

785016

ACC

10000/143/253

SAFEGUAR
DELIVER
DEC. 1943

785016

143/253

SAFEGUARDING OF UNLOADING OF SHIPS' CARGOES & FOOD
DELIVERIES
DEC. 1943 - JUN. 1944

2062

785016

ACC/14006/3/RS.

Safeguarding of Unloading
of Ships' cargoes &
Food deliveries
(LABLARGE)
(LABLARGE)

Folio. Ref. No. Date. Folio Ref. No. Date

5.
730/4,000,000
3650

215

of ship's bargoes &
food deliveries

(LABLARGE)

(LABLARGE)

Folio. Ref. No. Date. Folio Ref. No. Date. Folio Ref. No. Date.

5.
730 / 4,000,000
3650

365
730 0000
40

10000 143 253

FROM Dec. 1943
TO June 1944
CATALOGUE

BEST COPY POSSIBLE

HEADQUARTERS REGION VII

ALLIED CONTROL COMMISSION

Public Safety S.C.

14006/3

13A

File Ref: CL/PL/121

Date: 8th June 1944

SUBJECT: Safe-guarding of Ships - Crotone, Catanzaro.
TO: The Chief, Public Safety Sub-Commission,
Rear Headquarters, A. C. C.

1. In furtherance to report No. CL/PL/121 of 28th April 1944 of P.P.S.O., CATANZARO, forwarded through R.P.S.O., Region 11, and letter No. ACC/14006/3/PS of 14th May 1944 from Deputy Chief, Public Safety Sub-Commission relative to the safeguarding of ships at CROTONE, Province of CATANZARO. 89
2. I have to report that the position at this Port is under control and satisfactory, further, that during the unloading of ships a force of 40 CC.RR is engaged on special guard duty.
3. As a result of these precautions no untoward incident has occurred since the submission of the report referred to above. The watch on the situation is continuing and should anything transpire requiring our intervention, the necessary action will be taken and the facts brought to your notice. The delay in the forwarding of this report is regretted.

G. Richardson
G. Richardson, Major,
Regional Public Safety Officer,
for Regional Commissioner.

3367

File 14006 File - (original is Lt Col. Legg) 12A

HEADQUARTERS 1
ALLIED MILITARY GOVERNMENT
Public Safety Division

REJM/rj

SAFEGUARDING OF IMPORTED SUPPLIES

Dec. 9, 1941.

It is desirable to review the arrangements in force for ensuring that supplies imported by AMG for the benefit of the Italian communities reach the consumers with the minimum of leakage.

The Navy and/or Army rather than AMG are responsible for the handling and unloading of ships but AMG is vitally concerned with the cargoes.

It is suggested that R.C.A.O's should appoint two Officers preferably from Supply and Public Safety Divisions respectively and a number of EM/OR's, who should be jointly responsible for

- (1) Examining the ships manifests in case leakages have taken place en route. A tactical approach to the Naval or Military authorities should enable this to be done.
- (2) Securing, with the assistance of the service concerned, adequate arrangements for the prevention of leakage, prior to, during and after discharge of cargo.
- (3) Escorting and guarding of supplies whilst in convoy to regional, provincial and communal warehouses.
- (4) Protection by day and night of supplies whilst stored at these warehouses.
- (5) Providing a reliable system of issue vouchers, delivery notes, etc., for each stage through which the supplies must pass.

3366

It is realized that R.C.A.O's may have already instituted some form of control of this nature but the fact remains that considerable leakage is still occurring, which points to the need for intensified action by A.M.G. personnel.

It is not considered desirable to issue more detailed instructions from this HQ because circumstances are bound to vary considerably between one region and another, and between ports in region. A report should, however, be forwarded as soon as convenient outlining the steps taken in regions and provinces to combat the ev.

Reg. 100
Ad. 88.

785016

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Public Safety Division

RMJM/ab

7 December, 1943.

11A

As submitted to
Sub. Committee of
Black Market Committee
Rushy

MEMORANDUM:Safeguarding of Imported Food Supplies
from Port through stages to Retailers

In order to obtain the maximum protection of food supplies imported into ITALY, including SICILY, it is essential that every stage in the process should be examined and that every source of possible leakage should be stopped, bearing in mind that the type of person engaged in black market activities is a determined character on the look-out for gaps in the organization, who, when foiled at one stage, will surely devise another method of securing his objective.

Basing this memorandum on experience gained in PALERMO, the important items are :

1. Arrival of ship in port.
2. Guarding of ship whilst in port.
3. Examination of manifests.
4. Discharging of cargo.
5. Checking system.
6. Loading of trucks.
7. Journey to warehouse or railyard.
8. Storage at warehouse (Region).
9. Journey to Provincial capital, rail or road.
10. Distribution to wholesalers.
11. Distribution to bakers.
12. Distribution to consumers.

Draft
Plan
revised
from
P.S.

3364

In PALERMO the U.S. Army, 10 P. of S. Batta. or Army Transportation Service, are responsible for items 1 to 4, but in view of their position of consignees, AMG through the RGAO should make tactful enquiries to see that there is no possibility of leakage at any of these stages. Thus, manifests are stated not to be always 100% accurate. The method of unloading from

hatches is worthy of examination together with the system in force for checking the transfer of bags to the trucks or railroad vans as the case may be.

Up to this point the responsibility for safeguarding the supplies rests with the army or the Regional Supply Officer.

Stages 7, 8 and 9 are properly a Public Safety responsibility and detailed schemes for covering it should be prepared. A considerable expenditure of manpower is involved apart from the necessity for bricking up windows, reducing the number of exits, etc.

The sealing of railroad vans requires special attention: spot checks should be made at points en route to see that the seals are intact. Obviously it is impossible for carabinieri to travel in each van.

The control of issues from regional and provincial warehouses including the checking of vouchers and receipts should be minutely examined.

With the limited allied personnel available, it is obvious that Italian officials must be held responsible for stages 10, 11 and 12. This does not, however, obviate the necessity for the strictest supervision of the methods employed for controlling issues. Experience in PALERMO shows that there is room for a much closer check than is possible with existing allied personnel.

