

ACC 10000/148/271 653/TN/1

PORT + WAREHOUSE REPORTS

MAR. 1945 - JUNE 1946

INDEX	TO OR FROM	AC Th File No.	SUBJECT OF LETTER	REFERENCE	DATED
4	Trans. S/C		Inspection trip to Naples James B. Hunsby	653 TTTT	28-3-45

RECEIVING REPORT No. 3-24+25-26 VG.

We submit hereby the copy of the receiving report No. 23-24-25-26 VG., relating to goods assigned to AMG Venezia Giulia, 13 Corps, Trieste, bearing the signature of the Allied officer in charge.

Yours respectfully,

(Sgd) Illegible,

3015

Italian Agrarian Syndicates,
National Stores - Venice .

8106

TN-Br.

FEDERAZIONE ITALIANA CONSORZI AGRARI
MAGAZZINI NAZIONALI - VENEZIA

- ANG.VENEZIA GIULIA
13° CORPO TRIESTE
Cap.LA FARO
Casa del Popolo
Trieste
- CHIEF ACCOUNTANT - ALLIED SUPPLYS
Accounting Agency
Roma
- TRANSPORTATION S/COMMISSION
Account Branch - 
Roma
- FEDERAZIONE IT.CONSORZI AGRARI
Servizio Alimentari d'importazione
Roma
- FEDERAZIONE IT.CONSORZI AGRARI
Ufficio Interregionale
Padova

Venezia, 4 giugno 1946

MU/pb

NOTA DI RICEZIONE N° 23-24-25-26 VG.-

Allegate alla presente ci pregiamo rimettervi la
copia di Vs/ spettanza delle note di ricezione n° 23 - 24 - 25 -
26 VG., per averci cedute all'ANG Venezia Giulia - 13° Corpo Trie-
ste, firmate regolarmente dall'Ufficiale Alleato.

Distinti saluti.

FEDERAZIONE IT.CONSORZI AGRARI
Magazzini Nazionali - Venezia

30153

0072

Mod 13

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI GENERALI - VENEZIA

WAREHOUSE RECEIVING REPORT

RICEVUTA DI MAGAZZINO

N. 73.23

Received at Warehouse
Ricevuta al Magazzino

A. U. Venezia Giulia - 1300 Corpo-Friente Date 28 May 1946

Received From
Ricevuto da

Region III - Federconsorzi Venice

(Name or Ship, Vendor, Mill or Warehouse)
(Nome della Nave, Venditore, Molino o Magazzino)

DESCRIPTION OF COMMODITIES DESCRIZIONI DELLE MERCI	NUMBER OF BAGS OR BOXES Numero dei sacchi o casse	UNIT WEIGHT Peso unitario	TOTAL WEIGHT Peso totale in lbs.	TOTAL WEIGHT IN KILOGRAMS Peso totale in Kilogrammi	REMARKS ON SHORTAGES OR DAMAGE Rilevati su ammontari o avarie
ex 5/0 "Loring" U.S.A.					(forwarded on) spedite 17:
Destinazione		Egg			
Grain/Grano	1309	100		130.900	3/5/46
"	845	"		84.800	1/5/46
"	150	"		15.000	in diminuzione
"	4155	"		415.500	13/5/46
"	2507	"		250.700	15/5/46
"	3059	"		305.500	16/5/46
"	2611	"		261.100	17/5/46
"	2930	"		293.000	18/5/46
"	165	"		16.500	25/5/46
	16234	100		1.623.400	

Received the above mentioned supplies from Federconsorzi -
Roma -

Signed

(LIASON) OFFICER
VENEZIE
REGION
TRANSPORTATION OFFICER
Capt.

3013

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI GENERALI - VENEZIA

Signature of Receiving Officer
Firma dell'Ufficiale Ricevente

Mod 13

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI GENERALI - VENEZIA

WAREHOUSE RECEIVING REPORT

RICEVUTA DI MAGAZZINO

N. _____

Received at Warehouse Mag. Venezia Biadelle-13° Corpo Trieste Date 28 May 1946
 Ricevuta al Magazzino _____ Data _____

Received From Region XII° ex Federconsorzi Venezia
 Ricevuto da _____
 (Name of Ship, Vendor, Mill or Warehouse)
 (Nome della Nave, Venditore, Molino o Magazzino)

DESCRIPTION OF COMMODITIES DESCRIZIONI DELLE MERCI	NUMBER OF BAGS OR BOXES Numero dei sacchi o casse	UNIT WEIGHT Peso unitario	TOTAL WEIGHT Peso totale in lbs.	TOTAL WEIGHT IN KILOGRAMS Peso totale in Kilogrammi	REMARKS ON SHORTAGES OR DAMAGE Rilevati su ammontari o danni
ex 3/8" AP. Hill U.S.A. Destinazione		lbs			(Conservato in) Spedito 111
Lardo (bacon)	268	33	8.844	4.012	18/5/46
Uline os. " fusti (casks)	148	"	"	26.820	
	416	"	"	30.832	
Maccheroni (maccheroni)	153	30	4.590	2.082	18/5/46
Potato essiccate	186	46	8.556	3.881	
" "	75	34	2.550	1.157	
" "	60	32	1.920	871	18/5/46
" "	78	30	2.340	1.061	
" "	19	28	532	241	
(Dry potatoes)	358	"	13.858	6.285	
Fiselli (beans)	86	100	8.600	3.891	18/5/46

