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SUPPLY, SECURITY CONTROL
FEB. 1945

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RESTRICTED

ALCOM, 24 Feb 1945

Newfile
Supply Security Control
14164

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TO	a.	Action taken in compliance with this directive inclosing copies of directives issued.
FROM	b.	Explanation of circumstances which make it impracticable to adopt prescribed control measures with a statement of what substitute measures are in force.
INC. & REG.		
PRISONS		
ADJ. OFFICER		
SECURITY		
CHIEF CLERK		

/s/ Joseph T. McNarney
JOSEPH T. McNARNEY
Lieutenant General, U.S. Army
Commanding

1 Incl
Supply Security Guide

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Reproduced by Hq 2675th Regt, Allied Commission,
(Ovhd), APO 394, 3 March 1945 filed.

400.73
(24 Feb 45) 1st Ind. CMP/jtg
HEADQUARTERS, ALLIED COMMISSION, ESTABLISHMENT SECTION, APO 394, U. S. Army,
3 March 1945.

TO: Director, Public Safety Sub-Commission, Allied Commission. (Thru: Vice President, Civil Affairs Section, Allied Commission).

1. A copy of this letter will be forwarded to each sub-commission under your section.

2. Reports as required in par 4, basic communication, will be forwarded to this headquarters not later than 23 March 1945.

BY COMMAND OF REAR ADMIRAL STONE:



C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

1 Incl:
Supply Security Control Guide.

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R E S T R I C T E D

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
OFFICE OF THE COMMANDING GENERAL
APO 512

24 February 1945

AG 400.73/346-0

SUBJECT: Supply Security Control.

TO : President, Allied Commission, Rome.

1. Loss of supplies through pilferage, organized thefts, barter and the illegal diversion of government property, will continue to be an acute command problem so long as the present economic situation in Italy continues. It is an important command responsibility to reduce these losses to a minimum and this will require the continuing attention of all commanders to prevent any relaxation of strict supply-security control measures.

2. The principal contributing factors in the loss of supplies through illegal acts (the phrase 'pilferage' is generally used) are as follows:

- a. Carelessness and looseness of control measures.
- b. Pilferage by civilian population who are destitute.
- c. Dishonest personnel, including laborers, checkers, drivers, guards, etc., whom it is difficult to screen effectively.
- d. A most inviting Black-Market where huge profits prevail.
- e. Pilferage and organized thefts by military personnel and civilians.
- f. Improper loading of trucks and railway cars.

3. There is attached hereto for transmission to each command unit and installation, for the personal attention of commanding officers, a guide for the preparation of Standard Operating Procedures for the safeguarding of U.S. Government Property. This guide will be studied, a review of present control measures conducted, and then such changes will be effected as may be dictated by the resulting comparisons wherein present safeguard measures are not as adequate as those contained in the guide, or where changes are considered impossible or impracticable due to operational demands.

4. It is desired that you call to the attention of your principal subordinate commands the importance of continuing the command attention to the end that high standards may be maintained on supply-security control. A report will be made on 31 March 1945 to the Theater Commander on supply-security control measures to include the following:

R E S T R I C T E D

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ALCOM, 24 Feb 1945

	a.	Action taken in compliance with this directive inclosing copies of directives issued.
	b.	Explanation of circumstances which make it impracticable to adopt prescribed control measures with a statement of what substitute measures are in force.
DEF. SEC. DIV.		
PLANS. & REG.		
PRISONS		
ADM. OFFICER		
SECURITY		
CHIEF CLERK		

/s/ Joseph T. McNarney
 JOSEPH T. McNARNEY
 Lieutenant General, U.S. Army
 Commanding

1 Incl
 Supply Security Guide

Reproduced by Hq 2675th Regt, Allied Commission,
 (Ovhd), APO 394, 3 March 1945 *Rev.*

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C. M. PARKIN
 Colonel, Infantry
 Executive Officer (US)

1 Incl:
 Supply Security Control Guide.

- 2 -

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SUPPLY SECURITYA Guide For the Preparation of Standard
Operating Procedures for Safeguarding
US Government Supplies

(Prepared under the direction of the Provost Marshal General)

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SUPPLY SECURITYA Guide For the Preparation Standard
Operating Procedures for Safeguarding
US Government Supplies

(Prepared under the direction of the Provost Marshal General)

Prevention of Loss by Pilferage - Prevention of loss by pilferage of United States government property is the purpose of these supply security measures. Commanders in all echelons must accept this responsibility. Recommendations gleaned from experiences in active theaters are submitted herewith as guides and assistance to supply security.