It is recommended, therefore, that RCAG's should institute a detailed examination of the stages through which food supplies must pass before they reach the consumer, taking particular note of the adequacy of the methods in force for manifests, issue vouchers, delivery notes, etc., at every stage.

Public Safety can, at a considerable expenditure of manpower, provide reasonable protection of supplies in transit and in warehouses but experience in SICILY points rather to other potential sources of leakage.

3 copies to Lt Col Legge
9/12

[Signature]
W.M.J. MARTIN
Lt.-Col. G.S.

785016

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
AFG 512

1/R
12/13
OFFICE OF THE
SICILY REGION HEADQUARTERS
AFG 512

FILE : A.F.S.

676/CPS/BJH
4/12/43

SUBJECT : Guarding of Food Supplies.

TO : Chief - Public Safety Division, No. 1 Region.

1. The question of guarding shipments of foodstuffs from the dock at Palermo to the Arenella Warehouse and to two other warehouses to be taken over by Civil Supply at San Lorenzo has been gone into with Major De Nardo of the CC.RR.

2. At the present time a contingent of 13 Carabinieri are quartered at the Arenella warehouse and are responsible for guarding supplies deposited there throughout the 24 hours.

3. With the arrival of additional shipments it will be necessary to utilise additional storage space at the warehouses at San Lorenzo referred to above, which are situated about 5 km. from Palermo Dock. The route has been reversed and the lay-out of these warehouses, which are approximately 300 yards apart, examined. It was decided that at one warehouse on the main road a guard of 4 Carabinieri by day and 6 by night would be sufficient, whilst at the second warehouse in a side road 4 men by day and 4 at night would be adequate. To deal with the guarding of these warehouses it is proposed to establish a unit of 30 Carabinieri in the vicinity in the charge of 2 M.C.O's. These recommendations are made subject to certain security measures in the way of repairs, bricking up windows, etc., being taken.

4. So far as guarding the trucks on the journey is concerned - 30 vehicles are normally engaged in this work. It was hoped to provide one armed guard on each truck by day and two at night, but this would entail too great an expenditure of manpower and the most that can be done is to provide one Carabinieri on each truck.

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3. With the arrival of additional shipments it will be necessary to utilise additional storage space at the warehouses at San Lorenzo referred to above, which are situated about 5km. from Palermo Docks. The route has been traversed and the lay-out of these warehouses, which are approximately 300 yards apart, examined. It was decided that at one warehouse on the main road a guard of 4 Carabinieri by day and 6 by night would be sufficient, whilst at the second warehouse in a side road 4 men by day and 4 at night would be adequate. To deal with the guarding of these warehouses it is proposed to establish a unit of 30 Carabinieri in the vicinity in the charge of 2 N.C.O's. These recommendations are made subject to certain security measures in the way of repairs, bricking up windows, etc., being taken.

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5. The arrangements referred to above require the following numbers of Carabinieri:-

Arenella Warehouse:	13
San Lorenzo Warehouse	32
Truck Guards (30 trucks -	
2 shifts of 12 hrs)	60
	110

6. In addition arrangements are being made for six armed motor cyclists to patrol the route during the hours of darkness and throughout the 24 hours the service will be under the supervision of a Carabinieri patrolling Officer.

7. Arrangements will also be made to provide the following CC.M. guards on trains, as heretofore, when required:

2 on trains to Trapani, Agrigento, Caltanissetta and Mani Stena
4 on trains to Ragusa, Siracusa and Catania.

8. The necessary orders have been issued to the CC.M.

785016

(2)

by Major De Harbo so that the above scheme can be put into effect at short notice.

DATE : 2.1.58.

SUBJECT : (Transmitting to London)

For De Harbo

URGENT

URGENT

Police Section

Reference has been made to the fact that the above scheme can be put into effect at short notice.

It is requested that you will ensure that the above scheme is put into effect at short notice.

The above scheme is being put into effect at short notice. It is requested that you will ensure that the above scheme is put into effect at short notice.

It is requested that you will ensure that the above scheme is put into effect at short notice.

785016

ALCOA REGION No 1
Palermo.

Palermo, 3, December, 1943.

TO : Regional Civil Affairs Police Officer, Region No 1.

SUBJECT : Alleged Theft of Flour from Yard "U", Palermo.

1. Pursuant to verbal instructions of November 1st, 1943, investigation has been made of the alleged theft of a small bag of flour (approximately flour pounds) from Railroad Yard "U" at Palermo on October 31st, 1943, and of the statement that "some flour was being stolen from the yard then was being loaded on the cars".
2. It appears that at 11,45 A.M. on November 1st Captain J.F. MARIAL of the Civil Police Section received a telephone call from Captain CL. URM. MARIAL, Regional Transportation Officer, to the effect that Captain MARIAL had just received a call from an unknown sergeant in the R.F.C. Office, Central Station; this sergeant was quoted by Captain MARIAL as stating that flour was being stolen from the cars in Yard "U" by the men who were loading said cars, that he was in custody for the theft of a bag of flour, and that, with the connivance of the Carabinieri, more flour was being stolen from the yard than was being loaded on the cars. Captain MARIAL requested that some one be sent to the yard to investigate, and Captain MARIAL immediately dispatched Private PISCOPPO, Police and Carabinieri Lieutenant G.B. GERMANI with instructions to bring in the prisoner and investigate the allegations.

3. PISCOPPO and GERMANI report that they proceeded to the yard and took into custody one Giovanni LO MIRRO, a railroad employee, who had in his custody a small bag containing flour, dirt and debris. LO MIRRO claimed that the bag contained sweepings from the floor of one or more trucks and or cars, which had been swept up and collected by one of the prisoner-laborers, ANTONIO LO GIACAL, with the permission of 2/3 P.M. MARIAL, the corporal in charge of the loading of the cars, and that LIGIARI had given the bag of sweepings to LO MIRRO. According to PISCOPPO and GERMANI, LO MIRRO's story was verified by GERMANI and by Italian military policeman, name unknown, but MARIAL denied having given LIGIARI permission to sweep out the cars or trucks.

4. The prisoner LO MIRRO was brought to Carabinieri Headquarters by PISCOPPO and GERMANI, after a statement had been taken.

