Procedure + General Policy

10000 / 148 / 1196
Nov 44

(133

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394 NCA/sl.

FILE : NES 691.31/2/12 21 March 1945.

SUBJECT : Schooners - draft Shipping Instruction Nº 8.

TO : H.Q. Allied Commission
for I/N Sub-Com.
attn.: Tn.3.

1. Reference is made to the draft of Shipping Instruction Nº 8 left with this Office by Captain Hoyle.

2. This Office, having been asked to submit remarks, desires to record its opinion that there appears to be nothing in principle which cannot be implemented.

3. There are, however, certain difficulties foreseen after consideration in detail.

4. Experience shows that there will be considerable difficulties and delay in communication between Rome and the smaller ports, such as Milazzo, Porto Empedocle and Mazzara del Vallo.

5. It will furthermore be necessary for the High Commissioner of Sicily to maintain statistical records of ship and schooner movements and allocations in order that he may deal with any queries, complaints etc. which are sure to arise from time to time.

6. In order to facilitate matters under paras 4 & 5 above the H.C. proposes to maintain two record Offices

a) At Catania to deal with bids & movements affecting the Eastern ports (viz. clockwise from Milazzo to Gela

b) At the Western Ports (viz. clockwise

937

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6. In order to facilitate matters under paras 4 & 5 above the H.C. proposes to maintain two record Offices 937

a) At Catania to deal with bids & movements affecting the Eastern ports (viz. clockwise from Milazzo to Gela

b) At Palermo for the Western Ports (viz. clockwise from Licata to Termini Imerese).

7. It is therefore proposed that all bids and allocations as between Rome and the Sepralz at Ports be channelled through one or other of these two Offices for recording and onward transmission. There is an Air mail service from Palermo and Catania to Rome via Naples the use of which will save a great deal of time in the long run. Enquiries and/or instructions from Rome could thus be directed to these Record Offices who could communicate with the port concerned with comparative ease and expedition whereas these ports would be very difficult to put into direct touch with Rome.

8. There is a further matter to be settled. At the time of writing there are some 90 bids made by our Palermo Office and a further large number from Catania which have not yet received allocations. Is it proposed to make use of these to work-off tonnage bids at your Headquarters, which would probably save work and paper ?

9. It is requested you will signal this Office as soon as possible intimating your approval or otherwise of the setting up of these two intermediate Offices: this Office desires to point out that this in no way conflicts with the essentials of your instruction and to reiterate its conviction that it will materially assist the smooth functionning of the proposed system.

10. Designations, addresses and phone numbers of the proposed Offices will be signalled to you as soon as known.

For the Regional Commissioner :-

H. BRINE,
Major,
Director, Economics
& Supply Division.

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For the Regional Commissioner :-

H. Dring

H. DRING,
Major,
Director, Economics
& Supply Division.

976

Copy to :- S.O. A.O. Hdqrs Catania
for Major Watson
H.Q. T/N Sub-Com C/O Southern Region
for Capt Smith (Schooner Control
File RES 31/2/12 A.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

D/6109

MAR 24 1953

PRIORITY

FROM: ALCOM SARDINIA PERSONAL

TO: AMCOM CITY ASTIA

SECRET

SECRET.

Shipping instructions 5 and 6 in subject.

Request urgent reply to EY cables 649 dated 11 March and 696 dated 18 March. This HQ is closing down on 31 March.

N.R.

DIST

ACTION TRANS (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ALCON SEC
FILE

935

HEADQUARTERS

ACTION

515/103

COPY

SECRET.

[illegible]
[illegible]

Your [illegible].

1. [illegible] shipments from Black Sea [illegible] Mediterranean [illegible] from Black Sea [illegible] North Africa and other extra Mediterranean destinations. [illegible] Black Sea.

2. [illegible] Black Sea are concerned [illegible] London or Washington [illegible]. MWTS/WSAS Mediterranean will however be informed [illegible].

3. [illegible] from the Black Sea [illegible] including Mediterranean [illegible] London and WSA Washington will continue to be responsible [illegible] by London and Washington. [illegible] British and American Military Missions [illegible] of sailings of Black Sea [illegible] Constanza. The responsibility [illegible] London and Washington for vessels arriving direct [illegible] Mediterranean with MWTS/WSAS Mediterranean for [illegible] Mediterranean pool. [illegible] British or U.S. Military Missions [illegible] MWT or WSA through military channels of the availability for loading of ship [illegible] London and Washington [illegible].

4. MWT are considering arrangements for MWT representation at Constanza. MWT consider [illegible] in the Black Sea [illegible] MWTS/WSAS Mediterranean in respect of [illegible] between Black Sea and Mediterranean areas.

5. [illegible] cereals, timber and other supplies [illegible] principally for Mediterranean destinations [illegible] to meet Mediterranean programmes [illegible] from the Black Sea area to Italy and the Balkans, North Africa and the Middle East. These programmes may be of military, civil affairs, UNRRA or MESC account. Tonnage

3. In so far as shipments from outside the Mediterranean to the Black Sea are concerned (including those in your para 2B) the tonnage used will be fixed entirely in London or Washington as at present. AFHQ will not be concerned. MWTB/WSAR Mediterranean will however be informed of all action.

4. Your para 3. As regards shipments from report from the Black Sea to all areas including Mediterranean for the present MWT London and WSA Washington will continue to be responsible for authorization individual shipments off periodic programmes and will advise MEDBO of all action taken. Tonnages will be allocated by London and Washington. This requirement should not therefore at present be included in AFHQ's monthly bids. Until arrangements are made for MWT/WSA representation at Constanza British and American Military Missions Bucharest would be advised of dates of sailings of Black Sea and estimated dates of arrival at Constanza. The responsibility for sending this advice would rest with London and Washington for vessels arriving direct from outside Mediterranean with MWTB/WSAR Mediterranean for any vessels allocated at the request of London out of Internal Mediterranean pool. Vessels selected for loading to Mediterranean destinations British or U.S. Military Missions Bucharest would inform appropriate MWTB or WSAR through military channels of the availability for loading of ship (reporting to London and Washington) and receive from him instructions regarding port of discharge, etc.

5. MWT are considering arrangements for MWT representation at Constanza. MWT consider this and any other MWT representatives subsequently appointed in the Black Sea area would be responsible to MWTB Middle East as regards his port duties but he would of course have to communicate with and co-operate closely with you through MWTB/WSAR Mediterranean in regard to sailings between Black Sea and Mediterranean areas.

6. At the same time we are hoping that substantial quantities of cereals, timber and other supplies will become available for export from Rumania principally for Mediterranean destinations (details follow by bag). As these programmes develop we envisage that authority will be delegated to MEDBO making MEDBO responsible through its members for calling forward of supplies and allocating ships to meet Mediterranean programmes which will be agreed through existing procedures from the Black Sea area to Italy and the Balkans North Africa and the Middle East. These programmes may be on military, civil affairs, UNRRA or MEDBO account. Tonnage required to meet such programmes would then be included in AFHQ monthly statement of requirements for internal Mediterranean sailings as is already in force for the shipment of Turkish wheat for Greece.

