the owners find they are to be prosecuted do the essential parts come out of hiding. A favorite explanation for a missing part is that it was sent to northern Italy for repair or replacement prior to Allied invasion of Italy. Their explanations are generally believed because there was little reason to suspect the owners were not cooperating in the war effort.

d. (1) Relations between the Adriatic Base Depot and the Italian Military is anything but satisfactory. (2) Relations between the Adriatic Base Depot and the Italian Military is anything but satisfactory.

6068

b. Ships off-loading in the port:

PHILANDER C. KNOX

c. Receipts submitted during the week:

STEPHAN A. DOUGLAS

JOSEPH N. TEAL

DALLAS

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d. (1) Relations between the Adriatic Base Depot and the Italian Military is anything but satisfactory. This was brought about by a combination of incidents:

(a) Before the rations drawn by the Italian units as a loan prior to the operation of their own depots would be repaid, the War Ministry demanded through MMIA that the Adriatic Base Depot break down its requisition into the three military components of army, navy, and air force. This entailed a tremendous amount of correspondence and investigation for so few rations, and when after a week of futile investigation, the Adriatic Base Depot submitted the names of the Italian units with the shipping tickets for the War Ministry to identify and classify. For three weeks after numerous

prods the War Ministry ordered the release of the necessary rations. During this same time the Adriatic Base Depot was being hard pressed by SOS NATCUSA to complete the transaction.

(b) The quibbling of the Italian Military here during the acceptance of the salted sardines shipped to the Italian Military through the Adriatic Depot was such as to cause extreme annoyance to, and extra work for, the Adriatic Base Depot.

(2) As a result of the above, the Adriatic Base Depot have stated "if the Italians want to get snotty we can get snotty too", and are now getting tough:

(a) The Adriatic Base Depot has detailed officers to contest items off-loaded and to require positive identification of items before allowing them to be loaded onto a lorry to be dispatched to an Italian depot. Sometimes this identification is difficult if not impossible.

(b) In cases where items have been wrongly dispatched to the American depot, the Italians must submit their evidence and request for recovery in triplicate.

(c) When a return of rations is necessary after (b) above has been complied with, the Italians have to furnish their own transportation even if it be ox-carts.

(3) It is evident that all the groundwork of Major GRAY, Sgt HALE, and myself to work out a smooth-operating procedure has gone to pot. All the evidence of tie-ups here seem to point to Captain Bettinardi, Detachment Commander, and Major De Toma, assistant to Colonel Lazara, Commissariato, IX Corps. Captain Bettinardi possesses an abundance of energy and initiative but unfortunately he sometimes becomes a nuisance as well as bull-headed. Major De Toma is a desk soldier so busy with paper work that he acts as a short stop to prompt action here.

3. There is a definite attitude here of disobedience to directives from MMIA and their representatives on duty here. It may be summed up in that they refuse to change their methods or ideas until they receive orders in writing from their War Ministry. Some recent examples are as follows:

a. Major Rose and I have both told them that the net weight of flour as agreed to by the War Ministry would be considered as 100 lbs, that broken sacks weighing more than 50 lbs would be counted as 100 lbs, and that broken sacks weighing less than 50 lbs would be taken up but not tallied on the acceptance receipts. This they have refused to do because there were no such instructions from the War Ministry. However, after I had assured them that if they were called to account for taking action without first getting War Ministry approval the MMIA would support them here they reluctantly prepared the necessary receipts.

Base Depot have stated "if the Italians are now getting tough, we can get snotty too", and are now getting tough:

- (a) The Adriatic Base Depot has detailed officers to contest items off-loaded and to require positive identification of items before allowing them to be loaded onto a lorry to be dispatched to an Italian depot. Sometimes this identification is difficult if not impossible.
- (b) In cases where items have been wrongly dispatched to the American depot, the Italians must submit their evidence and request for recovery in triplicate.
- (c) When a return of rations is necessary after (b) above has been complied with, the Italians have to furnish their own transportation even if it be ox-carts.