3361

2. It appears that at 11,45 A.M. on November 1st Captain J.F. MANUEL of the Civil Police Section received a telephone call from Captain OLIVIERO MIRALDO, Regional Transportation Officer, to the effect that Captain MIRALDO had just received a call from an unknown Sergeant in the R.T.O. Office, Central Station; the Sergeant was quoted by Captain MIRALDO as stating that flour was being stolen from the cars in Yard "C" by the men who were loading said cars, that he was not in custody for the theft of a bag of flour, and that, with the permission of the Carabinieri, more flour was being stolen from the yard than was being loaded on the cars. Captain MIRALDO requested that some one be sent to the yard to investigate, and Captain MANUEL immediately dispatched Private PISCOPPO, Louis and Carabinieri Lieutenant G.B. Carmassi with instructions to bring in the prisoner and investigate the allegations.
3. PISCOPPO and CARMASSI report that they proceeded to the yard and took into custody one Giovanni LO PIPPO, a railroad employee, who had in his custody a small bag containing flour, wire and debris. LO PIPPO claimed that the bag contained sweepings from the floors of one or more trucks and or cars, which had been swept up and collected by one of the prisoner-laborers, GAVRILLO LICCIANI, with the permission of 7/5 P.B. BALDINI, the corporal in charge of the loading of the cars, and that LICCIANI had given the bag of sweepings to LO PIPPO. According to PISCOPPO and CARMASSI, LO PIPPO's story was verified by LICCIANI and by Italian Military policeman, name unknown, but BALDINI denied having given LICCIANI permission to sweep out the cars or trucks.
4. The prisoner LO PIPPO was brought to Carabinieri Headquarters by PISCOPPO and CARMASSI, as was the bag of sweepings. After a statement had been taken from the prisoner he was released, by order of Major B.J. HOFFMAN.
5. PISCOPPO and CARMASSI further report that while they were attempting to make their investigation and question the various persons involved, they were ordered from the yard by a British officer, one Lieutenant DUBBS, who told them to simply take the prisoner and get out.
6. Interview was had by me with 2/5 P.B. BALDINI, who stated that he allows prisoner-laborers to sweep out the trucks and or cars and to keep the sweepings. He called attention to the fact that the shipwreck of flour now being handled is contained in cloth sacks tied with a string, instead of in two sacks (the inner one cloth and the outer paper), sewed at the top, as previous shipments have been. He stated that many sacks were untied in the course of ordinary handling, and that many more are torn; this makes it very easy for the men handling the open or torn sacks to occasionally grab a handful of flour and put it in their pockets or other containers. It is BALDINI's opinion that some of the flour in LO PIPPO's bag may have been obtained in this way.
7. Interview was had with Tech. Sgt. G.O. MANDERLY, of the R.T.O. Office, Central Station, it having been determined that he was the sergeant who called

-2-

Captain HARRIS. BRIDGEMAN stated that he had received a telephone call from Lieutenant S.A. HART, of the 10th Port Battalion, who was in charge of car loadings in the yard, and that he had merely passed on to Captain HARRIS the statements made to him by Lt. HART.

6. Lt. HART, who is now with the Shipping Section, ALGOT Headquarters, stated when interviewed that the prisoner JO PIPERO and the bag of flour were turned over to him by one of the enlisted men in the yard, and that he called the R.T.O. Office and requested that Office to notify the proper authorities. When PISCOPO and GARDNER arrived, according to HART, he turned prisoner and bag over to them and immediately left the yard, so that he has no information concerning the alleged activities of Lt. DRACE. Questioned about the statement that more flour was being stolen than was being loaded, Lt. HART conceded that he had made this statement to Sergeant MURPHY, in an effort to secure immediate action on the matter; he admitted that he knew of no specific cases of the theft of any ALGOT supplies, large or small, nor of any cancellation of duty by the Carabinieri charged with guarding such supplies.

9. Interview has not been had with Lt. HARRIS, as at his office it was learned that for the past two days he has been sick in quarters.

10. None of the individuals interviewed in connection with this matter, or with previous complaints of the same general type, have been able to furnish information as to a single specific case of loss, large or small, of any ALGOT supplies guarded by Carabinieri. Close contact has been maintained with Corporal MURPHY, in charge of loading the ALGOT cars at Yard "D", and he has stated each day that while he found an occasional shortage of a bag or two of flour or sugar or trucks coming from the warehouse, he also found an occasional overage on said trucks, sometimes running as high as eight, and that for the day as a whole the overages and shortages would balance out.

11. Under the circumstances and in view of the facts obtained it is believed that there is absolutely no basis in fact for the various allegations and rumors that the Carabinieri have been conniving at the theft of supplies. If no supplies have been stolen, obviously the Carabinieri could not have been a party to thefts. The practice of criticizing the Carabinieri and directing all sorts of accusations at them has become quite widespread, most of said criticisms and accusations being made, apparently, by individuals having no familiarity whatsoever with the enforcement of the provisions thereof. The fact that since the Carabinieri have been guarding ALGOT shipments there has not been a single authenticated instance of theft speaks for itself, and indicates that on this assignment at least the Carabinieri have performed excellent service.

-2-

Captain HARR. BRIDGEMAN stated that he had received a telephone call from Lieutenant G.M. HART, of the 10th Port Battalion, who was in charge of our loadings in the yard, and that he had merely passed on to Captain HARR the statements made to him by Lt. HART.

6. Lt. HART, who is now with the Shipping Section, AIGOF Headquarters, stated when interviewed that the prisoner JO PIPERO and the bag of flour were turned over to him by one of the enlisted men in the yard, and that he called the R.F.O. Office and requested that Office to notify the proper authorities. When PISCOPO and GARDNER arrived, according to HART, he turned prisoner and bag over to them and immediately left the yard, so that he has no information concerning the alleged activities of Lt. DRAGE. Questioned about the statement that more flour was being stolen than was being loaded, Lt. HART conceded that he had made this statement to Sergeant MILLER, in an effort to secure immediate action on the matter; he admitted that he knew of no specific cases of the theft of any AIGOF supplies, large or small, nor of any dereliction of duty by the Carabinieri charged with guarding such supplies.

9. Interviewer has not been in contact with Lt. HART, as at his office it was learned that for the past two days he has been sick in quarters.