7. Your para 2B. Even after this delegation of authority to MEDBO there will be no change in the existing method of control of permanent ships which is arranged between D of S.T and PSTO Mediterranean.

8. Tankers are excluded from the foregoing. Any movement of tankers in and out of the Black Sea will be controlled from London.

GBO/KG

INTER OFFICE MEMO

Our ref.: AD/810/131/Vn 3 — 28 March 1940

To : Navy Sub-Commission

Reference conversation Godfrey/ afternoon today.

Attached is a copy of a letter dated 23rd March received from Mess. La Ligure Romana in connection with the possible construction of a 4000 ton reefer in Pozzi's Yard at Taranto.

In view of the fact that the Ministry of Marine has signified to this firm, their approval of this construction, and that vessels over 2000 tons are at present under construction in this yard, please advise if consideration would be granted to the construction of this reefer. On confirmation of no Naval objection, requisitions for engines and materials will be placed by this Commission.

J.A. Balfour
Lt.Colonel, R.A.
Supplies Division
Shipping Branch

Copy to: Admiralty F/O.

Confidentially would like it the whole thing. There are technical difficulties would bring much opposition

Wr

(129)

SECRET

ARMY PLANS HEADQUARTERS

(-A) [illegible] 5/1-[illegible]

[illegible] Mar 45

Cable: FREEDOM [illegible]

Subject: General statement on the [illegible] of British [illegible] in relation to the [illegible] and the United States.

1. [illegible]

This statement is intended to present information only of what [illegible] is likely to be in relation to [illegible] years working in British controlled ports, the British requirements in [illegible] controlled ports.

2. [illegible]

The following tables give details of import requirements based on the period [illegible] years forecasts.

(a) [illegible]

[illegible]	[illegible]	[illegible]	[illegible]
1. [illegible]			
[illegible]	[illegible]	12,000	4,200
[illegible]	[illegible]	-	-
[illegible]	30,000	43,000	24,000
[illegible]	[illegible]	[illegible]	-
[illegible]	[illegible]	-	5,000
[illegible]	[illegible]	-	5,000
[illegible]	[illegible]	-	5,000
[illegible]	[illegible]	10,000	20,000
[illegible]	[illegible]	300	150
[illegible]	[illegible]	4,000	3,800
[illegible]	[illegible]	[illegible]	[illegible]
2. [illegible]	48,310	1,250	6,200
3. [illegible]	[illegible]	[illegible]	[illegible]
4. Civil supplies	[illegible]	30,000	17,000
5. [illegible]	[illegible]	[illegible]	10,200
6. [illegible]	52,700	21,200	12,500

The following tables give details of the normal long term forecasts.

(a) [illegible]

Item	[illegible]	[illegible]	ANCONA
1. [illegible]			
Women	5,500	12,000	4,200
Survey	50	-	-
Supplies	35,000	45,000	24,000
Medical	560	40	-
Ord/Vote	25,000	-	5,000
Ord Vehs	10,000	-	5,000
AEM	7,500	10,000	20,000
R. & S.S.	200	300	150
E.P.I.	5,500	4,000	3,000
	93,310	69,340	61,350
2. US Army Ground Forces	40,310	21,750	8,520
3. US & Br Air Forces	18,100	60,750	18,250
4. Civil supplies	40,000	50,000	18,000
5. P.O.L.	10,265	7,623	10,[illegible]
6. Coal	32,700	31,200	12,000
7. In Stores	25	1,830	5,800
Totals	234,710	219,543	134,720

/Contd.... Sheet 2 ....

file

515/mb

P.O.S.	1,500	3,000	5,000
E.P.I.			
	40,430	51,760	70,730
2. U.S. Army Ground Forces	40,300	23,700	8,520
3. U.S. & Br Air Forces	17,680	64,000	17,250
4. Civil Supplies	33,000	35,000	14,000
5. P.O.L.	9,000	14,500	5,000
6. Coal	56,000	28,700	12,000
7. In Stores	50	350	8,000
Totals	216,430	215,030	155,500

(c) July

User	ALFLEX	WEST GROUP	ANGLO
1. In Army			
Works	6,600	1,500	10,000
Survey	60	-	-
Supplies	29,200	34,800	24,000
Medical	500	50	-
Ord Vote	20,000	-	6,000
Ord Vehs	5,000	-	6,000
AAC	5,000	7,000	15,000
P & O.S.	170	300	100
E.P.I.	2,800	2,800	5,000
	69,330	46,450	66,100
2. U.S. Army Ground Forces	41,000	24,240	8,800
3. U.S. & Br Air Forces	17,600	64,000	19,250
4. Civil Supplies	33,500	27,500	21,500
5. P.O.L.	5,000	20,000	14,000
6. Coal	48,000	40,000	13,000
7. In Stores	860	2,160	9,410
Totals	215,290	224,350	152,060

Details of import tonnages in April have already been circulated to all concerned as Appendices to the minutes of P.O.L. Meetings held for April.

/Contd.... para 5 ...

(b) The above [illegible] are planned on the basis of [illegible] over the whole month. Recent experience has shown that arrivals from U.K. and U.S.A. are so erratic as to be well-nigh unpredictable and it is certain that for short periods port working will be considerably heavier than the daily average planned. Moreover there is no guarantee that tonnage planned for one month will not arrive in the next.

(c) The possibility of diversions at short notice of certain tonnages to other theatres as has recently occurred in the case of some stores and vehicles scheduled for shipment from U.S.A.

4. EXPORTS

In relation to exports the future is one of some uncertainty but the following commitments may be taken as reasonably firm :-

931

(i) BRITISH Forces

(a) 30,000 tons monthly in coaster shipping to ANCONA and/or BRINDISI. This commitment will continue indefinitely and will ultimately be transferred to TRIESTE when that port has been opened.

(b) 20,000 tons monthly to GREECE, mainly in coaster shipping, but some Liberty type ships will be necessary in order to lift vehicles.

(c) 10,000 tons monthly to JUGOSLAVIA (ZONA) in support of the GREEK Forces. Shipment must be by coaster.

(ii) [illegible]

(a) 1[illegible],000 tons monthly to ANCONA and/or BRINDISI all in coaster shipping.

(b) 10,000 tons monthly to GREECE. This may be in Liberty type ships.

(c) 8,000 tons in May rising to 12,000 tons in June and 17,000 tons in July to LEGHORN and GENOA.

5. POINTS IN RELATION TO INDIVIDUAL PORTS

(a) TARANTO

From May onwards probable that this port will be used for export of coal and refrigerated meat only. If the decision is that the vehicles of the Division now in GREECE are to be shipped to ITALY TARANTO will probably be the port of entry. This operation is not likely to take place until June and will entail the discharge of some 25 ships over a period of some 20/24 days.