Received above mentioned sup. 111 G. (JASON) OF FEDERCONSORZI - ROMA

Signed



3012

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI GENERALI - VENEZIA

 Signature of Receiving Officer
 Firma dell'Ufficiale Ricevente

Mod. 13

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI GENERALI - VENEZIA

WAREHOUSE RECEIVING REPORT

RICEVUTA DI MAGAZZINO

N. 74.25

Received at Warehouse Mag. Venezia Giulia-13° Corpo Trieste Date 28 May 1946
 Ricevuta al Magazzino
 Received From Regione XII° - Pedemonte Venetico
 Ricevuto da (Name or Ship, Vendor, Mill or Warehouse)
 (Nome della Nave, Venditore, Molino o Magazzino)

DESCRIPTION OF COMMODITIES DESCRIZIONI DELLE MERCI	NUMBER OF BAGS OR BOXES Numero dei sacchi o casse	UNIT WEIGHT Peso unitario	TOTAL WEIGHT Peso totale in lbs.	TOTAL WEIGHT IN KILOGRAMS Peso totale in Kilogrammi	REMARKS ON SHORTAGES OR DAMAGE Rilevati su ammanchi o danni
ex: 3/4 "K. Hill" U.S.A. Destinazione		Lbs			Exceeded 11/11
Carne con legumi	83	45	3.735	1.595	18/5/46
" "	49	36	1.764	800	
(Meat & vegetables)	132	-	5.499	2.493	
Farine di soia	71	100	7.100	3.221	18/5/46
(Soya flour)					
Latte in polvere	26	200	5.200	2.359	18/5/46
(Powdered milk)					

Received the above mentioned supplies from Pedemonte Venetico - Rome

Signed

A/S Transportation Officer



3011

Signature of Receiving Officer
Firma dell'Ufficiale Ricevente

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
MAGAZZINI GENERALI - VENEZIA

0075

Mod 13

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
MAGAZZINI GENERALI - VENEZIA

WAREHOUSE RECEIVING REPORT
RICEVUTA DI MAGAZZINO

N. 76.26

Received at Warehouse AMS. Venezia Giulia-13°Corpo Trieste Date 28 maggio 1946
Ricevuta al Magazzino

Received From Region XII° - Federconsorzi - Venice
Ricevuto da

(Name of Ship, Vendor, Mill or Warehouse)
(Nome della Nave, Venditore, Molino o Magazzino)

DESCRIPTION OF COMMODITIES <i>DESCRIZIONI DELLE MERCI</i>	NUMBER OF BAGS OR BOXES <i>Numero dei sacchi o casse</i>	UNIT WEIGHT <i>Peso unitario</i>	TOTAL WEIGHT <i>Peso totale in lbs. Peso totale in Kg.</i>	TOTAL WEIGHT IN KILOGRAMS <i>Peso totale in Kilogrammi</i>	REMARKS ON SHORTAGES OR DAMAGE <i>Rilievi su ammanchi o avarie</i>
ex S/a "Bosch Phot" USA Destinazione SUGAR/ZUCCHERO Udine /	8045	-	223.446	217.940,6	(forwarded on) Spedito il: 18/5/1946

Received the above mentioned AMS. Venezia Giulia-13°Corpo Trieste Federconsorzi - Rome

Signed

[Signature]
A/O Transportation



3010

Signature of Receiving Officer
Firma dell'Ufficiale Ricevente

RECEIVING REPORT No. AUS 8.

We submit hereby the copy of the receiving report No. AUS 8, relating to goods assigned to ACABRIT Vienna (Austria), bearing the signature of the Allied officer in charge.

Yours respectfully,

(Sgd) Illegible,

Italian Agrarian Syndicates,

National Stores - Venice 3009

8105

TN-Br

FEDERAZIONE ITALIANA CONSORZI AGRARI
MAGAZZINI NAZIONALI - VENEZIA

- ACABRIT
A.S.D.45
V i e n n a (Austria)
- CHIEF ACCOUNTANT
ALLIED SUPPLYS
Accounting Agency
R o m a
- TRANSPORTATION S/COMMISSION
Accounte Branch
R o m a
- FEDERAZIONE IT. CONSORZI AGRARI
Servizio Alimentari d'Importazione
R o m a
- FEDERAZIONE IT. CONSORZI AGRARI
Ufficio Interregionale
P a d o v a

Venezia, 3 giugno 1946

RG/pb

NOTA DI RICEZIONE n° AUS 8

Allegata alla presente ci preghiamo rimetterVi la copia di Vs/ spettanza della nota di ricezione n° AUS 8, per merci cedute all'ACABRIT Vienna (Austria), regolarmente firmata per ricevuta dall'Ufficiale Alleato.