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- a. Major Rose and I have both told them that the net weight of flour as agreed to by the War Ministry would be considered at 100 lbs, that broken sacks weighing more than 50 lbs would be counted as 100 lbs, and that broken sacks weighing less than 50 lbs would be taken up but not tallied on the acceptance receipts. This they have refused to do because there were no such instructions from the War Ministry. However, after I had assured them that if they were called to account for taking action without first getting War Ministry approval the necessary receipts. This they have refused to do.
- b. On Thursday, 8 June, it was necessary to check the exact amount of sugar dispatched to the Italian depot. The Italian dispatcher was unable to give the information, although our port procedure required him to keep running balances on all items dispatched. It is undetermined at this time whether this laxity in procedure resulted in the dispatch of one lorry-load of beans and one lorry-load of appearance of one lorry-load to the Italian depot. The British sugar presumably dispatched.
- c. Saturday, 10 June, the MMIA Port Detachment CIB is now investigating.

received a letter from Captain Bettinardi complaining that we had not informed them that there would be no off-loading of Italian supplies during the previous night, and that as a result approximately 30 civilian workers and a like number of soldiers were kept on duty all night but remained idle at useless expense. Captain Bettinardi's lack of supervision and instruction of members of his detachment is responsible. If his representative and observer had been properly instructed in his duties, observation, enquiry, and action on the part of the observer would have prevented the affair. This procedure is not new at all and has been in force ever since I assumed my duties. Captain Bettinardi has only tried to shift blame from the his observer to MMIA representatives.

4. In regard to the salted sardines shipped to the Italian Military ex DALLAS through the Adriatic Base Depot, it is not known here whether the monetary value of the item will be charged against the Italians through SOS NATOUA or through the Accounting Branch, ACC. There is a possibility of a double charge if acceptance receipts are processed as normal to the Accounting Branch, ACC, and the signed shipping tickets forwarded to SOS NATOUA by the Adriatic Base Depot are used as a basis for charge.

RAYMOND W. SELLERS
Captain, Infantry
LNO

8066

MMIA PORT DETACHMENT
Bari

4 June 1944

SUBJECT: Weekly Report of Activities, Week of May 28 - June 3

TO : Quartermaster, Army Sub-Commission, ACC, Lequile

1. The following is the status of ships carrying Italian Supplies as of end of the period:

a. Ships due to arrive and off-load at this port:

PHILANDER C. KNOX - 5 June

b. Ships off-loading in port:

None

c. Receipts submitted during the week:

None

d. Receipts for supplies pending for the following ships:

STEPHAN A. DOUGLAS
JOSEPH N. TEAL
DALLAS

2. Returned from NAPLES on 31 May. Major ROSE was visiting BARI at the time. Capt. Guthrie had received him and had accompanied him about. We discussed with him the enlargement of the MMIA Port Detachments; pending changes in acceptance procedures; net weights of supplies; transport problems; and information charts on Italian depots.

3. Representative from Transportation, Adriatic Base Section, visited this office 3 June. He stated that SOS, NATOUA was enquiring as to Italian notification of pending arrival of S. S. TORE JARL. Conference revealed that their office was under the impression that MMIA LO office here was the headquarters of MMIA; and that manifests mailed to ACC headquarters in BARI would be redirected by a message center to the proper port detachment at an Adriatic port. Whether copies of the manifest have been reaching our port detachment at BRINDISI and TARANTO had never prior to this become a matter of discussion because we had made a practice of advising them to obtain our own copies. They will, in the future, either deliver the manifests of ships due at other ports to us for mailing or if it can be arranged will mail through British mail to the proper destination. The port detachment here will continue to call at their offices for our copies of the manifest as it is believed that these frequent contacts will aid us in maintaining the smooth relationships we have established. As the manifests were presumed to be lost by

PHILANDER C. KNOX - 5 June

b. Ships off-loading in port:

None

c. Receipts submitted during the week:

None

d. Receipts for supplies pending for the following ships:

STEPHAN A. DOUGLAS
JOSEPH N. TEAL
DALLAS

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RAYMOND W. SELLERS
Captain, Infantry
LNC

ST/15

EMIA PORT DETACHMENT
Bari

1 June 1944

SUBJECT : Weekly Report of Activities, Week of May 21 - 27 ind
TO : Quartermaster, Army Sub-Commission, ACC, Lequille

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

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

STEPHAN A. DOUGLAS

b. Ships due to arrive at BARI during coming week:

NONE

c. Receipts were submitted during the past week for the supplies received for the following ship:

JONATHAN EDWARDS

d. The following ships are off-loading at the Port:

JOSEPH N. TEAL
DALLAS

2. In par 3, Weekly Report for week May 14 -20 incl., this detachment, mention was made of spoilt flour ex STEPHAN A. DOUGLAS. I personally witnessed the opening of several sacks of this flour at the bakery, witnessed the weighing, and tasted the flour. The damp flour tasted moldy but did not taste salty or possess ship or sea-water odors. The dry center possessed a slight taste and odor of mold. By mixing this flour with undamaged flour in equal parts the taste and odor of mold could not be detected. These tests revealed in addition that although the flour had absorbed water the net weight did not equal 100 lbs per sack, in fact their net weight while damp was 91.3 lbs per sack. It was also observed that the stamped net weight was 103 lbs and gross weight 100.5 lbs. On previous shipments the gross weight was stamped as 103 lbs. In view of these facts, it was agreed that 91.3 lbs would be the net weight for acceptance of the damaged bags. The Italians, by this arrangement, would still be paying the standard price per unit weight of flour for moldy and damp flour of which approximately ten pounds is suitable for paste (glue) only.