Sensitive Supply - Post exchange items, rations, gasoline, liquor, drugs, mail, clothing, personal baggage are the most common items which invite pilferage. Greater guard strength must be assigned to protect these items whether they are stored at docks, depots, dumps, railheads or in transit. Other supplies require constant guard but less personnel and modified general security measures can afford adequate protection.

GENERAL SECURITY MEASURES

1. Fencing - Barbed wire fencing will be erected at installations where its use will prohibit access to sensitive supplies or other pilferable material and equipment. The erection of such barricades for other storage areas and installations will be governed by judgement and the extent of losses experienced. The fence should be of sufficient height, durability, and center spacing, and be independent of buildings, damaged walls or rubble heaps. Open space on each side of fence, no obscured approaches permit guarding from one side. Serpentine rolls should only be used as a temporary expedient -- it has been proven that these can be crushed and an entrance made.

2. Guard Towers - Guard towers should be constructed of sufficient height and platform area to permit a free field of fire and observation.

3. Guards - Spacing of guards on perimeter fencing should be so planned that guards are either within sight or calling distance of each other at all times.

4. Entrances and Exits - Entrances, exits and fence perimeter should be under twenty-four (24) hour guard observation. Entrances and exits to any installation must be kept to a minimum consistent with the operation, size and design of the area, and the road net serving installation. Establishment of "in" and "out" gates is advisable for both vehicular and pedestrian traffic. The limiting of foot traffic, both in and out, to a single "pedestrian only" opening, provides a maximum in security and pass control. Reduction in the number of exits and entrances, for economy in guard personnel and localization of movement, can be accomplished by the use of double entrances or exits.

5. Flood Lights - All fencing and approach areas should be flood lighted at night where appropriate, except those areas in which black-out is in effect.

6. Traffic Control - Traffic control should consider the following:

a. An uninterrupted in and out flow.

b. Special exits for out loaded vehicles during heavy traffic periods, and the routing of outgoing supplies to these gates for checking. The use by any other traffic should be prohibited.

Supply Security (cont'd)

c. Designation of emergency gates for incoming and outgoing convoys of troop movements.

d. Army, Navy, Merchant Marine and civilian employees will use designated gates to insure effectiveness of pass system.

7. Pass System - A pass system to deny entrance to all unauthorized individuals should be adopted for all supply installations which prohibits entry, in general, to unauthorized persons. Passes should be issued and accounted for by the Security Officer.

a. A pass bureau should be located at the main "in gates" with trained personnel on twenty-four (24) hour service or on duty during all operational hours.

b. Lesser installations should control entrance to area by installation operational action through issuance of local passes or creation of a recognized identification system.

c. The issuance of photographic passes, due to temporary duration, reduction, and abandonment of installations, is not advocated, yet where practical the added security advantage warrants adoption.

d. Pass authority must be constantly on the person of the holder and be subjected to examination by proper authority at any time. Spot checks and roving inspections should be a continuous process. This procedure offers assurance that no unauthorized persons are in the area.

e. Revision of pass systems is necessary at periodic intervals, constant turnover of civilian employees, unreturned and lost passes, creates its own dangers. No system is wholly fool proof and its effectiveness is dependent on continued instruction, supervision, and checking.

(1) Permanent Passes - Issued for thirty (30), sixty (60) or ninety (90) day periods. Definite expiration dates and dates of renewal are most important. Records of issue, cancellation and expiration must be accurately kept.

(2) General Type Pass - Issued to authorized persons, reduces error and confusion and is good general identification. Distinguishing marks may be employed dependent on whether the installation is a temporary or lengthy operation. These markings may permit persons to enter further restricted areas and also show time of validity of pass.

(3) Photographs - Photographs will be attached to all drivers' licenses of all drivers other than American military personnel.

(4) Visitor's Passes - Must be immediately distinguishable from regular passes and must be surrendered by visitor on departure.

8. Guards and Laborers - A distraction of guards or military police, whose training has been in military police security work, by utilizing same as cargo checkers, tally clerks or inspectors is poor operation. Definite and complete orders must be given to guards. Instruction, constant briefing, and regular inspection by a commissioned officer is an absolute necessity. Italian military or

Supply Security (cont'd)

civilian guards do not afford the security offered by American personnel. Employment of this type personnel as guards, drivers, etc., may frequently open channels for loss of supplies. Increased American supervision must be provided in such instances. Loading and unloading operations performed by civilian labor or prisoners of war demand constant American supervision and guard. Intentional breakage of packaged goods for later pilferage is a common practice. Damaged and broken packages should be immediately collected and turned in to installation cooperage. All installations handling sensitive supplies must have civilians searched before loading area.