/Contd.... para 5 (b) ....

and to [illegible].

On the cessation of hostilities it will be required as the main port of exit in the re-deployment of the U.S. Air Forces now located in the [illegible] area.

(d) [illegible]

Future capacity has been estimated at 5[illegible] tons per day, based on present performance, but for the reasons given in para 3(a) above, it is unlikely this tonnage will ever be achieved with any degree of regularity. It is unlikely more than 6 Liberty ships can be scheduled for discharge at this port in any 12-day period and for this reason there can be no further objection to the allocation of an additional tanker berth.

(e) [illegible]

Operations over the next three months will be reasonably active and in line with present performance. No reason's forecast can be given as to its role in the event of the cessation of hostilities except that there is bound to be a heavy outloading of personnel and vehicles and that it will be the main port of exit for the re-deployment of British forces.

(f) [illegible]

Expected to be open by 1 June.

(g) [illegible]

Not expected to be open before July.

[illegible]R/[illegible]

TN 5/220

SECRET

ALLIED FORCE HEADQUARTERS

Subject : Shipping Intelligence. G-4(Mov & Tn) 5/220/2M

To : H.Q. Allied Commission. 17 Mar 45

Tele : FRENCH 302

The points raised in your AC/515/100/Tn 3 of 18 Feb have again been brought to the attention of C in C Med and G-2.

It is, however, regretted that, for the present, no change can be made in the rulings already expressed in the correspondence attached to this H.Q. 5/220/2M of 21 Jan.

V. King-Hall, Major,
for Brigadier,
D.G.M.O.(Mov & Tn).

VK/rbe.

Copy to : G-5

C.

INCOMING MESSAGE

124

649

D/4387
MAR 130840
PRIORITY

AICOM SARDINIA REGION

HQ AICOM CITE ACTPT

SECRET

SECRET.

Shipping instructions 5 and 6 is subject.

Request representations be made immediately to AFHQ and FONAM with view obtain authority for local HELO trasmit by signal in cipher as from 24 March 1945 daily shipping sitrep vice signals required in terms above shipping instructions

929

DIST

ACTION TN SC
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

BB/lr

AC/515/117/Tn.3

6 March 1945

SUBJECT : Inter-Regional Trade - Transportation by sea.

TO : Regional Commissioner, Sicily Region.

Reference your RES 829/12/C dated 27 Feb. and telephone conversation Capt. Aldridge/Major Godfrey to day.

This HQ. Directive 165/2/Tn.1 dated 24 Jan. clearly lays down the procedure to be followed in connection with Tr transportation and movements questions in the Sicily.

A copy of this directive is attached for ready reference.

By Command of Rear Admiral STONE :

HERBERT W. TAYLOR
Director

Trans (116)

(117)

(121)

922

2. We do request that all correspondence concerning sea transportation has been dealt with exclusively by this Office and all the records, files, and other documents pertaining thereto are kept in this Office where in fact, one Officer devotes the whole of his time to "schooner" affairs alone.

3. It has been recently observed, however, that correspondence on this subject has been addressed to the Regional "Transportation Officer" - without any copy to this Office. Since this latter Officer occupies premises in another part of the Town it is only by chance that this Office became aware of this. Examples are:- (a) Your AG/460 927
145 Sn.3 dated 22 Feb. 1945 to H.Q. Sardinia Region (Trade & Industry Div.) - copy to Sicilia Region for T/N Officer; information about wine from Sicily to Sardinia and asking information about certain schooner - both exclusively S & S Div. matters : (b) two letters from H.Q. T/N Sub-Com., Naples to A.C. Catania on Schooner-ties, copies to T/N Officer Sicilia Region, but none to S & S Div. - the Division concerned. It is further understood that telephone conversations have been made between your Office and the T/N Officer Sicilia Region on the subject of the loading of Rock Salt at Porto Empedocle, another S & S Division matter.

4. It had been tacitly assumed by this Office, in the absence of any specific direct or implied instructions from you, that the Transportation Officer was concerned exclusively with movement by Rail. If in fact you envisage the control by him, partial or complete, of arrangements concerning sea transportation it is suggested that immediate steps should be taken to explain in detail to this Office his duties in this respect in order that we may revise our machinery and procedures to effect the very close liaison which alone will save grave confusion otherwise inevitable.

5. It is pointed out in this connection that such matters as bids for sea-transportation, allocation of tonnage in response and the "clearance" of vessels are so intimately

515/N2

926

Copy to :-

Transportation Officer, Sicilia Base A.O.D.,
Palazzo Ferrovia,
Palermo.

(2)

[illegible] /go

(114)

Transportation sub-Commission

. 318 5 March 1943

Ref: SC/315/[illegible]/Tn.1.

SUBJECT : Port Working

: Regional Commissioner, Southern Region (Fn Transportation Officer)

" " Sicily Region

Mr S.I. France is a representative of the Transportation Sub-Commission, H.Q. Allied Commission. He will be visiting ports your area carrying this authority.

He is investigating conditions in the different Italian ports insofar as the working of civil cargo is concerned, and Allied Military Cargo, where there are no Allied Military representatives, as S.C. are responsible for clearance etc. of such cargo. He will discuss existing problems on the shore side and give such help as is possible in ship working in conjunction with the shipping authorities representatives.

. S.C. representatives, Allied shipping authorities representatives and Port Authorities are requested to give him every assistance in completing his task.

. Agreed R.T.O. Rome, U.S.A. Rome and Italian Merchant Marine.

By Command of Rear Admiral Stone.

[illegible]

[illegible]

: Regional Commissioner, Southern Region (Tn Transportation Officer

" " Sicily Region

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. AC. representatives, Allied shipping authorities representatives and Port Authorities are requested to give him every assistance n completing his task.

. Agreed N.P.T. Rome, W.S.A. Rome and Italian Merchant Marine.

By Command of Rear Admiral Stone.

for

MERRITT H. TAYLOR
DIRECTOR

y to : N.P.T. Shipping S/C
W.S.A. " "
Port & Warehouse Div.
S.P. France.

QUARTIERE GENERALE COMMISSIONE ALLEATA AJS/gm
APO 394
Sotto Commissione Trasporti

4 Marzo 1945

Tel. Int. 318

Our Ref: AC/515/114/Ta.3.

OGGETTO Lavoro Portuale

A : Commissario Regionale, Southern Region
" " Sicilia Region
" " Sicilia Region (attenzione Cap. Irvin Lynch)

E.E.T.
W.S.A.

1. Il Sig. S.P. Franco é rappresentante della Sotto-Commissione Trasporti, Q.G. Commissione Alleata.

2. Egli sta investigando sulle condizioni di lavoro nei vari porti italiani per quanto riguarda carichi civili, nonché carichi Militari Alleati dove non vi sono rappresentanti Militari Alleati e AC. responsabili per lo scarico di tali carichi. Egli discuterà i problemi esistenti delle parte terra e darà quell'assistenza che sarà possibile nel lavoro marittimo in congiunzione coi Rappresentanti Marittimi Alleati.