10. None of the individuals interviewed in connection with this matter, or with previous complaints of the same general type, have been able to furnish information as to a single specific case of loss, large or small, of any AIGOF supplies guarded by Carabinieri. Close contact has been maintained with Corporal MILLER, in charge of loading the AIGOF cars at Yard 10, and he has stated each day that while he found an occasional shortage of a bag or two of flour or sugar on trucks coming from the warehouse, he also found an occasional overage on said trucks, sometimes running as high as eight bags, and that for the day as a whole the overages and shortages would balance out.

11. Under the circumstances and in view of the facts obtained it is believed that there is absolutely no basis in fact for the various allegations and rumors that the Carabinieri have been conniving at the theft of supplies. If no supplies have been stolen, obviously the Carabinieri could not have been a party to theft. The practice of criticizing the Carabinieri and directing all sorts of accusations at them has become quite widespread, most of said criticisms and accusations being made, apparently, by individuals having no familiarity whatsoever with law enforcement or the problems thereof. The fact that since the Carabinieri have been guarding AIGOF shipments there has not been a single authenticated instance of theft speaks for itself, and indicates that on this assignment at least the Carabinieri have performed excellent service.

was being stolen than was being loaded, Lt. Mott conceded that he had made this statement to Sergeant Williams, in an effort to secure immediate action on the matter; he admitted that he knew of no specific case of the theft of any ALGOT supplies, large or small, nor of any correlation of duty by the Garabinieri charged with guarding such supplies.

9. Interview has not been had with Lt. Mott, as at his office it was learned that for the past two days he has been sick in quarters.

10. None of the individuals interviewed in connection with this matter, or with previous complaints of the same general type, have been able to furnish information as to a single specific case of loss, large or small, of any ALGOT supplies guarded by Garabinieri. Close contact has been maintained with Corporal Williams, in charge of loading the ALGOT cars at Verd 73, and he has stated each day that while he found an occasional shortage of a bag or two of flour or sugar on trucks coming from the warehouse, he also found an occasional overage on said trucks, sometimes running as high as eight, and that for the day as a whole the overages and shortages would balance out.

11. Under the circumstances and in view of the facts obtained it is believed that there is absolutely no basis in fact for the various allegations and rumors that the Garabinieri have been conniving at the theft of supplies. If no supplies have been stolen, obviously the Garabinieri could not have been a party to thefts. The practice of criticizing the Garabinieri and directing all sorts of accusations at them has become quite widespread, most of said criticisms and accusations being made, apparently, by individuals having no familiarity whatsoever with law enforcement or the problems thereof. The fact that since the Garabinieri have been guarding ALGOT shipments there has not been a single authenticated instance of theft speaks for itself, and indicates that on this assignment at least the Garabinieri have performed excellent service.

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L. Samuel Kennedy, Jr.
Major, C.A.P.

785016

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Public Safety Division

23A

10A

AMG/41006/76

7 January, 1944

Subject : Misdirection and Theft of Civilian Supplies.

To : Adm. Dir.

19 *Returned to Adm. Dir. P.*

Reference message from 15 Army Group regarding misdirection and theft of civilian supplies at Naples, this office stands ready, within the jurisdictional and functional limitations imposed, to co-operate with GSC or any other agency in making effective any directive which GSC may issue.

PAUL G. KERN
Colonel, Infantry,
Chief, Public Safety
Division

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COPY

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~~HA~~
9A

TO PBS FOR AMG HQ
PBS FOR ESC III
PBS FOR AMG REGION IV
PBS FOR AMG FIVE ARMY

FROM AMG 15 ARMY GROUP

ORIGS NO. PA 703

3 JAN

FROM GERRY. reports indicate serious losses civilian supplies at Naples through misdirection and theft. Suggest immediate investigation under major smallwood. Any discrepancies between manifests and amounts received at warehouses should be immediately reported cco and this HQ. AMG Region III is operationally responsible for receipt and warehousing but it should be clearly understood that pbs is responsible for safe transit ship to warehouse. Recommend that use of civil police guards as arranged by Captain Graham and Lieut. Clay be continued so that each truck is guarded. As all amg formations are vitally interested in safe delivery of supplies they should be asked to cooperate under direction CCO in providing adequate personnel to meet this emergency. Suggest CEC issues directive defining responsibility in establishing a uniform accounting procedure.

This message must be sent in cipher if liable to interception or to fall into enemy hands.

3358

ROUTINE

7898.

CPS's comments
at 25A

original returned
to Admin. Div. with 25A

785016

REAR HEADQUARTERS
ARMED SERVICES COMMISSION
Public Safety Sub-Commission
APO 394

8A

ACC/14006/3/TS

May 14, 1944

SUBJECT : Safe guarding of Ships.

TO : RPSO. Reg. VII

Re - Safe guarding Ships Crotone.

With reference to Report OL/PL/21 dated 28 April 1944, by RPSO, Catanzaro, addressed to RPSO Reg. II, this Sub-Commission is informed that a further contingent of CO.RA has been sent to Crotone for duty.

Will you please let me have a report on the situation at the end of one month from now.

A. E. YOUNG, Colonel
Deputy Chief, Public
Safety Sub-Commission.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Your Ref. Recd 14006/3/ps.
HER PS. 19.

16 May 1944

SUBJECT: Safe-Guarding Ships Cargo, Crotone Docks.

TO : Chief, Public Safety Sub-Commission, A.O.C.
Near Headquarters. APO 394.

1. I forward for your information copy of report received from Captain Moody, Provincial Police Officer, Catanzaro Province, in respect of the larcenies from ships cargoes at Crotone.

2. It will be seen that at no time has the Port Officer of Crotone reported adversely on police(CC.RR) efficiency at the port neither has he reported larcency of property.

3. On 24th March 1944 whilst making a tour of inspection in Calabria I visited Crotone. I saw Lt Button and he then verbally told me that he was losing cargo by theft. I directed the Provincial Police Officer who was present to arrange for increased CC.RR; Guard and this direction was complied with.

4. The incident of the larcency from the train is referred to in the report. Lt Button on the 15th April 1944 verbally reported to me that 3,500 people tried to stop this train but I am inclined to believe that this figure is much in excess of the number that could possibly be accommodated on the wharf.