Distinti saluti.

FEDERAZIONE IT. CONSORZI AGRARI
Magazzini Nazionali - Venezia*[Handwritten signature]*

65003

Mod 13

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI GENERALI - VENEZIA

WAREHOUSE RECEIVING REPORT

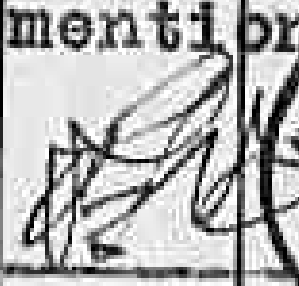
RICEVUTA DI MAGAZZINO

N. AUS. 8

Received at Warehouse **ACABRIT VIENNA (Austria)** 45 C.S.D. Date **28 maggio 1946**
 Ricevuta al Magazzino Data

Received From **Region XII^o - Federoconsorzi - Venice**
 Ricevuta da

(Name of Ship, Vendor, Mill or Warehouse)
 (Nome della Nave, Venditore, Molino o Magazzino)

DESCRIPTION OF COMMODITIES DESCRIZIONI DELLE MERCI	NUMBER OF BAGS OR BOXES Numero dei sacchi o casse	UNIT WEIGHT Peso unitario	TOTAL WEIGHT Peso totale in lbs.	TOTAL WEIGHT IN KILOGRAMS Peso totale in Kilogrammi	REMARKS ON SHORTAGES OR DAMAGE Rilevati su ammanchi o avari
ex S/S "AP. Hill" U.S.A.	So.	Lbs			(Forwarded on) Spedito il:
Destinazione					
Zuppa (Dry Soup)					
Klagenfurt	1206	40	48.240	21.881	
	164	48	7.872	3.571	19/4/46
	2	54	108	49	
	1372	-	56.220	25.501	
Received the above mentioned supplies from Federoconsorzi-Rome Signed  Capt. A/O Transportation Officer					

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
 MAGAZZINI GENERALI - VENEZIA

Signature of Receiving Officer
 Firma dell'Ufficiale Ricevente

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 478700
Ref. W/7/1614/Tn6

RHK/mvm
2 October 1945

SUBJECT: Commerce Sub Commission's Imports in Genoa Warehouses
TO : Commerce Sub Commission

1. Receipt of copy of letter of 24 September 1945, ref. AC/5134/MIL/Commerce, signed by Mr. L.v.R. White, Director of Milan Office, Commerce Sub Commission, is acknowledged.

2. This letter states that the blankets, clothing and shoes stocked in Genoa warehouses are all part of the large quantity of imported supplies, "the distribution program of which is being drawn up by the Ministry of Industry and Commerce in conjunction with the distribution program of textiles which the Government has reserved for itself from North Italy availability. This program is expected to be submitted for approval shortly and the articles distributed."

3. In this connection, it is our opinion that the situation be further clarified so that some positive action can be taken promptly. There are on hand, at present, 28,785 bales and cases of clothing and shoes in Genoa warehouses of the Federazione Italiana dei Consorzi Agrari held in the name of I.C.E. The greatest part of this inventory has been on hand since 29 July 1945.

4. There was a large quantity of similar items on hand in the warehouse of Federazione Italiana dei Consorzi Agrari in Naples. After much pressure was brought upon the Commerce Sub Commission and I.C.E., orders were finally issued by I.C.E. in conjunction with the Commerce Sub Commission to ship this merchandise to the I.C.E. warehouses in Rome. This program commenced the latter part of July and since that time, the following quantities have been shipped from Naples:

Shoes	- 20,368 cases
Clothing and Cloth	- 14,318 bales and cases
Blankets	- 14,758 bales

5. In addition, since 5 July 1945, 2,116 packages of shoes and 6,089 bales and cases of clothing have been shipped from Civitavecchia to warehouses of I.C.E. in Rome area.

3006

653/7

- 2 -

6. In addition, there are on hand in the name of I.C.E. in the Federazione Italiana dei Consorzi Agrari warehouse in Leghorn 350 tons of blankets which have been on hand many weeks.

7. This Division is primarily interested in the movement of the above listed merchandise because of its tying up valuable warehouse facilities. However, although this office is in no position to judge officially, judging only on casual observation from repeated trips through Italy, there does seem to be a crying need for this type of merchandise among the Italian people.

8. This matter has been brought to the attention of the Commerce Sub Commission by this office many times, both in writing and verbally. Signore Bordonni of I.C.E. personally advised the writer two or three days ago that all the clothing, shoes and blankets that have been shipped to I.C.E. warehouses in Rome are still on hand.