3. Left BARI for NAPLES at noon 26 May for recreation, to observe the Naples Detachment in action, and to pick up a 4-ton C&R (Jeep) which was believed to be available. The recreation was satisfactory; the Naples Detachment was in active

STEPHAN A. DOUGLAS

b. Ships due to arrive at BARI during coming week:

NONE

c. Receipts were submitted during the past week for the supplies received for the following ship:

JONATHAN EDWARDS

d. The following ships are off-loading at the Port:

JOSEPH M. TEAL
DALLAS

2. In par 3, Weekly Report for week May 14 -20 incl., this detachment, mention was made of spoilt flour ex STEPHAN A DOUGLAS. I personally witnessed the opening of several sacks of this flour at the bakery, witnessed the weighing, and tasted the flour. The damp flour tasted moldy but did not taste salty or possess ship or sea-water odors. The dry center possessed a slight taste and odor of mold. By mixing this flour with undamaged flour in equal parts the taste and odor of mold could not be detected. These tests revealed in addition that although the flour had absorbed water the net weight did not equal 100 lbs per sack, in fact their net weight while damp was 91.3 lbs per sack. It was also observed that the stamped net weights were 100 lbs and gross weight 100.5 lbs. On previous shipments the gross weight was stamped as 103 lbs. In view of these facts, it was agreed that 91.3 lbs would be the net weight for acceptance of the damaged bags. The Italians, by this arrangement, would still be paying the standard price per unit weight of flour for moldy and damp flour of which approximately ten pounds is suitable for paste (glue) only.

3. Left BARI for NAPLES at noon 26 May for recreation, to observe the Naples Detachment in action, and to pick up a 1-ton Q&R (jeep) which was believed to be available. The recreation was satisfactory; the Naples Detachment was in-active because there were no ships off-loading Italian supplies; and the jeep was not available. Found the Transient Officers' Hotel in Avellino a very satisfactory place to spend the night should one find himself short of Naples with darkness coming on.

RAYMOND W. SELLERS
Captain, Infantry
LNO

ST/15

~~ST/3~~
~~FROM~~
~~ST/4~~
Liaison Officer,
Army Sub Commission, AGC
C/o 2 District
19 MAY 44

Army SubCommission, AGC
LEQUILLE (LEGGE)

1. Enclosed is a detailed report on the procedure of handling of Italian Supplies at the Port of BARI.
2. Recently an American General Officer from SOJ NATOUSA visited the port. It is reported that his visit was for the purpose of studying the methods used whereby this port was able to handle more supplies in one week than any other port overseas and accomplish it with the least confusion.
3. The enclosed report indicates the part our group plays in establishing this record. Its contents may be an aid in suggesting improvements in procedures at other ports where MIA detachments operate.

ST/15
RAYMOND W. SELLERS
Captain, Infantry
EnO

6063

PROCEDURES FOR OFFICIAL ACCEPTANCE OF ITALIAN SUPPLIES AT BARI

1. GENERAL.— The procedures for official acceptance of Italian supplies at the Port of Bari may be classified as procedure before berthing of ship, procedure during off-loading of ship, and procedure after the completion of off-loading of ship.

2. BEFORE BERTHING OF SHIP.— a. In the American Port Liaison Office located at Headquarters, Port of Bari, are two large blackboard charts. On one may be found the names of ships listed as due to arrive at Bari and its arrival date together with other data. On the other chart may be found the berth assigned the ship and the hour of berthing (if known). A daily inspection of these boards gives adequate warning of the arrival and discharge of a ship.

b. If a ship is posted on the boards, the next step is to determine whether the ship has supplies aboard for the Italian Army. This may be done by an examination of the manifest for entries of supplies whose code markings are "ITI". A copy of the manifest is on file on a table in the same room as the blackboard charts. If after examination of the manifest, supplies were found to be listed as for the Italian Army, a copy of the manifest may be obtained by visiting the Transportation Section, Adriatic Base Depot at XVth Air Force Service Command.

c. The next major step is the preparation of an "extract" of the manifest. It is not a true extract but is an extract of the data together with computed data:

(1) The following data is taken from the manifest:

- (a) List of each item according to each type of container
- (b) Ship's hold location of each item
- (c) Total number of containers of each item in its different type of containers.