3. I Rappresentanti AC., i Rappresentanti Marittimi Alleati e le Autorità Portuali sono richiesti a dargli qualsiasi assistenza nell'espletamento del suo compito.

Marina Mercantile

OGGETTO Lavoro Portuale

A : Commissario Regionale, Southern Region
" " Sicilia Region
" " Sicilia Region (attenzione Cap. Irvin Lynch)

924

M.W.T.
W.S.A.

1. Il Sig. S.P. France é rappresentante della Sotto-Commissione Trasporti, Q.G. Commissione Alleata.

2. Egli sta investigando sulle condizioni di lavoro nei vari porti italiani per quanto riguarda carichi civili, nonché carichi Militari Alleati dove non vi sono rappresentanti Militari Alleati e AC. responsabili per lo scaricodi tali carichi. Egli discuterà i problemi esistenti della parte terra e darà quell'assistenza che sarà possibile nel lavoro marittimo in congiunzione coi Rappresentanti Marittimi Alleati.

3. I Rappresentanti AC., i Rappresentanti Marittimi Alleati e le Autorità Portuali sono richiesti a dargli qualsiasi assistenza nell'espletamento del suo compito.

Accordato con M.W.T. Roma, W.S.A. Roma e Marina Mercantile Italiana.

Per il Commissario Capo.

MERRITT H. TAYLOR
Direttore

CONFIDENTIAL

(108)

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. G-9

23 February 1945

SUBJECT: Procedure for Notification of Expected Arrivals of Imports - ICS

TO : Headquarters, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

Ref your AC/S15/38/TN.3 dated 16 February 1945.

1. Advance signals.

The information extracted from the numerous signals received here is passed to you by the quickest possible means. This has been S.O.P. for the last twelve months. It is quite impossible to distribute the actual signals to you.

2. Diversions and Ultimate Port of Discharge.

Initially agreed diversions are already signalled to you. As pointed out every 10 days in para 2 of the "10 day set up" letter under reference G-7, last minute diversions are known to your port representatives before they are known here. Such diversions must be reported to you from the ports. This, and the obviously related question of the ultimate port of discharge, indicate a need for a closer tie up between port personnel and your H.Q.

3. Manifests, Freight Forms "T", Bills of Lading.

An attempt has been made earlier to obtain copies of the above documents for your office. M & Tn, AFHQ, are taking the matter up again and you will be advised. No difficulty is now envisaged in providing the relevant extracts of U.S. manifests. British freight forms and copies of B/Ls may be more difficult to obtain, but this will be fully explored. It is agreed that such documents for the use of I.C.S. would be very desirable. However, I.C.S. representatives have been given access to these documents at the ports and it does not appear any great problem for these representatives to pass on the information and obtain final disposal instructions. The G-5 notifications will continue to serve as a useful guide to the commodities and quantities to be expected.

For the Assistant Chief of Staff, G-5:

/s/ John A. Glenn

J. A. GLENN, Lt. Colonel,
Economics & Supply Division

Copy to: M & Tn, AFHQ

CONFIDENTIAL

TN S/E 105

AMCONSUL PORTSMOUTH
VIETNAM MILITARY HEADQUARTERS
APO 164 USA/VN

FROM : AMCONSUL Saigon 51.01/2012 A. 21 February 1966
SUBJECT : Sensitive Mission - Notification of Cancellation
TO : Mrs. Allison Cunningham for V/H Embassy

1. Reference is made to my AMCONSUL Saigon 51.01/2012 A. Portsmouth to Amcon.

2. An unsatisfactory situation has arisen in regard to this left, which this office understands is urgently necessary.

3. It is hoped that you have arranged replacement for one or more requisitioned schooners to perform part of this lift. It is greatly to be regretted that you failed to inform these people at the time.

4. A so-and "Wing Signed Cables Give Food Shortage Risks" dated 9 Feb was received on 12 Feb 66 in this office stating that the schooner S.W.O. Lydia, S.W.O. Shirley, S.W.O. 12 Feb would load "a crux 100 tons salt" for Civilaveochin. This, of course, gave no idea that the schooner in question (mistakenly assumed by us to be under military requisition) was about to lift against one of the Prime's Action for Back-Sale from Phan-Rang to Anam.

5. It would be greatly appreciated that in the absence of definite instructions and/or information this office does not hold itself responsible to take any responsibility of the requisitioned schooners which are presumed to be operating under the military arrangements.

922

2. An unsatisfactory situation has arisen in regard to this lift, which this Office understands is urgently necessary.

3. It is, were that you have arranged with AFHQ for one or more requisitioned schooners to perform part of this lift. It is greatly to be regretted that you failed to explain this to us at the time.

4. A signal "AFHQ Signed SACMED Cite FHQBB FHQBB FX 23963" Dated 9 Feb was received on 12 Feb 43 in this Office stating that the schooner NUOVO ITALIA E.P.A. Porto Empedocle 12 Feb would load "approx 130 tons salt" for Civitavecchia. This, of course, gave no hint that the schooner in question (rightly guessed by us to be under military requisition) was about to lift against one of this Office's lines for Rock-Salt from Porto-Empedocle to Anzio.

922

5. It should be clearly understood that in the absence of definite instructions and/or information this Office does not hold itself competent to take any cognizance of the movements of requisitioned schooners which are presumed to be operating under AFHQ military arrangements.

6. It is therefore strongly urged that in any future similar cases you should take the earliest possible opportunity of notifying us, being particular to quote the number of the Sid affected and the class of goods and Ports of Loading and Unloading. Forewarned in this manner this Office would be in a position to do its utmost to expedite the movement.

For the Regional Commissioner :-

Maurice Clerk
for
H. DEIKE,
Major,
Director, Economics
& Supply Division.

Copy to :- File RCS 410.4/7.

5/5/1943

105

HEADQUARTERS ALLIED COMMISSION JHW/ss
APO 394
Transportation Sub-Commission

Tele : 534 22 February 1945

Our Ref: AC/S15/105/Tn.3.

SUBJECT: Shipping Instructions

TO : Mr. S.M. France
c/o A.G. Terra Annunziata.

199

Ref. Signal No. . dated 16/2 ex Alcam Terra Annunziata.

1. Herewith as requested copies of Shipping Instructions No.2. - 7.

2. Shipping Instruction No.2. is being amended and copy of reprint will be forwarded in due course.

Norbert H. Payne
Director

6 Enclosures.

INCOMING MESSAGE

HEADQUARTERS ATOMIC COMMISSION

Originator's Reference: F-26764
Date-Time of Origin: FEB 141618A

Message Center No: D/2009
Date-Time Rec'd: FEB 151826A
Precedence: ROUTINE

FROM: AFHQ SIGNED SACMED CITE FHGBG, FHGDM

TO: ACTION: HQ ALCOM

SECRET

SECRET

Civil supe-cased vehs.