9. It is believed that this situation calls for firm action at the highest level.

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Warehouse Division

Copy to:
Economic Section (Att: Brig. Gen. McKinley)
Director, Transportation Sub Commission
I.C.E., Rome (Att: Sig. Bordonni)

3005

Director, Tns/c

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/60/Tn6

ACA/mvm
3 September 1945

SUBJECT: Report on Port of Genoa

TO : Mr. R. M. Bazzanella, Chief
Ports & Warehouse Division

1. As instructed by you, I proceeded north on Sunday, 26 August 1945, spent the night at Leghorn and arrived in Genoa rather late in the afternoon of Monday, 27 August 1945; delay on route being partly attributable to rather slow driver and engine trouble, but also to loss of two hours due to the driver's trip ticket not having been signed by a competent officer.

2. The following two days were spent in contacting various officials and visiting the docks. Again I was greatly hampered by being deprived of the use of my car for a whole day while it was under repairs.

3. I conferred chiefly with the following gentlemen: - The Chief Transportation Officer, Major Wickens; Captain K. Thornback, Assistant to Col. Balfour, Port Commandant, who was away; and Mr. C. Crooks, Port Liaison Officer. I also met Col. J. G. Selby, M.C. Regional Commissioner, Liguria and Major Boyd, Officer in Charge of Warehouses.

4. Major Wickens failed to understand why information re Genoa having become a Class "B" Port on 15 August had not been received by appropriate divisions in Rome, as this information was sent at the time by signal addressed to the proper quarters, including Alcom.

5. I stressed with Major Wickens and with Mr. Crooks the fact that neither Ports & Warehouse Division or Shipping Branch has received any progress reports or other information, apart from daily Ministry of Marine sitreps, since the arrival of Mr. Crooks at Genoa.

6. Mr. Crooks had in fact just prepared a report, a copy of which I brought back with me and which is attached hereto. Mr. Crooks assured me that now that he had, after an immense amount of personal supervision on his part, got over the many and

3004/6

- 2 -

varied initial troubles and difficulties arising from the hasty transition of port management and working to the Italian authorities, he would be able to give proper attention to the regular sending of informatory reports.

7. Both the Acting Port Commandant, Captain Thornback and Major Wickens expressed the highest opinion of the work accomplished to date by Mr. Crooks and referred to the very long hours and exhaustive nature of the work being so ably performed by him. It was pointed out in this connection that the change-over to Class "B" operations did not take place as originally planned, viz. in three or four phases but, in fact, was rushed from Military to Civilian status on short notice; that this did not give the Italian authorities time to build up a competent staff; that the Italian Port Commandant should be a man of competent knowledge and, above all, of a forceful driving personality.

8. Rail Clearance

a. One of the major problems facing the port is that of rail clearance. This has been so far fairly effective but with the increased tonnages now being handled there are indications of trouble ahead, unless immediate steps are taken to supervise this matter closely and effective measures taken to increase facilities and wagon supply.

b. The position at the time of my visit was that the rate of discharge on to rail had resulted in a large dispersal of loaded rail wagons without compensating return of empties. The Italian Rail Authorities have, so Mr. Crooks informed me, put their target clearance figure at 5000 T.P.D., whereas Mr. Crooks, in common with other port officials, considers that this figure should be 8000 tons.

c. Mr. Crooks and Major Boyd are dealing efficaciously with the day to day discharge position by emergency back-piling but this, of course, is merely a temporary palliative and is not the final solution which necessarily involves increased over-all rail clearance.

9. P.O.L. - Major Wickens expressed concern regarding the allocation of P.O.L. to the Italian truck pools serving the region and gave me to understand that instead of the allocation of 711 barrels requested, only 150 barrels were allocated. This, of course, would soon have disastrous results on port clearance. Upon my return, I immediately took this matter up with Mr. Franklin of the Roads Division and he has assured me that the 150 barrels referred to were, in fact, only the supplementary allocation required for August and

3003

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that allocation will be made by Pensec. AFHQ for September based on 6 barrels per truck per month.

10. Bunkering of Itmare Coasters - Mr. Crooks has arranged to take 2000 tons of bunker coal per month; 1500 tons to be stacked on quay, 500 tons to be held in lighters and he requests that immediate arrangements be made by Coal Section, Itmare. This matter I have already reported to you verbally and, as agreed, has been referred to Lt. Marena in his capacity of Secretary, Itmare.

11. A list of the berths available at the time of my visit is given by Mr. Crooks in his report (attached copy) and need not be repeated here.

12. In conclusion and as informed by Captain Thornback, I would point out that as from 15 August 1945, the office of the Military Port Commandant has been interested only in military cargoes and that a signal received on 27 August 1945, cancelled all further military stores for Genoa; also that the only remaining known military commitment is the shipping out of vehicles and tanks of the 6th South African Division. This movement will take about two or three months to complete. For this movement, it is proposed to use berths #1 and 6 if there are only two ships for simultaneous loading but the military retain the right to additional berths if required.