5. A further contingent of CC.RR. (one officer, 10 Carabinieri) has been sent to Crotone for duty and I recommend that a further report be obtained from Region VII on the situation in May one month.

6. The attached list of persons arrested by CC.RR. demonstrates that from their inception as Guards at Crotone they have endeavoured to safeguard property.

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76

of Crotone reported adversely on police (CC.RK) efficiency report neither does he reported larcency of property.

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5 A further contingent of CC.RK. (one officer, 10 Carabinieri) has been sent to Crotone for duty and I recommend that a further report be obtained from Region VII on the situation insay one month.

6 The attached list of persons arrested by CC.RK. demonstrates that from their inception as Guards at Crotone they have endeavoured to safeguard property.

7 Lt Button has been requested to report immediately any larcency which may come to his notice in future.

8 At this stage I am inclined to leave the responsibility of Policing Crotone Docks with the CC.RK whose strength has been increased.

9 The Regional Commissioner has reviewed the attached reports and by his direction I am submitting this report direct to Chief, Public Safety Sub-Commission.

For the Regional Commissioner.

P. J. L. L. L.
H.E. COXHEAD, Captain,
Regional Police Officer.



Legione Terr. dei carabinieri reali di Catanzaro

Gruppo Int. di Catanzaro

7B

N93/60 di prot. Div. III° Catanzaro, li 22 aprile 1944

Risposta al foglio n. del

OGGETTO:

Fonogramma a mano.

PO

Carte annesse n.

L' A. C. C. - Ufficio Polizia -

C A T A N Z A R O

D'ordine del Comando di legione, oggi 10 militari e 1 sottufficiale sono partiti in rinforzo alla stazione di Crotone.

By order of the Legion Commandant, today 10 carabinieri and 1 Lieutenant have been sent to Crotone.

IL T. COLONNELLO COMANDANTE DEL GRUPPO
- Eraldo Pallone -

3355

LEGIONE TERRITORIALE DEI CARABINIERI REALI DI CATANZARO
GRUPPO INTERNO DI CATANZARO

N. 93/II di P/llo Mv. III
OGGETTO: Fomografia a mano =

Catanzaro, 11 25 aprile 1944

ALL: A. C. C. - Ufficio Polizia = di

CATANZARO

EL ENCO dei rapporti giudiziari redatti dall'Arma di Crotone per furti commessi su merce di provenienza anglosassone-riana.

Data del rap- porto.	Specie e quantità della merce derubata	Scatole per- ti.	Autori del reato
22/9/1943	Biscotti Kg. 8	si	Castagnino Giovanni e Berardo Salvatore
22/9/1943	Burro scatole n. 3 Carne scatole n. 4	si	Corliano Fortunato e Schipani Luigi
22/9/1943	Scarpe paio n. 1	si	Ferri Francesco
4/10/1943	scarpe paio n. 7	si	Schiripa Luigi e Mazza Giuseppe
23/II/1943	Scatole varie	si	Soldato Zullo Vincenzo
17/II/1943	Scatolette una cassa	si	Mia Mario ed altri
10/II/1943	Scatolette carne, 3 casse	si	Amoroso Antonio ed altri
22/10/1943	Scatole viveri 18 casse Zucchero 6 sacchetti Biscotti una cassa	si	Adamo Dionigi - Rosa Gaetano e Molluso Pietro.
20/10/1943	Scatole grasso per macchine ... n. 10	si	Pantaleone Mia - Lerose Pietro e Domenici Antonio.
13/10/1943	Scatole minestra n. 50	si	Guerrini Giorgia e Oria Dom/co
3/12/1943	Scatola minestra n. 40	si	Pace Pantaleone e Marino Glus- seppe.
8/12/1943	Bidoni 9 di benzina da 170 Kg.	si	Soicichitano Antonio - Mellini Antonio e Oliviero Giuseppe.
23/12/1943	Patate in scatola n. 15 Burro scatole n. 5 Salame scatole 3 Carne scatole n. 6 Formaggio scatole n. 1 Pelone da garrette	no	Ignoti

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22/9/1943	Burro scatole n. 3 Carne scatole n. 4	si	Corziano Fortunato e Schipani Luigi
22/9/1943	Scarpe paio n. 1	si	Perrì Francesco
4/10/1943	scarpe paio n. 7	si	Schiripa Luigi e Mazza Giuseppe
23/11/1943	Scatolame vario	si	Soldato Zurlo Vincenzo
17/11/1943	Scatolette una cassa	si	Elia Mario ed altri
10/11/1943	Scatolette carne, 3 casse	si	Amoroso Antonio ed altri
22/10/1943	Scatole viveri 18 casse Zucchero 6 sacchetti Biscotti una cassa	si	Adamo Dionigi - Rosa Gaetano e Molluso Pietro.
20/10/1943	Scatole grasso per macchine ...n. 10 Scatole minestra n. 50 Scatola minestra n. 40	si	Pantaleone Elia - Lerose Pietro e Domenici Antonio.
13/10/1943	Bidoni 9 di benzina da 170 Kg.	si	Guerrini Giorgia e Oria Dom/eo
3/12/1943	Patate in scatola n. 15 Burro scatole n. 5 Salmone scatole 3 Carne scatole n. 6 Formaggio scatole n. 1	si	Pace Pantaleone e Marino Giu- seppe.
8/12/1943	Telone da carretta Biscotti Kg. 20 Biscotti cassette I Piselli scatole I	si	Scicchitano Antonio - Mellini Antonio e Oliviero Giuseppe.
23/12/1943	Scatole di carne n. 8 Vegetale scatolate 6 Latte scatolate n. 3 Biscotti cassette n. 2	no	Ignoti
30/12/1943	Grano Kg. 35 Farina Kg. 180 Grano Kg. 70	si	Briatico Luigi
10/1/1944		si	Soldato Morano Domenico, Cap.le Margiotti Gennaro, Sold. Sarcone Salvatore e Pugliese Francesco
14/1/1944		no	Ignoti.
14/1/1944		no	Ignoti
12/1/1944		si	Soldati Tonelli Zino e De Marco Domenico.
30/1/1944		si	Sansone Giuseppe
31/1/1944		no	Ignoti
27/1/1944		si	Concomilla Genoeffa.