1. Inf received from NYPE shows loading cased vehs to BA-69 and BA-70 scheduled sail UGS-75. Stowage these vehicles not according to requested plan.

2. Effective UGS-76 they will be bottom stowed, lower holds and/or tween deck wings. Will be stowed so that they can be handled by ships gear.

3. NYPE advice seems to indicate programme UGS-71 onwards although no inf yet received UGS-72/73/74.

Dist

Action - Tn SC
Info - A/President
Chief Commissioner
C o S
Econ
File

SECRET

INCOMING MESSAGE

HEADQUARTERS, ALCOM COMMISSION

10

Message Number: SR/987
Date-Time of Origin: FEB 17/1148

Message Number: D/2244
Date-Time Rec'd: FEB 17/1510
Precedence: ROUTINE

FROM: ALCOM SOUTHERN REGION

TO: HQ ALCOM FOR ACTPT

SECRET

SECRET.

Reference your 1545 of 11 February reports will reach you direct from CASTELLAMMARE and TORRE ANNUNZIATA expect also from REGGIO CALABRIA.

DIST

Action: TN S/C
Info: A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

SECRET

(100)

JAB/gs

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref: AC/515/100/Tn.1. 18 February 1945

SUBJECT: Shipping Intelligence.

TO : G-4 (Mov & Tn.) (Mov. 9.).
A.F.H.Q.

(72)

Ref your G-4 (Mov. & Tn.) 5/0.8/0TE dated 21 Jan. 45

1. The Daily Sitrep requested in A.C. Shipping Instruction No 5 has been found impracticable owing to censorship regulations by which messages must be passed under classification "Confidential".

2. May representations be made, please, to C. in C. Med, for a curtailment of the information required which would enable the Sitrep to be passed by reasonable security measures over Allied or Italian land lines.

3. Is it possible that by omitting arrivals and sailings the remaining information could be passed by the means suggested above.

For the Chief Commissioner:

Lt. Col. H. TAYLOR
Director

H. Russell
Wilk

A.F.H.Q.

Ref your G-4 (Mov. & Tn.) 5/228/GDM dated 21 Jan. 45

1. The Daily Sitrep requested in A.C. Shipping Instruction No 5 has been found impracticable owing to censorship regulations by which messages must be passed under classification "Confidential".

2. May representations be made, please, to C. in C. Med, for a curtailment of the information required which would enable the Sitrep to be passed by reasonable security measures over Allied or Italian land lines.

3. Is it possible that by omitting arrivals and sailings the remaining information could be passed by the means suggested above.

"For the Chief Commissioner:

Lyman H. TAYLOR
Director

Verbal reply from Mr. Russell will be investigating Chief Med.

INCOMING MESSAGE

HEADQUARTERS MILRU COMMISSION

Message Serial No: D 2167
Date Time Rec'd: FEB 170900A
Precedence: ROUTINE

Origin's Reference: 2
Date Time of Origin: FEB 161415A

From: ALCOM TORRE ANTONIETTA
To: HQ ALCOM 19TH SQ. FOR COL BALFOUR

CONFIDENTIAL

CONFIDENTIAL.

1. Your Memorandum dated 2 February 1945, Ref No 949, received 15 February.

2. Tonnages discharged and R.O.B. at TORRE ANNUNZIATA and CASTELLAMMARE will be signalled daily.

3. No copy of shipping instructions No 5 received. Please forward immediately copies of all shipping instructions issued to date c/o ALCOM, Southern Region, Capt SMITH.

4. Until shipping instruction No 5 is received I will use the following form for Sitrep signals by telephone.

(A) Name of port.
(B) Ships waiting discharge by name.
(C) Ships waiting to load by name.
(D) Name of ship working
(E) Civil supplies remaining on board
(F) Civil supplies cargo discharged in D.N. long tons during 24 hrs. under review.
(G) Civil supplies cargo loaded during 24 hrs.
(F) and or (G) will be given for each ship working.
(H) Total number of schooners discharging.
(J) Total tonnage discharged ex schooners.

CONFIDENTIAL

CONFIDENTIAL

(99A)

(K) Total number of schooners loading.

(L) Total tonnage into schooners.

(M) Remarks. S.E., labour shortage, heavy rain, etc.

5. Referring to (F) and (G) the 24 hr working periods will be as follows TORRE ANNUNZIATA-ending at 1500 hrs of previous day. CASTELLAMMARE-from 0600 hrs of previous day to 0600 hrs same date of Sitrep.

Dist

Action - Tn SC
Info - A/President
Chief Commissioner
Econ Sec
File

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub - Commission

JHR/bm.

AC/315/R/TR.3

16 February '45

SUBJECT: Procedure for Notification of expected arrivals of imports - ICS.

TO : 1. G-5 AFHQ.

1. Could a drill be laid on to ensure that all available information, including advance signals, Diversions, Ultimate port of discharge, Manifests, Freight Forms "A", Copies of Bills of Lading etc. for ships carrying A.M. Supplies to Italian ports are passed to this office by the quickest possible means.

2. This information to be passed to ICS to enable them to obtain final disposal instructions.

3. It is the intention that this Division will notify the various Sub Commissions of expected arrivals of commodities by types and thus ensure that A.C. personnel at various ports are in a position to cooperate fully with the discharging authorities.

For the Chief Commissioner:

BENNITT R. TAYLOR
Director

Copy to: G-4(Prov & Trn.) Int.

*****

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel. 316

Rome

Ref: 503

2 February 1945

SUBJECT: Procedure for Notification of Expected Arrivals of Imports.

TO : Transportation Sub-Commission
Movements Division - Shipping Branch
(Attn. Lt. Col. J. H. Balfour)

1. Reference is to conversations Lt. Col. Balfour - Major Tuby on 2 Feb 45.

2. Will you please take all steps necessary to insure that Supply & Resources Division, Economic Section, receives in respect to every shipment of Civilian Supplies arriving in Italy

a) At least one copy of the Ocean Manifest (for American shipments) and of Freight Form 7 (for British Shipments) by air from the dispatching country at the earliest possible date.

b) As check on (a) immediate delivery of one copy of these documents taken from the ship when it arrives in Italian waters.