13. The following recommendations are submitted:

a. That, as requested by Mr. Crooks and recommended to me by Major Wickens, a competent Rail Operations Officer be sent to confer with them and that his visit be one of some duration to enable him to investigate closely all rail operational problems affecting the port of Genoa and press any recommendations he may see fit to make with the Italian Rail Authorities.

b. That the question of additional assistance for Mr. Crooks be favorably considered and that special consideration be given to a Movements Officer being appointed to co-ordinate all land, rail and sea movements which affect the ports of Genoa and Savona in collaboration with the Port Liaison Officer and Warehouse Officer. The Movements Officer could also very well undertake the work of reporting and signalling. Such an officer would, in my view, afford much needed relief to Mr. Crooks and would leave him free to concentrate on the securing of adequate co-operative efforts on the part of all port officials and organizations towards achieving maximum port efficiency.

14. Before closing this report, I desire to draw your attention to the trouble and delay caused to officers and officials making long and exhausting journeys, owing to breakdowns of cars

3002

- 4 -

supplied by Super-Garage, Rome. I have had previous experience of this and believe my experience is far from being unique. On this occasion, I was delayed on the outward journey; was further hampered by being deprived of use of the car for a whole day when I needed it in Genoa and, on the return journey, I was held up for three and a half hours while mechanics from a near-by American Army School of Mechanical Instruction (fortunately), stripped and cleaned the carburetor and fuel feed pipe which were literally full of and completely choked by dirt.

A. C. Allman

A. C. ALLMAN
Port Branch

Attachment:

As stated in para 6.

Copy to:

Director, Transportation S/C ✓
Shipping Branch (Att. Major Laraman)
Rail-Road Branch (Att. Major Worthington)
Chief Transportation Officer, Genoa (Att. Major Wickens)

14 August 1945

Report for Mr. Upman

Fiumicino

Dredging of the bar at the entrance of Fiumicino continued as necessitated by further siltation due to rough seas.

Tiber

Dredging of the Tiber has been held up until the dredger can return there from Fiumicino. Dredging will be resumed shortly.

Civitavecchia

The floating 120 ton crane "Trieste" has been employed in clearing obstructions from berth #8, preparatory to dredging there. This berth is being cleared for use as an additional Liberty alongside berth. When berth #8 is cleared, there will be 4 available alongside Liberty berths.

Salerno

The port entrance is being dredged to obtain a depth of 27½ feet and dredging will proceed at this port to clear the East Mole which will provide a second alongside Liberty berth. At present, there is only one.

Dredging Surveys

We have instructed the Ministry of Marine to intervene with the Ministry of Public Works with a view to fixing responsibility on Genio Civile for pre-dredging surveys.

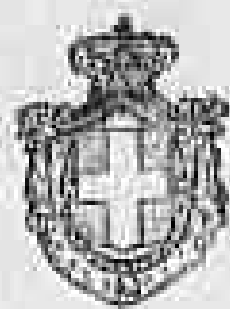
Stevedoring Tariffs

The proposed new stevedoring tariff - This matter is being closely followed and it is anticipated that a letter will be sent during the week to the various divisions and headquarters concerned, giving a brief note of our reaction to the proposed tariff.

Upman:

3000

20653/5



IL MINISTRO DEI TRASPORTI

P. XIV 2.

Rome, 9 August 1945

Dear Mr. Taylor,

During the first period of my office, I have given my particular attention to the functioning of ENAC, and I have, at the present time, received a report from the appropriate Commission charged to refer in detail on the subject.

This report contains, amongst others, a concrete proposal for a reorganization of ENAC, proposals that I will examine in each detail, in order to decide upon their total or partial realization.

Meanwhile, I am convinced that it is necessary to appoint a Commissario Straordinario to direct with authority the ENAC. This because I wish that my management be a control and not the Direction of the same ENAC.

I think it ^{is} my duty to inform you in regard, adding that I will submit the new measures to the approval of the Consiglio of Ministers at the next meeting.

Yours truly

THE MINISTER

2999



IL MINISTRO DEI TRASPORTI

F.XII.2. 7337

Roma, 9 AGO. 1945

Caro Signor Taylor,

In questi primi tempi della mia carica ho rivolto la mia particolare attenzione sul funzionamento dell'E.N.A.C. ed ho in questi giorni ricevuto la relazione di apposita Commissione incaricata di riferirmi dettagliatamente in proposito.

Tale relazione contiene fra l'altro proposte concrete di riorganizzazione dell'Ente, proposte che mi riservo di esaminare nel loro dettaglio per decidere sulla loro attuazione totale o parziale.

Nell'attesa mi sono tuttavia formato il convincimento che è necessario nominare un Commissario Straordinario per dirigere con poteri particolari l'Ente in discorso, sotto il mio controllo, anche perchè desidero che gli atti della mia gestione rappresentino controllo e non direzione diretta dell'E.N.A.C. medesimo.