9. Checks and Tallies.

a. Shortages and overages are often the result of error in count. Estimating tonnage or number of packages is forbidden. Responsibility for loss of supplies will be charged to the agency failing to provide sufficient and competent personnel to guard and account for supplies under their control.

b. Checking Errors - Comparison of totals of supplies received with totals shipped is a part of the mechanics of both the transfer of supplies themselves and the responsibility for them. Prompt exchange of data as to type and quantity of all supplies shipped and received must be arranged between shipper and consignee, and immediate action taken to account for all differences. Delay in compiling or exchanging this information may prevent tracing, recovering, or accounting for supplies involved.

10. Port Areas and Associated Railway Marshalling Yards.

a. Security of supply begins on arrival of a ship in port. Discharging and getting supplies out of ports is only a part of the port responsibility. Further responsibilities are accurate checks, tallies, records and guarding of supplies while in the port. Estimation of tonnage denies possibility of correct initial inventory which in turn prohibits accurate future receipts or consumption records. This must be done before opportunity for "shrinkage" occurs. Warehoused or back piles of supplies are a guard and security function of the agency concerned.

b. Joint utilization of a port by agencies not under the control of the Port Commander demands an amicable arrangement for easy identification of said agency employees, also instructive briefing of guard personnel with reference to privilege of said employees.

- c. (1) All items arriving at ports in this theater in charge of Ship's Cargo Security Officers will be considered protected critical cargo.
- (2) Base section and similar commanders will designate a Cargo Security Officer at each port. This officer, or his authorized representative, will contact the Ship's Cargo Security Officer immediately upon arrival in port and arrange to receive security cargo and deliver it to the consignees. If the consignee of any part of the security cargo is located elsewhere, arrangements with the Transportation Officer shall be made to ship it to destination as soon as practicable, consistent with military requirements.

Supply Security (cont'd)

(3) When a shipment of supplies or equipment from the United States is to be classified and shipped as Protected Critical Cargo, this will be indicated on all requisitions and cables to PEMBARK. When shipments originate in this theater, the shipper will notify the Transportation Officer at the port of loading as to all cargo which is to be shipped in charge of the Cargo Security Officer.

(4) Protected Critical Cargo will be held to a minimum and will be requested only for valuable supplies such as dental gold, medical spirits, narcotics, currency, stamps, watches, medals, decorations and awards, pistols, binoculars and items normally exposed to pilferage because of their usefulness and value to the individual, or where prompt delivery to Supply Services of small packages is necessary.

11. Railways and Marshalling Yards.

a. Operation of railways hauling United States government supplies is often the problem of several agencies. The guarding and security of same has, as war progress expediency, been assigned to allied components. Operation of trains is turned back to civilians at the earliest opportunity and this creates further perplexities. Complete liaison, cooperation, and understanding must be had between American Army agencies, Allied or co-belligerent guards, and civilian railway operating agencies.

b. Inspection of Cars - Preloading inspection of all cars and a report of same is a must. Car load checker may do this in addition to his checking duty and an appropriate entry of car inspection made on tally sheet. Cars should not be accepted or loaded which have holes in the floor, roof or walls unless same are repaired. Emergency use of a damaged car demands assignment of a guard.

c. Improper Loading - Loose and careless loading causes waste space, breakage, loss of supply and is an invitation to pilferage. Load inspection of cars is as fixed a responsibility as the initial tally of contents.

d. Open Cars - No pilferable items will be shipped in open or gondola cars except in extreme emergencies, and in such cases a special guard will be placed on such cars.

e. Grouping of Cars - Grouping of cars containing pilferable merchandise is highly desirable. Wherever possible trains will be made up in such a way as to group together those cars carrying the most highly pilferable items in order to facilitate guarding. Economy of guard personnel is effected and this economy is further aided by planned posting of said guard. Guards riding the caboose or guard escort cars are completely inefficient and this practice is prohibited.

f. Tally Sheets - Tally sheets of car content must be affixed in prominent place on inside wall of car upon completion of loading. The accuracy of this tally is highly important in determining completeness of car content on arrival at its destination.

g. Sealing of Cars - All railroad boxcars will without exception have the doors closed, sealed and fastened securely with no less than 5mm wire or with a bolt the threads of which have been burred after the nut is fastened. When wire is used for sealing, a piece about fifteen (15) inches long should be passed through the eye of the car lock. The ends will be drawn together and tightly

Supply Security (cont'd)

twisted three (3) or four (4) times with a tommy bar. To avoid possibility of the seals being unwound, the ends of the wire will be cut short with a cropper so as to finish together.

h. Cars will be inspected enroute, whenever practicable, to determine if cars have been opened or pilferage has occurred. Appropriate reports will be made when cars are found unsealed or where theft is suspected. Cars will be resealed and relabeled when necessary.

i. Civilians - The carrying of unauthorized civilians on supply trains is prohibited. Where authorized civilians are permitted to ride on supply trains they will not be permitted to ride on cars carrying supplies.

j. Responsibility - Responsibility of supply proceeding movement is the absolute responsibility of the source or shipping agency concerned. Checking supplies and furnishing an accurate tally sheet of goods loaded is a part of this responsibility. Railway military police or other railway guards accept the responsibility after the cars are loaded, wired or bolted and sealed. There is a continuing responsibility until the receiving agency physically accepts the car.