3. It is strongly recommended that ICA should appoint an official to work in your Branch whom you would keep informed of all details of arrival, movement and diversions of vessels carrying civilian supplies. It would be the responsibility of the official to keep the interested Ministries and the Sub-Commissions concerned informed of deliveries and to obtain final disposal instructions in the light of this information.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Economic Section

cc: Transportation S/C, Port & Warehouse Division
Capt. Drawbaugh, Chief Accountant

INCOMING MESSAGE

96

DTG: RTG 160
FEB 16/1005

D/1844
FEB 14/1815
ROUTINE

FROM: ALCOM SICILIA (LYNCH)

TO: HQ ALCOM TRANS INC FOR TRANS SUB COMMISSION

RESTRICTED

RESTRICTED

1. Reference your signal 1546 ACTTT.

2. See my letter GR/29 dated 13 February concerning Brigadier CARR's instruction

TO HQ

ACTION

DIST

ACTION : TS SC

INFO : A/PRESIDENT
CHIEF C COMMISSIONER
SCLS SMC
FILE (2)
FLOAT

951

RESTRICTED

INC MING MESSAGE

(96A)

ORIGINATOR: SEPAA 56863
DTG: 131 [illegible]

DATE: 2/1755
DTG: FEB 131900Z
PRECEDENCE: ROUTINE

FROM: USTAL (RELAY BY AFHQ) COURIER STORED DESTINIES

TO: MINURSO FOR SACEUR DEPD PARIS TO JLCCC AND FEB FOR INFORMATION

SECRET

INFO - ACTION

SECRET.

Cased vehicles for AMERICAN COMMISSION will, effective with TAF 70 convoy, be section stowed in lower holds and/or in wings of tween decks for second port discharge and will be placed so that ships gear can handle.

Reference TA 2922, cite FROM: INFO: BLOND FIRST dated 8 February.

Loading of TA 69 and TA 70 for WOS 75 convoy had progressed to point where it is not possible to comply completely with requested plan of stowage.

DISTRIBUTION:
Info-Action: Tn S/C 2
Info : Lt President
Chief Commissioner
Econ Sec
File

SECRET

ALCOM SARDINIA REGION

RPTD AFHQ CIRC FRDM

1670 13 FEB 45 ROUTINE

RESTRICTED FD

PARA ONE FD SHIPPING INSTRUCTION NUMBER FIVE IS SUBJECT FD

PARSN TO ALCOM SARDINIA REGION RPTD AFHQ CIRC FRDM FROM ALCOM ACTST PARSN

YOUR FIVE ONE ONE DATED ONE TWO FEB REFERS YOUR DAILY SITREPS NOW BEING

RECEIVED FD

TRANSPORTATION SC

NICHOLAS PICCIRILLO
CPT U.S.A.
Asst. Adjutant

(92)

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

CONFIDENTIAL

91

D. Stan Kennedy
Capt

9/5

19

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

FX 29024
FEB 081954

D 1163
FEB 082400
PRIORITY

SIGNED SACMED UTIL FRANK, FIGED, FATFN, NACRO

PERSONAL INFO AICOM, FERGUSON

SECRET

SECRET.

(Our FX 52966 of 4 December 1944 not to AICOM)

1st. Owing draft limitations at ports of discharge required by Allied Commission request you arrange all cased vehicles be bottom stowed in lower holds for second port discharge.

2nd. For all vessels ship gear must be able to handle all lifts

AC DIST

INFO - ACTION

Info Action Trans S/C

Info A/President
Chief Commissioner
Econ Sec
File (2)
Float

SECRET

/ic

HEADQUARTERS ALLIED COMMISSION
APO 394

14 January 1945

~~[illegible]~~

SUBJECT : Shipping Advices, etc., Southern Region - Vieste to Taranto

TO : Lt.Col. [illegible] Sleff

FROM : S.P.France

1. I have completed a superficial survey of the above area for the purpose of creating liaison with Allied and other port authorities for the institution of an organization to perform the following functions:-

(A) To despatch a daily signal, in Sitrep form, to Transportation Sub-Commission, HQ, AC, covering the movement, discharging and loading of ships. This signal will be repeated to:-

(1) A.C.Regional Headquarters, Bari
(2) A.F.H.Q. - cite FHQMB, FHQSS
(3) Headquarters, Movements Eastern Italy, area 04, Bari

(B) To maintain port liaison in this region.

(C) To make observations, reports, and to take appropriate action, relative to illegal movements of goods by sea.

(D) To assist in the transfer of military controlled ports when they are relinquished to Italian authorities with a view to retaining reasonable facilities for subsequent adequate operation.

2. The following ports and harbours are covered in this report:-

FROM : S.P.France

1. I have completed a superficial survey of the above area for the purpose of creating liaison with Allied and other port authorities for the institution of an organisation to perform the following functions:-

(A) To despatch a daily signal, in Sitrep form, to Transportation Sub-Commission, HQ, AC, covering the movement, discharging and loading of ships. This signal will be repeated to:-

(1) A.C.Regional Headquarters, Bari
(2) A.F.H.Q. -cite FROM, FRONO
(3) Headquarters, Movements Eastern Italy, Area 84, Bari

(B) To maintain port liaison in this region.

(C) To make observations, reports, and to take appropriate action, relative to illegal movements of goods by sea.

(D) To assist in the transfer of military controlled ports when they are relinquished to Italian authorities with a view to retaining reasonable facilities for subsequent adequate operation.

2. The following ports and harbours are covered in this report:-

Vieste
Manfredonia
Margherita di Savoia
Barletta
Trani
Bisceglie
Molfetta
Bari
Fonopoli
Brindisi
Otranto
Gallipoli
Taranto

This region is susceptible to extension north and south. Limitations are only imposed by telephone and signal system efficiency over the longer distances, and possible overlapping into areas to be covered from other central points, which contingencies can be made the subject of further study, if required. Also, the use of automobile transportation is absolutely essential for the proper execution of the contemplated duties.

3. The major ports of this region are at present under the control of H.Q. Movements Eastern Italy, 24 Area, Bari (Major Hemsley - Telephone: 13862 Bari). The Daily Sitrep issued by this organization contains all of the required information for the following:-

Barletta
Bari
Monopoli
Brindisi
Gallipoli
Taranto

4. Ports and harbours under control of other Allied and Italian governmental authorities are as follows:-

Vieste
Manfredonia
Margherita di Savoia
Trani
Bisceglie
Molfetta
Otranto

5. The following authorities will telephone shipping intelligence to Bari for the ports indicated:-

Vieste - No reports necessary (used only by fishing boats)

Manfredonia - Naval Officer in Charge,
Navy House
Telephone: Direct line with Navy House, Bari

+ Margherita di Savoia - Regia Delegazione di Spiaggia
(Shore Police)

following:-

Barletta
Bari
Monopoli
Brindisi
Gallipoli
Taranto

4. Ports and harbours under control of other Allied and Italian governmental authorities are as follows:-

Vieste
Manfredonia
Margherita di Savoia
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Molfetta
Otranto

5. The following authorities will telephone shipping intelligence to Bari for the ports indicated:-

Vieste - No reports necessary (used only by fishing boats)

Manfredonia - Naval Officer in Charge,
Navy House
Telephone: Direct line with Navy House, Bari

+ Margherita di Savoia - Regia Delegazione di Spiaggia
(Shore Delegation)
Telephone : None
Tel. Address : None

Barletta - H.Q. Movements Eastern Italy

+ Trani - Ufficio Locale Marittimo
Telephone : None
Tel. Address: Locomare, Trani

++ Bisceglie - Capitano di Porto Calandra Giovanni
Telephone : None
Tel. Address : Delemare Bisceglie

Molfetta - Capitano di Porto Luigi Fidanzia
Telephone : 1076 Molfetta
Tel. Address : Circomare, Molfetta

Bari - H.Q. Movements Eastern Italy

Monopoli - " " " "

Brindisi - " " " "

Otranto - This port will be visited at a later date. (No transportation thereto was available)

Gallipoli - H.Q. Movements Eastern Italy

Taranto - " " " "

+ The Italian port officials at Margherita di Savoia and Trani will signal their reports to Capitaneria del Porto di Barletta Aldo Belardine (Telephone No. 1038 Barletta, Telegraphic address: Circomare Barletta). The latter will send the reports to Capt. A.E. Galloway, Port Commandant, Movements Eastern Italy, for signal to Bari.