Di tanto ho ritenuto doveroso informarla, aggiungendo che sottoporro all'approvazione di quest'altro Consiglio dei Ministri il provvedimento.

Cordialmente

I L M I N I S T R O

Mr. Merritt H. TAYLOR
Director of Transportation Sub Commission
Commissione Alleata

R O M A

Via Veneto

2998

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

RMK/rf

Tel. 478700

8 August 1945

Ref. W/94/1375/Tn6

SUBJECT : Out-Turn Report S.S. APULSGATE

TO : Federazione Italiana dei Consorzi Agrari - ROME
Via 24 Maggio No. 43
Attention: Sig. Mizzi

1. Attached hereto is letter of 27 July 1945, ref. BA/PL/6/5, from ALCOA Liaison Officer, Bari, reference to the Out-Turn Report rendered to him by the Consorzio Agrario Provinciale, Taranto, concerning the discharge of wheat on the S.S. APULSGATE.

2. You will note that paragraph 5 of the enclosed letter indicates the loss of 89 tons, or in excess of 12%, between ship side and warehouses.

3. The Italian Government is responsible for receipt of merchandise at ship side. Therefore this loss is a direct responsibility of the Italian Government, who have designated you as their agent in these matters.

4. This matter is so serious that it is recommended that strong action be taken from this end.

5. It is requested that we be advised what action you are taking and what assurance there is that similar instances will not result in the future.

For the Director:

Copy to:

Director, Transportation S/C
Director, Food S/C
Chief Accountant, Finance S/C
Attn: Col. Crawshaw
High Commissioner for Food

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

1 encl.

Copy of letter as per para 1 above

653957/TNI

TRANSLATION

ALLIED COMMISSION
LIAISON OFFICE
B A B I

RHF : BA/PI/6/5

27 July 1945

SUBJECT : OUT TIER REPORT - S/S "APPLEBATE"

TO : Consorzio Agrario Provinciale
TARANTO

1. Your report on the above ship, which had completed discharge by 22 June, was received by this office on 26 July.

2. It is not expected that your reason for delay - i.e. waiting until destination receipt figures were in - will be accepted as a valid excuse by either your Headquarters or mine.

3. You were aware that you were responsible for checking to the quay, and that the receiving report should reflect that figure and not receipts at destination.

4. You will recall that on the day before this ship docked I visited the Dock Superintendent with your Commissario and arranged anew for all facilities to be granted for your checkers to function.

You will also recall that on that day the entire question of discharge, checking, and accounting was discussed and agreed between myself, your Commissario, your Director and Vice Director, and Signor Pontieri of Federazione.

5. Your report indicates receipt of qli. 7377.36 or 726 long tons net. Military Movements report discharge at Taranto of 839 long tons gross or app. 825 long tons net. This will indicate a possible loss of 99 tons between ship side and your warehouses. This would appear to be serious enough to merit consideration and investigation by both yourselves and the higher authority included on the distribution of this letter.

Copy : Federazione - Naples
Federazione - Rome
Federazione - Barb

S/ O'LEARY, Lt.
Liaison Officer (Food)

Translation - Chief Accountant
Finance S/C Hq.
Food S/C Hq. A.C.
Port & Disb. Div.
Transportation S/C Hq. A.C.

COPY

2996

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

WWS/RF

Tel. 472700

28 July 1948

Ref. 7/2/1343/TNS

SUBJECT : Naples Warehouses Situation

TO : Federazione Italiana dei Consorzi Agrari

1. As a result of an inspection on 27 July of Depots 696, 677, 682, and 695, now operated by the Consorzi agrario in Naples, the following remarks are made:

2. The general situation of stores in the warehouses is highly unsatisfactory. Indications are that there is no one in the Federations organization in Naples who is qualified warehouse operator. Numerous officials are employed, some of whom are excellent in the performance of their duties. However, these duties are accounting, handling of rail wagons, handling of water shipments, warehouse maintenance, etc. Sig. Sagnese, the chief of the entire organization, by his own statement is not a warehouse operator. Sig. Debach and Sig. Scagliarini who are the chiefs at warehouses 677 and 695 respectively, were former employees of Magazzini Generali and were considered by us to be mediocre in their abilities. They were employed by the Federazione at the time of the change-over because, we were told, the Federazione at that moment did not have time to supply other or more efficient personnel. This was several months ago.

3. To be quite specific, the inefficiency observed results in considerable unnecessary spoilage of foodstuffs, waste of time and labor, and delayed turn-around of trucks which enter the warehouses to make deliveries or pick up merchandise. These inefficiencies are as follows:

a. Failure to segregate merchandise intelligently, based on similarity of content and packages. Merchandise of the same kind is stored in numerous places in the same warehouse. Further, merchandise of the same kind is stored in several warehouses to the detriment of the entire picture, wasting storage space and making subsequent distribution haphazard.