(2) From American Quartermaster tables the following can be found or computed:

- (a) Net weight of contents of each type of container (manifest shows gross weight).
- (b) Total net weight for each item.

(3) From the data obtained in (1) and (2) above an "extract" of the manifest is prepared in the necessary copies. This office prepares 6 copies whose distribution is as follows:

- (a) 2 copies to MIA (1 copy to Italian War Ministry)
- (b) 2 copies to Italian Port Detachment (1 copy to Commissariato, IX Corps)
- (c) 2 copies to MIA Port Detachment (1 copy to office files).

[illegible]

Adriatic Base Def. The next manifest. It is not a tract of the manifest. It is taken from the manifest according to each type of the data together with computed data: the following data is taken from the manifest according to each type

- (1) The following information shall be furnished:
- (a) List of each item according to location of each item
 - (b) Ship's hold location of each item
 - (c) Total number of containers.
 - (d) Total number of containers.

(2) From American Quartermaster's Office, in its difference of each type of

(2) From computed: Amer. 100
found or

ing can be found of contents of each item.

(a) Net weight
(b) Total net weight

(3) From the manifest is prepared 6 copies whose
an "extract" of the office prepares 6 copies to Italian War
copies. This office prepares 6 copies to DIA (1 copy to Italian War
is as follows: Detachment (1

- (a) 2 copies to Italian Port Detachment (1 copy Ministry)
- (b) 2 copies to Italian Port Detachment (1 copy Commissariato, IX Corps)
- (c) 2 copies to MIA Port Detachment (1 copy to Commissariato, IX Corps)

(c) 2 copies to Commissariato, LAO copies to MILA for copy to Commissariato, LAO copies to containers and the (c) 2 copies of containers and form The form on each to office files). Manifest.

[illegible]

cord enables the dispatchers by an examination of the running balance of items to be dispatched to determine whether the vehicle is to be dispatched to the Italian or American depot.

d. On the day the ship is due to arrive the following procedure is followed:

(1) A member of the Italian Port Detachment, armed with the knowledge of berthing time and the location of the ship's berth, is posted to observe the progress of berthing and to alert the remaining personnel of the detachment for timely arrival at the port to assume their duties as checkers, guards, and convoy-note clerks. When the detachment is alerted, the detachment headquarters alerts the depot personnel for the reception of supplies. (2) If there are any special instructions of requests in regard to the handling and dispatching of Italian supplies to the depots, the MIA representative makes the necessary arrangements with Docks Clearance and the British Quay Sergeants who supervise the Italian laborers on the quays.

3. DURING OFF-LOADING. a. Off-loading of ships is done under the supervision of British Docks Operating Company personnel. The supplies off-loaded may be

- (1) Stacked on the quay at ship's side for later dispatching
- (2) Loaded directly into barges which are off-loaded at quays whose berths are shallow, and later dispatched
- (3) Loaded directly into lorries, or horse-drawn wagons for immediate dispatch
- (4) Loaded directly into freight wagons at quay side
- (5) A combination of any of the above.

b. The procedure of official acceptance is as follows:

(1) Check of the items for official acceptance is made as the supplies proceed from the quay (or from the ship) into a vehicle (either lorry, freight wagon, or horse-drawn wagon). The supplies are checked on the vehicle by a member of the British Dock Operating Company, by an Italian civilian checker, and by a member of the Italian Port Detachment. At the conclusion of loading the three checkers congregate their report of the contents of the load. NOTE.- If there is a dispute concerning the contents of the load, the MIA representative settles the dispute by accompanying the load to the depot, checking the items off the vehicle, and certifying any corrections he has made on the convoy notes.

(2) The British checker and Italian Military

Detachment as checkers, guards, and conveyance of supplies. The detachment is alerted, the detachment headquarters and the depot personnel for the reception of supplies or requests in regard to the handling and dispatching of Italian supplies to the depots; the MIA representative makes the necessary arrangements with Docks Clearance and the British Quay Sergeants who supervise the Italian laborers on the quays.

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- (5) A combination of any of the above.

6061

b. The procedure of official acceptance is as follows:

1. Check of the items for official acceptance

is made as the supplies proceed from the quay (or from the ship) into a vehicle (either lorry, freight wagon, or horse-drawn wagon). The supplies are checked on the vehicle by a member of the British Dock Operating Company, by an Italian civilian checker, and by a member of the three checkers Detachment. At the conclusion of loading the contents of the consignment. At the report of the contents of the load, the MIA representative settles the dispute by accompanying the load to the depot, checking the items off the vehicle, and certifying any corrections he has made on the convoy notes.