++ The report for Bisceglie will emanate through Capitano di Porto Luigi Fidanzia, Molfetta, who will phone Bari direct.

NOTE : (It will be necessary to request the Italian Government to issue authority to the above two officials to participate in this arrangement).

6. Arrangements have been made with Major Beazley for the office of H.Q. Movements Eastern Italy to be the receiving center in Bari for all shipping intelligence signals emanating from ports other than those under their control. Responsibility for receiving these calls has been assigned to the following officer:-

Lieut. William Cairns, R.N.,
Headquarters, Movements Eastern Italy
Telephone No.: 12391 Bari.

I am informed by Major Beazley that the daily Sitrep of Movements Eastern Italy, together with the reports received from ports not under their control, will be delivered to the writer in Bari at approximately 1000 hours daily. It will be my duty to consolidate all information and despatch a signal in Sitrep form to Rome and other points indicated.

Capt. White, Chief Signal Officer, 15 L. of C.Signals, 54 Area, Bari, has assured me that this signal will receive priority

Barletta). The latter will hand the reports to Capt. A.R. Galloway, Port Commandant, Movements Eastern Italy, for signal to Bari.

++ The report for Bisceglie will emanate through Capitano di Porto Luigi Fidanzia, Molfetta, who will phone Bari direct.

NOTE : (It will be necessary to request the Italian Government to issue authority to the above two officials to participate in this arrangement).

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Lieut. William Cairns, R.E.,
Headquarters, Movements Eastern Italy
Telephone No.: 12321 Bari.

I am informed by Major Beazley that the daily Sitrep of Movements Eastern Italy, together with the reports received from ports not under their control, will be delivered to the writer in Bari at approximately 1000 hours daily. It will be my duty to consolidate all information and despatch a signal in Sitrep form to Rome and other points indicated.

Capt. White, Chief Signal Officer, 18 L. of C.Signals, 54 Area, Bari, has assured me that this signal will receive priority of despatch and should be received in teletype form by Rome each mid-afternoon.

7. The following observations were made at ports other than those under the control of Movements Eastern Italy (It is regretted that lack of automobile transportation and almost continuous tempestuous weather rendered impossible a more detailed inspection).

Vieste. Used by fishing boats only as night shelter during bad weather. Information received indicates that these vessels are mostly engaged in cargo carrying between Trani and northerly ports.

Manfredonia. There is very little traffic using this port. Approximately 12 oil tankers a month pump oil from quay side to storage tanks of the 15th Air Force. Schooner traffic is infrequent.

Lt.Commander D.A. Webb, U.S.N.R. Executive Officer of this Naval station, informed me that many of the fishing boats here are hauling cargo instead of fishing, and that this condition was consistent along most of the coast in this region.

An attempt was made by an Italian civilian accompanying me to purchase fish. None was available, and the previous small supply had sold at approximately one thousand lires a kilo. Most of the fish finds its way into the hands of black market operators for the Rome and Naples area. A number of persons were observed to be waiting at the principal fishing boat quay to make purchases.

Porchorite di Cavola - Schooner traffic and fishing heavily. Port records indicate that 42 arrivals occured in July 1944, declining to 12 in December.

Salt, fruit and wine is loaded.

Instances have occurred in which schooner captains procured statements that no salt was available, contrary to the fact. Wine and fruits were substituted for salt.

A common practice is to permit salt schooner captains to carry deck cargoes of wine. However, to carry as much wine as possible, reductions have been made in the quantity of salt in the hold. In other words, wine is being transported in place of salt in many instances.

Some fishing is being done here, but most of the fishing boats are engaged in cargo carrying.

Trani - An average of three schooners discharge and load each week.

This port is used mostly by fishing boats, said to be generally engaged in transporting wine, etc.

Bisceglie - Port conditions are similar to Trani above.

Molfetta - This port possesses ship construction, repair yards and facilities. Approximately 100 schooners arrive each month for repairs, and work was proceeding on 80 at the time of my call. The Port Captain informed me that no discharges or loadings are made here.

E. General Comment:

(1) Movements Eastern Italy and Adriatic

salt, fruit and wine is [illegible]

Instances have occurred in which schooner captains procured statements that no salt was available, contrary to the fact. Wine and fruits were substituted for salt.

A common practice is to permit salt schooner captains to carry deck cargoes of wine. However, to carry as much wine as possible, reductions have been made in the quantity of salt in the hold. In other words, wine is being transported in place of salt in many instances.

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B. General Comments

(A) Movements Eastern Italy and Adriatic

This organization is in charge of Capt. Nevan, Headquarters, Eastern Italy and Adriatic, 04 Area, Bari (Telephone No. 10430 Bari, Extension 118).

At the present time loadings are being made for Yugoslavia.

I have not included the operations of this organization in the Sitrep to be despatched to Rome, etc, but this can be easily arranged, if required.

(B) Illegal cargoes carried in Schooners and Fishing Boats.

Transportational difficulties and weather conditions which confronted the writer prevented giving this matter the attention it warrants, in fact the surface was not even scratched. However, many inquiries were made in the various ports, and it is general knowledge that illegal transportation of cargo by sea is rampant. Lt. Col. E.S. Orpwood, Zone Commissioner, AC. Bari, and Lt. Com. [illegible] ebb, R.N.V.R., Navy House, Manfredonia, both expressed independent and similar views that illegal operators have developed a complete sense of impunity because no heretofore Allied checking has been made.

It is recommended that vigorous spot checking be instituted. The knowledge that this is being done should be a restraining influence on many operators, resulting in cargo spaces and fishing boats being automatically diverted back to legitimate use.

The fish shortage in this area is acute. The British Army has assigned Lieut. H. Matthews, 106 D.I.D.; R.A.S.C., ADST; 84 Area, Bari, to investigate. They have found it impossible to purchase fish to fill requirements of British military hospitals. I turned over to Lt. Matthews all information in my possession regarding fishing boats.