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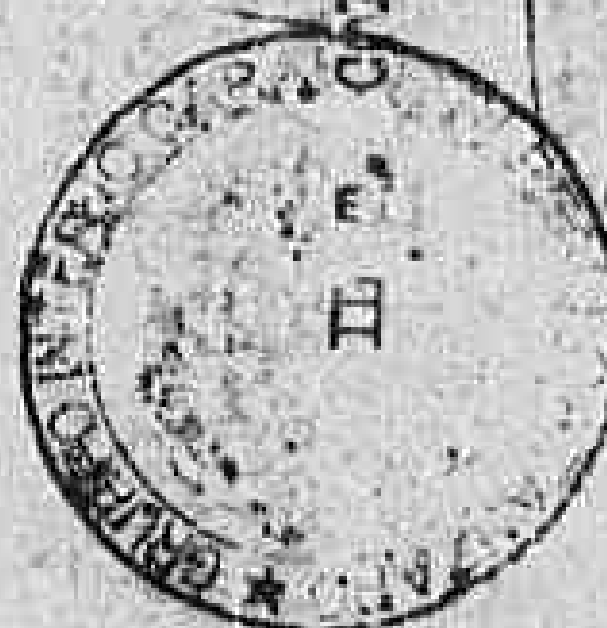
c/o

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Data del rap- porto.	Specie e quantità della merce derubata	Scor- peti	Autori del reato
22/1/1944	Petrolio latte 1 Scarpe paio 2 Asciugamani 2	si	Cortese Vincenzo e figlio Mi- chelle.
22/1/1944	Benzina -bidone n.1 da 170 Kg.	no	sconosciuti.
25/1/1944	Grano Kg. 70	si	Marò Cavaliere Giuseppe, Marra Filippo
22/2/1944	Benzina 9 fusti da 170 Kg.	si	Santoro Francesco, Bruzzese Gio- vanni, Pollicarpo Giuseppe.
19/2/1944	Grano q.li 2.93	si	Pedace Emilio
8/3/1944	Grano Kg. 90	si	Grano rinvenuto-autori furto rimasti ignoti.
13/3/1944	Grano Kg. 106	si	Manoca Alfredo, Rizzo Adolfo e Alase Giuseppa.
14/3/1944	Carne due casse carne 50 scatolette Grano Kg. 45	si	Politzer Luigi
14/3/1944	Scatolette salmone Scatolette carne 19	si	Proietto Michele
13/3/1944	Latte biscotti	si	Fusinato Alberto
23/3/1944	Patate Kg. 25.500	si	Varano Alfredo
30/3/1944	Grano Kg. 40	si	Marullo Francesco
30/3/1944	Grano Kg. 149	si	Granatello Giorgio
1/4/1944	Patate Kg. 20	si	Picardi Filippo
2/4/1944	Patate Kg. 15	si	Murano Francesco ed altri
31/3/1944	Patate Kg. 50	si	Virelli Gaetano
6/4/1944	Grano Kg. 103	si	Damiano Grazia
6/4/1944	Grano Kg. 10	si	Liguori Gino
7/4/1944	Grano Kg. 27	si	Carroccia Antonio
7/4/1944	Grano Kg. 10	si	Iuzzaro Arturo
16/4/1944	Patate Kg. 5	si	Peparo Vincenzo.

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14/3/1944	Carne due casse carne 50 scatolette Grano Kg. 45	si	Politzer Luigi
14/3/1944	Scatolette salmone Scatolette carne I9	si	Proietto Michele
13/3/1944	Latta biscotti	si	Fusinato Alberto
23/3/1944	Patate Kg. 25.500	si	Varano Alfredo
30/3/1944	Grano Kg. 40	si	Marullo Francesco
30/3/1944	Grano Kg. 149	si	Granatello Giorgio
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31/3/1944	Patate Kg. 50	si	Virelli Gaetano
6/4/1944	Grano Kg. 103	si	Damiano Grazia
6/4/1944	Grano Kg. 10	si	Liguori Gino
7/4/1944	Grano Kg. 27	si	Carroccia Antonio
7/4/1944	Grano Kg. 10	si	Iuzzaro Arturo
16/4/1944	Patate Kg. 5	si	Paparo Vincenzo.


IL M. COLONNELLO COMANDANTE DEL GRUPPO
= Eraldo Fallone =

[Signature]

785016

7D
ILLIED CONTROL COMMISSION

Your Ref. PS/19. and Telegram
dated 13.4.44.

My Ref. CL/PL/121

POLICE OFFICER I/c
CENTRAL OFFICE. CATANZARO
Telephone Catanzaro 1570
28th. APRIL, 1944.

SUBJECT LARCENY OF POTATOES. CROTONE.

Regional Police Officer.
Region 2.

On 14th. April, 1944, in response to your telegram dated 13.4.44, referring to the robbery of potatoes from a train at Crotone, I proceeded to Crotone and made enquiry into the occurrence.

No official report was ever received from Lieut. Button by myself or the Provincial Commissioner, the only intimation given being a casual remark made by Lieut. Button at the Mess on one occasion.

At that time I asked him for a report about the matter if it was serious, but no official report was ever received.

On the 24th. March, 1944, the Regional Police Officer Region 2 and myself visited Crotone, when on an inspection of the existing Police arrangements, it was decided to allot I Sotto Official and 12 Carabinieri for the particular job of guarding foodstuffs whilst being unloaded at the Port, and the subsequent removal to the Warehouse. Lieut. Button agreed that this would be sufficient personnel for his requirements.

On 14th. April, I interviewed the Maresciallo or the Carabinieri who informed me that he was present on the day in question 29th. March, with Lieut. Button at the Port. He stated that as the ship was being unloaded several of the potato sacks were broken and the crowd of people who were there picked some of them up.

A number of the Carabinieri Guards were also there and endeavoured to keep the people away and eventually got the people outside the barbed wire barrier that was erected to keep the people away from the ship.

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At that time I asked him for a report was ever received.

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333

Lieut. Button then thought that the crowd were becoming a nuisance and fired one of the Carabinieri rifles to scare the people and this apparently had the desired effect.