(2) The British checker and Italian Military checker each give the driver of the vehicle (British or American) a note listing the items and quantities of each. As the vehicle leaves the quay it must pass the quay office. There the driver of the loaded lorry turns in his two notes to the dispatchers. The British and Italian Military convoy-note clerks consult the modified stock record mentioned in 2c(4) above to determine if the manifested quantities of the items have been filled. If not, both dispatchers prepare their own convoy note dispatching the vehicle to the Italian depot. If the manifested quantities of the items

have already been filled, the lorry is dispatched to the American depot by British convoy note only. Before the lorry loaded with Italian supplies leaves the quay office an Italian Military guard is posted on the load, the two (British and Italian Military) convoy notes are given to the driver, and the necessary subtractions made on the modified stock record.

c. Enroute to the Italian depot, the driver must present the convoy notes at the exit gate of the port before he and his vehicle are permitted to leave. This procedure prevents a loaded vehicle from by-passing the quay office.

d. At the Italian depot the items are checked off the lorry and tallied-in. On both convoy notes are entered the quantities of each item received and the entries certified to by the signature of a responsible Italian officer at the depot. The two convoy notes are returned to the driver, who upon his return to Docks Clearance turns the convoy notes in. The British check their convoy note with the file copy immediately as part of the driver's clearance. If there are discrepancies an investigation is made straight away. In the case of the Italian Military convoy note check, the returned convoy note, file copy, third copy of the British convoy note, and depot tally-in report to the Commissariato, IX Corps are compared. Thus far no discrepancies have been found since this system of checking has been in force.

e. The total quantity of each item accepted during the previous 24 hours is submitted at 0800 hours daily to the MIA representative. The data is filled in on a more compact modified stock record and upon the conclusion of off-loading shows a day-to-day acceptance of supplies and the daily balances yet to be accepted.

4. AFTER COMPLETION OF OFF-LOADING. The final step is the obtaining of proper receipts for supplies received. The procedure is different for rations than for clothing.

8060

a. For rations the final tally has shown in the past that our methods are not "air-tight". In spite of the running balances kept by the dispatchers mixed lots of items due the American depot and due the Italian depot will be on the same lorry. Rather than attempting to reload, the lorry is dispatched to the depot have the most items in the load. A list of the overages and shortages are prepared. From this list a certificate is prepared certifying that certain items in certain quantities are overages and due the Adriatic Base Depot, and another certificate is prepared certifying that certain items in certain quantities are short and due the Italian Bulk Depot. These two certificates are made out in six copies, three of each to the Adriatic Base Depot. Inasmuch as the Italian depot overages, since the procedure has been in force, have so exceeded the shortages, the Adriatic Base Depot has been willing not only to exchange shortages for overages but to furnish the transport for the exchange. At the conclusion of the exchange the Italian Bulk Depot has received the manifested quantities. The receipt

the lorry and tallied the quantities of each item received and the signature of a responsible Italian officer at the depot. The two convoy notes are returned to the driver, who upon his return to Docks Clearance turns the file copy immediately as part of the driver's clearance. If there are discrepancies an investigation is made straight away. In the case of the Italian Military convoy note check, the returned convoy note, file copy, third copy of the British Corps are compared. Thus far no discrepancies have been found since this system of checking has been in force.

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b. In the case of clothing, the clothing has been processed as for rations to the Italian Clothing Depot in bales said to contain certain items. The Italian Port Detachment merely checked the number of bales. At the depot the actual

contents of the bales are determined by breaking open the bales and an accurate count of the items made by the depot personnel and an MIA representative (Major Eregson). Based upon this count receipts are prepared and processed.

5. VARIATIONS.-- The principle of acceptance at quay side must be varied in the case of broken cases and flour.

a. The number of broken containers has been very small. They have been placed in the MIA Port Detachment weapons carrier and delivered direct to the depot concerned being processed like any other lorry. At the depot net weights are determined by inspection or by weighing for entry in our daily acceptance sheet (modified stock record form).

b. Under Major GRAY a set net weight of 98 lbs per sack was agreed upon but because net weights as determined by actual weighing have varied so greatly from shipment to shipment that a more accurate method was necessary. It has been agreed here to dip into the latest received shipment of flour during bread making and determine the average net weight per sack that particular day for the ship being off-loaded. This computed net weight will be considered the average net weight per sack for the flour in that shipment. It will be noted that during one day only will newly received flour be used rather than the oldest flour in stock. Broken bags of flour will be handled as in a above. Note also that acceptance of flour is at quay side although the data for that acceptance was obtained from the weight test at the flour depot.

8059