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b. Merchandise is stacked in a sloppy, inefficient manner. This causes breakage, and encourages pilferage because inventory by inspection is impossible. It reduces the amount of merchandise which may be stored in a given area, and encourages general slovenliness of performance on the part of the employees.

c. Serious losses are being encountered in the handling of lard. One of the principal causes is inefficient handling of the containers. Wooden barrels stored in the open are not being wetted down as common sense dictates the handling of wooden barrels stored in the open. (Wetting down barrels is a common practice in the wine trade in Italy.) Ropes are not being driven regularly to tighten the barrels. (This also is common practice in the wine trade in Italy.) Lard is stored in the open with little regard for pre-conceived plan of storage. Barrels are stacked either upright or on their sides; dunnage is not used between barrels, which causes additional breakage. Steel drums are stored in any position anywhere in the several warehouses. Experience in other Federations warehouses indicates that losses on lard have been considerably reduced by efficient storage, even when required to be stored in the open.

d. The handling of powdered milk in barrels is unintelligent. Broken barrels are not quickly repaired. A sufficient number of carpenters is not employed. Carpenters are not employed at shipside to repair slightly broken barrels and to prevent additional more serious damage enroute to warehouse. The amount of space being used to repair broken barrels of milk is wasteful because large quantities of broken barrels are allowed to accumulate. The number is ever increasing because the number of carpenters cannot keep up with increasing breakage. This also produces a large waste of the product, which is strewn over floors in the area.

e. Similar comments about broken fish barrels apply as do the comments in the sub-paragraph above. Unprotected fish in no sort of container whatsoever was noted in several places.

f. The storage of flour is as bad as that seen anywhere in Italy. In Warehouse 577 in several of the rooms there were not less than 2 or 3 cm. of loose flour on the ground, through which the workers were walking and trucks driving. Loose flour accumulates by workers' slitting the sacks in order to steal the sacks, leaving the flour to fall through the piles. More careful supervision and continual clean up of warehouses can prevent this.

g. All Federazione warehouses have been told that all cans of canned milk should be turned upside down once every 30 days in order to prevent deterioration. Naples Warehouse have not followed this

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procedure. The amount of milk spoilage, unless corrective measures are taken, will shortly be appalling.

h. Due to poor direction of workers, there are long delays in loading and unloading incoming truck loads of merchandise. With the present shortage of transportation in Italy, this is nothing short of criminal.

i. Simple warehouse maintenance is not being carried on, as evidenced by broken floors and broken roadways within the warehouses. Preventive maintenance can cause a reduction in the amount of work needed.

j. There is a lack of coordination between the Naples warehouses and the other warehouses in the vicinity operated by the Federazione or by ICS. The statement was made by the managers of Federazione Depot 1235 in Cacciallo and by the depot managers of 1254 and AGAI in Naples that the warehouses were full and they could accept no more merchandise. Upon inspection of each of these warehouses, it was immediately observed that the warehouses were not full and that all three could accept considerably more merchandise by efficient storage of their contents.

4. Reference is made to letter of 7 July 1946, ref. 53-1/3/FOOD, addressed to the Ministry of Food, copy to Federazione Italiana dei Consorzi Agrari, in which a list of spoiled foodstuff in Naples is indicated. It is our firm belief that this quantity of spoilage is extremely high and unnecessary. It is out of proportion to the experience elsewhere and is due to the factors listed above.

5. In order to avoid further waste and possible complete break down of operations in Naples, it is urgently recommended that present supervisory personnel either be replaced or augmented by several expert warehousemen. Although a specific recommendation is not thought proper, it is suggested that the operations of the Iarsena Warehouse in Genoa, now used by the Federazione, are as efficient as compared to other Federazione warehouses, the personnel might conceivably be moved from there to Naples to the advantage of the entire picture.

6. It is requested that this letter be acknowledged in writing, with specific statements as to what steps are being taken to improve the situation in Naples.

For the Director:

Copy to:
High Commissioner for Food
Food S/C
Director, Transportation S/C
Sr. Transportation Officer, Naples Commune
ALCON P.L.O. Naples - Attn: Capt. T. Ramsey

ROBERT H. KLEIN
Major Med. Ada. C.
Ports & Whse. Div.

2993

INTER - OFFICE MEMO

RMK/rf

Tel. 478700

21 July 1945

Ref. W/7/1317/Tn6

SUBJECT : Report on Inspection of Warehouses by
Major Robert H. Klein

TO : Chief, Port and Warehouse Division

1. LEGHORN

a. Leghorn warehouse operations have been reduced greatly in scope. Federazione Italiana dei Consorzi Agrari has been doing a satisfactory job of management and the number of Military personnel has been further reduced.

b. An excess of warehouse availability now exists. Consideration is being given to the abandonment of certain less desirable warehouses. It is requested that Movements Division and Food Sub-Commission advise of future demands on Leghorn so that warehouses not needed for civil supplies may be turned over to the Army, who are still seeking Leghorn warehouses.