Outside the barrier were several horse drawn waggons which were being used to transport the potatoes to the sides of some several persons surrounded these waggons and slit the sides of some of the sacks and in the general scramble a quantity of potatoes were stolen. No persons were arrested however at the time.

Lieut. Button and the Maresciallo then stopped the sacks being loaded onto these waggons for a time and then afterwards got the train loaded to transport the potatoes to the warehouse.

./.

- 2 -

In the afternoon when the train was going from the Port the Warehouse, some youths apparently heaped sand between the rails of the track, which incidently runs over a sandy surface practically the whole distance, and this had the effect of slowing down the train whilst it was rounding a curve. Here apparently several people, the Maresciallo states that it was youths mostly, although he was not there to see this, jumped on to the train and started throwing the sacks of potatoes off whilst other people made off with them.

The train was guarded by an Italian Soldier who endeavoured to chase them off and as far as the Maresciallo's information goes was successful.

The train continued its journey and the incident was afterwards reported to the Carabinieri but the amount of potatoes stolen was not stated.

No actual cases of theft of foodstuffs has been reported to the Carabinieri by Lieut. Button although it is quite clear that thefts have taken place.

I have to the Maresciallo about the failure to report this incident and advised him that any such incident occurring in the future must be immediately reported both to the Col. of the Carabinieri and to A.C.C. Public Safety Department.

Attached is a list of persons arrested and thefts reported at Crotone respecting foodstuffs etc. since 22.9.43 but none of these reports have apparently been received from Lieut. Button.

Another 1 Sotto Official and 10 Carabinieri have been sent to Crotone to assist as will be seen by the attached letter received from the Carabinieri.

The matter has already been taken up by General Santa Maria Carabinieri Chief for the Naples Area who was visiting this District a few days ago and he is taking additional steps to improve the situation.

Forwarded for information and confirmation of my telegram.

3352

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Forwarded for information and confirmation of my telegram.

3352

W.A. MOODY. MAJOR.

PROVINCIAL POLICE OFFICER, CATANZARO.

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 2

Ref: A 156/35

16 April 1944

SUBJECT: - Safe-guarding Ships cargo

TO : - Deputy Chief Public Safety
Sub-Commission A.C.C.

1. With reference to your No ACC/14006/3/PS dated 10-4-44, no previous complaint had been received from the Port Officer at Crotone regarding the pilfering of goods from ships, warehouse, and in transit. He has since reported to this HQ. a state of affairs similar to that contained in your letter.

2. As the protection of these goods is a Public Safety responsibility, the P.P.O. at Catanzaro, who apparently had not been informed of the situation, has been instructed to submit a report on:-

- (a) Efficiency of Police Guards at Crotone.
- (b) Particulars of any reports made by Lt. Button. and the action taken.
- (c) Recommendations as to future action.

3. As one of our primary duties is to relieve the Military of all possible L. of C. and Civil commitments, it is considered that their assistance should not be sought until everything possible has been done with the means at our disposal, and it is not considered that the task, properly handled, is beyond our means.

A further report on the situation will be submitted in due course.

For the Regional Commissioner.

E.G. Fricker, Major
Executive Officer
Region 2

San Hew
Want further report

3351

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 2

Ref: A 156135

16 April 1944

SUBJECT: - Safe-guarding Ships cargo

TO : - Deputy Chief Public Safety
Sub-Commission A.C.C. ✓

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For the Regional Commissioner.

3350


E.G. Fricker, Major
Executive Officer
Region 2

785016

translation of 4A

File 5A

MEMO TO P.S. Sub-Commission

The Attorney-General of the Court of Appeal of Bari has informed this Ministry as follows :

As it is well known the Allied regret the frequent robberies performed during the unloading of goods in the ports and railway stations etc. The Allied Police have failed in stopping or diminishing such robberies on account of the vast number of unloaders.

With the purpose of finding a solution to this serious problem a mixed patrol service of Allied Police and CC.FR. was arranged at the railway station of S. Spirito (Bari)

Such a system has good results. The Attorney-General De Santis has declared that robberies have greatly diminished there because the CC.FR. know the place and the people perfectly.

We are informing you about said happy experiment, for an eventual extension of it on a larger scale by your Sub-Commission.

1st Ind.

ACC/14006/3/PS.

20 April, 1944.

3349

FROM : HQ. ACC., PS. Sub-Commission.

TO : R.C.)
R.P.S.O.) Region II.

Forwarded for information.

B. R. POWELL
B. R. POWELL Capt.
for Paul G. Kirk
Colonel Inf.,
Chief Public Safety
Sub-Commission.

NSP/vf.

PA-24/5
RHS

HA
PROMEMORIA PER LA COMMISSIONE ALLEATA DI CONTROLLO
(Sottocommissione di Pubblica Sicurezza)

Il Procuratore Generale della Corte di Appello di Bari, S.E. De Santis, ha fatto presente a questo Ministero quanto segue:

Come è noto i Comandi Alleati da tempo lamentano il frequente verificarsi di furti di merci in occasione dello scarico delle merci stesse nei porti, nelle stazioni ferroviarie e negli altri luoghi di smistamento. La vigilanza della Polizia Alleata, per quanto intensa, non ha potuto apportare una sensibile riduzione di tali furti, specie per l'ingente quantità del personale di manovalanza impiegato nei lavori di scarico.

Nell'intento quindi di trovare qualche soluzione atta a risolvere il grave problema si è adottato alla Stazione Ferroviaria di S. Spirito (Bari) un servizio misto di vigilanza composto di elementi della Polizia Alleata e di Carabinieri Reali.

3348

Tale sistema ha avuto un felicissimo esito, in quanto, secondo quanto ha dichiarato S.E. De Santis, la percentuale dei furti è ivi notevolmente diminuita.

Si ritiene che ciò sia dovuto soprattutto alla maggiore conoscenza dell'ambiente, che possiedono necessariamente i Carabinieri Reali.

Si segnala pertanto questo esperimento, così favorevolmente riuscito, nelle eventuali che codesta Sottocommissione creda opportuno farlo adottare su più larga scala.

785016

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

ACC/14006/3/TS

10 April 1944

3A

SUBJECT: Safe-guarding Ship's cargo

TO : Gen. PIRCHE, G.O.C. GC.RR.