12. Vehicle Movement of Supplies.

a. Substantial amounts of truck cargo are lost within the zone of communications through pilferage, theft enroute, hi-jacking, illegal diversion, breakage, careless vehicle handling. Trucks from port installations, dumps, and depots will be moved in small convoys of from three (3) to six (6) vehicles at close interval, one individual being responsible for the movement. Guards will be supplied for these vehicles by the dispatching installation whenever possible and only in exceptional cases will individual vehicles be dispatched. Specific routes will be designated for truck drivers to follow, trucks found off the designated route will be impounded and drivers of same given immediate trial by courts-martial. All truck loads leaving an installation will be checked by count and not by estimation. Drivers will be responsible for loads on trucks and will inspect and sign for their load before departure. This responsibility remains even though guards are employed.

b. Trucks loaded with sensitive supply, stopped due to mechanical failure or for any reason will have a guard stand by. Frequent change of guards on trucks will be a procedure which discourages guard and driver collusions.

c. Unloading at destination will be accompanied by a check of truck content against load dispatch slip and any discrepancies will be reported immediately.

d. All precautions will be taken against alteration and forging of trip tickets, tallies and other records as well as collusion with hi-jacking gangs. Special and alert attention must be exercised on routes having steep grades, obstructions, one way defiles or heavy traffic to prevent loss of supply.

13. Showdown Inspections of Troops - Special emphasis will be placed upon frequent unannounced showdown inspections of all troops. When such inspections disclose illegal disposition of government property, strict disciplinary action will be taken. Statements of Charges cannot be relied upon as an effective

Supply Security (cont'd)

deterrent, and will not be used as a substitute for disciplinary action. Publicity programs will be instituted which will effect a wide dissemination to the troops of the results of such disciplinary action.

14. Mobile Road Blocks - To prevent the movement of illegally acquired supplies into black market channels by civilians or soldiers, all major commands will establish mobile road blocks to prevent the passage of pilfered material, AWOLS, stolen vehicles, and vehicles without proper trip tickets. Control points will also inspect all military personnel for passes, and military vehicles for illegal articles. Wherever possible, commanders will secure the cooperation of Italian authorities to have Carabinieri or other Italian police personnel utilized to make similar inspections of civilian vehicles and personnel at these same control points. Military Police patrols will frequently inspect small communities for AWOLS and supply trucks which may be found off the prescribed route to destination.

15. Illegal Disposition of Government Property.

a. Articles of War 84 and 94 prohibit the sale, wrongful disposition, misappropriation or diversion of United States government property to unauthorized persons. In this connection, particular attention is directed to the fact that abandonment, misappropriation or bartering in any way of Army rations, gasoline and oils, captured material, clothing and equipment and Army Exchange supplies of all types fall under the provisions of these articles and Army Regulations.

b. All military personnel who observe any act of abandonment, pilferage or illegal diversion of United States government property will, without delay, apprehend the offender, obtain the name, grade, organization and serial number of the offender. They will also obtain similar information concerning witnesses, if any, and submit a detailed report of the incident to the appropriate commander having courts-martial jurisdiction. If apprehension is not possible, all information available will be obtained, and a similar detailed report of the incident will be made. The information obtained from military offenders will be checked against their War Department Identification Cards and Tags. When there is no doubt as to the veracity of information given, the individual will be turned over to the Military Police.

c. Negligence on the part of any United States military personnel in reporting crimes of this nature will be considered dereliction of duty and will be punished accordingly.

d. All commanders having courts-martial jurisdiction will issue such additional instructions as may be necessary to enforce compliance with the foregoing and will take strict disciplinary action in all cases.

16. Reports.

a. Incidents of major pilferage will be immediately reported to the Provost Marshal General, this headquarters, by cable. Reports will contain the following: date, time, name or number of installation and location, type of supplies indicating the amount and value; brief resume surrounding loss; action instigated and date thereof and the results obtained as of the time report was rendered. Weekly letter reports on progress will also be rendered. These reports are required when supply loss is \$100.00 or more in value.

Supply Security (Cont'd)

b. Further required is a letter report as of the 20th of each month, to arrive not later than the 28th, showing all other pilferage not reported by cable and containing the same type information as required in cable reports.

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