2. GENOA

a. Warehouse operations in Genoa are excellent, perhaps better than any other port in Italy. This is in no small part due to the excellent Italian organizations functioning there.

b. The greatest part of the merchandise received from the beach head is loaded directly from port trucks into rail cars at the warehouse for onward dispatch. Rail sidings at warehouse are large enough to accommodate any anticipated demand. Rail wagon supply has been plentiful.

c. Beach head clearance has been accomplished by port vehicles, assisted by ALCON vehicles of the MTG. The ALCON Company at Genoa has performed admirably. Much credit can be given its commander, Capt. Bickel.

d. Genoa Port has not as yet opened for Liberty Ships, although coasters and schooners are being unloaded in one section of the Port. Liberty Ships are being unloaded by barges and lighters over the beach head.

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3. SAVONA

a. Warehouse personnel assigned to Genoa is satisfactorily handling the receipt and despatch of civil supplies in Savona, in addition to this work in Genoa. The Italian organizations in Genoa, working in conjunction with the Italian organizations at Savona, are highly satisfactory.

b. There is a warehouse within the port of Savona which, although damaged, can easily serve as transient shed for in excess of 5,000 tons. As yet it has not been used because rail clearance from Savona quays has been completely satisfactory. An abundant supply of rail wagons has been available and no problem is anticipated.

c. There have been complaints from warehouse personnel in Savona-Genoa that Savona Port has not been used to its seeming capacity. In addition to the excellent collier berth, there is another Liberty berth which can easily accommodate a general cargo Liberty drawing 20 ft. (or possibly more). There is no problem of port clearance by rail from this berth and there is easy access to motor trucks as well. In addition, several coaster and schooner berths exist, which are not being used to capacity.

d. Even with the expected opening of Genoa Port, after completion of mine sweeping, Savona is such an efficient operation that its continued use would seem desirable.

4. VENICE

a. Venice Warehouse operations have been causing some difficulty due to the failure of the Army to evacuate that portion of the ALCON warehouses loaned by ALCON to the Army for an agreed period of time. Although this time has elapsed, the Army still holds these warehouses as transient sheds because the Army's contemplated plan to use Santa Marghera has either been abandoned or delayed.

b. However, the ALCON warehouse picture could be markedly improved by better cooperation between the ALCON personnel and the port Military personnel. With the contemplated change in ALCON personnel Venice, it is hoped that this can be accomplished. Specifically it is urgently recommended that the long quay used now for all ship discharges be divided, and that one section of it and the warehouses or transient sheds adjacent to that section be assigned for the exclusive use of civil supplies. It is firmly believed that this would not impair the Army program and it would greatly facilitate the efficient handling of civil supplies.

5. CESINA

a. Cesena warehouse on 17 July 1945 contained only a few hundred tons of supplies which have since been cleared from the warehouse so that it is now empty.

b. Orders were issued to Lt. Lester, Officer in Charge, to proceed with derequisitioning and complete closing of the warehouse, which will be accomplished in the next few days.

6. ANCONA

Ancona warehouse operations have been greatly reduced in scope in the last short time. Consolidation of supplies in a few warehouses is in progress. There is in Ancona, as in Leghorn, an excessive amount of unused warehouse space. It is requested that the Ship Movement Division and Food Sub-Commission advise expected Ancona program so that excess inefficient warehouses may be abandoned.

b. Federazione Italiana dei Consorzi Agrari are doing a satisfactory job at Ancona and consequently military personnel has been decreased, with further decrease in prospect.

Copy to:

Director Transportation S/C
Attention: Mr. M. R. Taylor
Chief Movements Division
Attention: Lt. Col. Baker
Accounts Branch
Attention: Capt. Wyatt
Roads Division
Attention: Mr. Gross
Food Sub-Commission

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

2990

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

653/1/Tn 1

29 March 1945

SUBJECT: Inspection Trip to Naples - James B. Hurley

TO : Port & Warehouse Division, Tn S/C

1. Reference Mr. Hurley's report dated 23 March 1945. I will leave you to follow up the detail points he raises. You should consult with Colonel Belfour about the suggestion made in paragraph 2, Lost Cargo.

2. On the general question of organization at Naples, my views are that we should get rid of as much detail work as possible to the Consorzio dei Federazione Agrari, and I have told Major Marks so accordingly. Our three transportation officers (ports) should then become general liaison officers on port work at Naples and satellite ports. To do this, they should get away from their somewhat remote office near 678 Warehouse and establish themselves more centrally. With regard to personnel, it is intended to leave either Major Marks or Major Martin at Naples in charge of port work and to give him Captain Ramsey plus another junior officer as assistance. I will discuss this latter point further with you when Colonel Sieff returns from Naples.

M. B. THOMAS, Colonel,
Deputy Director

cc: Movements Division

*Read Mr. H's report
to accompanying papers
w. memo.*

File

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