1. Herewith is forwarded copy of a report which deals with the safe-guarding of supplies at the docks at Crete.

2. It would be appreciated if this Sub-Commission could have your observations on this matter.

A. E. YOUNG
Colonel,
County Chief,
Public Safety, Sub-Com.

HP/med

3347

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NEAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

file
2A

ACC/14006/3/PS

10 April 1944

SUBJECT: Safe-guarding ships cargo.

TO : RC Region II

1. Herewith is forwarded a copy of a report which deals with the safe-guarding of supplies at the docks at Crotone.
2. It would be appreciated if this question could be taken up with the Regional and Provincial Public Safety Officers, and forward observations to this office.

BP/ngd

A.E. YOUNG,
Colonel.
Deputy Chief,
Public Safety, Sub-Com.

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ES/46 1st Ind
ECONOMIC SECTION, HQ. ACC. 8 April 1944

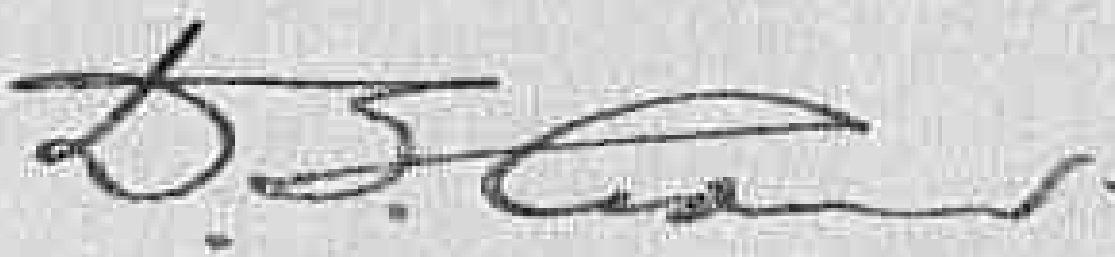
DSA/sen

TO : Colonel KIRK, Director
Public Safety Sub-commission
(thru Administrative Section). ✓

1. Forwarding, attached hereto, a copy of a report of the DMWTR, Western Italy, on an instance that occurred in connection with the discharge of seed potatoes from a vessel at Orotone.

2. You will note recommendations made in (a) and (b).

3. I can understand a lot of hungry refugees getting excited when they saw all of these seed potatoes and taking prompt action, however, it does seem that some steps should be taken in the matter to insure plenty of protection from the Carabinieri; I am, therefore, forwarding this to you for such action as you may deem appropriate.


D. S. ADAMS
Colonel, C. E.
Executive Officer
Economic Section

1 Incl:

Report fr DMWTR, Western Italy dtd 4 Apr. 44.

3343

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DEPUTY MEDITERRANEAN REPRESENTATIVE
MINISTRY OF WAR TRANSPORT

Tel: FLAMBO 179
DIAL 52904

9, Via del Chiostro,
NAPLES.

To: Chief Staff Officer,
Economic Section,
Allied Control Commission.
Subject: Discharge of s.s. "EJNEI" at GROTOLE.
Date: 6th April, 1944. *Ref. 47.*

1. Attached hereto is copy of a report received from D.M.W.T.R. Western Italy regarding the discharge of seed potatoes ex the above vessel at Grotole on the 29th March.
2. The proposals contained in the third paragraph of the report do not concern this Ministry but would appear to be applicable to the conditions ruling in that port.
3. Enclosed is sent for your information.

Hand Campbell.
D.M.W.T.R. (MED.)

3344

7 Apr 44
21

COPY.

Docks House,
Piazza della Borsa,
NAPLES.

4th April 1944.

To: D.M.W.T.R. Mediterranean.
From: D.M.W.T.R. Western Italy.
Subject: Discharge of S.S. EMER at Crotone.

The above vessel in addition to general cargo for Taranto had on board approximately 350 tons of seed potatoes for discharge at Crotone, at which port she arrived on Saturday 25th March. I visited Crotone on Wednesday, 29th March, and with Mr. Lator, D.M.W.T.R. Naples, spent some considerable time watching the discharge of these potatoes and regret having to report a most unsatisfactory situation.

There are of course no allied military police in the dock and little or no attempt is made by the local carabinieri and Italian military authorities to stop unauthorized civilians from entering the dock area. Quite a considerable quantity of potatoes were removed from alongside the ship herself, but the real trouble began when the horse-drawn carts and flat railway cars into which the potatoes had been loaded left the quay en route to the main station for transshipment to standard gauge railway wagons. They were then immediately surrounded, the bags slashed and the potatoes, which ran out, collected and removed by the crowd. Lieutenant Burton, A.C.C., who was responsible for the transfer of these potatoes from ship to warehouse, was endeavouring, and to a large extent succeeding, to deal single-handed with a mob of 5/600 people, who in addition to hurling epithets at times resorted to hurling stones at him. Had Lieut. Burton not taken the emergency steps that he did it is certain that little or none of this cargo would ever have reached the warehouse. I was informed that it was not so much the local people who took part in this incident, but the refugees who had been drafted into the town and who are paid 10 lire per day subsistence by the Italian Government.

If the proposal to send 5 or 6 ships per month to Crotone with supplies is carried out, it seems to me essential that one of the following measures is taken :-

- (a) Ensure that the Italian Government on a high level takes the required steps to see that the local police and military are fully aware of their responsibilities and duties and that they carry out their duties efficiently.

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If the pro coal to send 5 or 6 ships per month to Greece with civilian supplies is carried out, it seems to me essential that one of the following measures be taken :-

- (a) Require that the Italian Government on a high level takes the required steps to see that the local police and military are fully aware of their responsibilities and duties and that they carry out their duties efficiently.
- (b) Have the port patrolled by Allied military police.
- (c) Notify the Italian Government that in future all civilian supplies will be delivered to them at the end of the ship's tackle, and from that point responsibility lies with the Italians, A.C.G. etc. merely making it their function to see that proper arrangements are made for the removal of the cargo and the ship is not delayed through inefficiency on the part of the Italians.

Perhaps you will discuss this matter with the appropriate division of the Allied Control Commission.

(Sgd.) ALAN R. J. JONES.

D. S. J. R. J. Jones, Western Italy.

Encl. 1