(C) Office and Office Equipment

Efforts are now being made to procure an office in 84 Area, B Bari, as near as possible to that of Major Benzley, R.A. Movements Eastern Italy, with whom a close liaison will be maintained.

Office equipment can be secured from A.C. Bari.

(D) Personnel

Authority is requested to hire one stenographer at prevailing wage rate, and I also recommend that Cucolo Benedetto, a present Italian employee of Transportation Sub-Commission, be permanently assigned to the writer to act as port liaison assistant.

(E) Automobile

It is strongly recommended that an automobile be assigned this office.

Automobile transportation is practically non-existent in the Southern Region. The few automobiles allocated to A.C. Bari, consist mostly of requisitioned civilian cars of very dubious efficiency. Breakdowns are frequent, and they are definitely not safe for any journey beyond the city limits. Demands on their use far exceed the supply.

The writer canvassed all agencies in and around Bari in an endeavour to secure a car for a short period, and finally obtained a truck after waiting nearly a week. It was necessary to borrow a car from an Italian civilian for another journey, and the remaining travel was accomplished by hitch-hiking.

Approximately three weeks were taken in accomplishing that which could have been more efficiently done in one, if a car had been available.

Efforts are now being made to procure an office in the area, Bari, as near as possible to that of Major Beazley, H.Q. Movements Eastern Italy, with whom a close liaison will be maintained.

Office equipment can be secured from A.C. Bari.

(D) Personnel

Authority is requested to hire one stenographer at prevailing wage rate, and I also recommend that Cuccio Benedetto, a present Italian employee of Transportation Sub-Commission, be permanently assigned to the writer to act as port liaison assistant.

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Approximately three weeks were taken in accomplishing that which could have been more efficiently done in one, if a car had been available.

Conclusion

The writer is prepared to commence operations, and will be governed by your further instructions.

JHH/gs

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

10 February 1949.

Tel: 534
Our Ref: AC/515/87/Tn.3.

SUBJECT : Cased Vehicles

TO : Supply Branch
Road Division, Tn.5.

1. When requisitioning for cased vehicles for shipment to Italy, will you please endorse bid with request that vehicles be bottom stowed in Lower Holds for second port discharge, if necessary.

2. For all vessel ships gear must be able to handle all lifts.

MERRITT H. TAYLOR
Director

Copy to: G-5 Section, A.F.H.Q.(2)

ALGOA SOUTHERN REGION

1407 9 FEB 45 PRIORITY

(19)

RESTRICTED FD

PARA ONE FD REF OUR NINE FOUR NINE FEB ONE FD STILL WITHOUT YOUR DAILY SITREP FOR CASTELLAMARE AND TORRE ANNUNZIATA FD

FARSN TO ALGOA SOUTHERN REGION FOR TRANSPORTATION OFFICER FOR FRANCE FROM ALGOA FARSN

MWT COMPLAIN SHIP DISCHARGE RETARDED THROUGH QUAY LABOUR DIFFICULTIES FD PLEASE REPORT POSITION EARLIEST TO THIS HEADQUARTERS FD FROM BALFOUR FD

TRANSPORTATION SC

190

NICHOLAS PIOMBINO
CWO U.S.A.
Asst.Adjutant

ANXCU/2.1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

9 February 1945

TEL:454
Our Ref: AC/515/24/Tn.3.

SUBJECT: Shipping Intelligence

TO : Allied Commission
Economic Supply Division
Bari Zone
(for Port Liaison Officer)

In reply to your BZ/PL/1/4 dated 1 February 1945.

Until the instructions contained in A.C. Shipping Instruction No.5 come into force, please send information relating to A.C. cargoes and shipping by daily signal, classified "Confidential".

By Command of Rear Admiral Stone:

MERRITT H. TAYLOR
Director

896

Copy to: Transportation Officer
Southern Region

83

COOPERATIVA "TRAIANA,, FRA LE CASE DI SPEDIZIONI
E SPEDIZIONIERI DOGANALI DI CIVITAVECCHIA

SOCIETÀ A RESPONSABILITÀ LIMITATA

SBARCHI - IMBARCHI SPEDIZIONI MARITTIME E TERRESTRI - OPERAZIONI DOGANALI
CONSEGNE - TRANSITI - MAGAZZINI PER DEPOSITO MERCI - PREZZI A FORFAIT

CIVITAVECCHIA, 4th February 1945

945

C. I.
III

Via Dolmen 1 Dalla
Telefono Centralino
Conti Sul Bollettino
Roma

We acknowledge receipt of the Report of Inquiry of the Department of War Transportation, and wish to state that the information of more more accurate is hard to come.

We understand that it was decided by the Allied Advisory Council, upon the work of the coal stevedores between our Cooperative and the Stevedore the following arrangements

a) The payment of coal stevedores is centralized from overseas to a fund managed by our Cooperative for distribution.

b) All the profits of coal from Civitavecchia to be given to the Germans for Italians.

We are pleased to inform you that according, this system has proved satisfactory, as the coal arrives in more beyond the expectations, as the Allied Military Authorities have taken interest in the Stevedore, as the Italian Civilians who have to undertake this work on account of the Stevedore Company, are now satisfied with the New Salaries Allied system.

Considering the interest in the Stevedore of the coal at Civitavecchia, should we be under the liberty of which you do not be best influence to which this work in question can be placed with money.

We are of opinion that a strong police would be to force the work in Takoma.

1) By virtue of the Cooperative the Stevedores of the coal arrive unloaded in ports beyond the Stevedore, as the steamers are manned by the M.T.T. and in the Danube, as the vessels are directed by the T.S.A.

2) The the Stevedores of the coal loaded in Sardinia the work always be interrupted periodically, to wait one to the time and the following ship as the Steamer can arrive.

We wish to mention that our Cooperative is formed by the big Forwarding agents of the Port of Civitavecchia, and before the

./.

COOPERATIVA "TRAIANA" FRA LE CASE DI SPEDIZIONI
E SPEDIZIONIERI DOGANALI DI CIVITAVECCHIA

SOCIETÀ A RESPONSABILITÀ LIMITATA

SERVIZI: SPEDIZIONI MARITTIME E TERRESTRI - OPERAZIONI DOGANALI
CONSEGNE - TRANSITI - MAGAZZINI PER DEPOSITO MERCI - PREZZI A FORFAIT

CIVITAVECCHIA [illegible]

[illegible]

[illegible]

[illegible]

To Lord Rho[illegible]

In order to expedite the above I am forwarding through the communications: I have invited the Sub-Commission acting for the Mercdove policy to be laid down

Athens cape
I. N. B. W.

1227

Declassified E.O. 12356 Section 3.3/NND No. 785031

(82)

FREEDOM CITY PHGEM PHGEG

1132 5 FEB 45 ROUTINE

CONFIDENTIAL PD

PARA ONE PD IF VESS FOR ABLE CHARLIE ARRIVING FROM CALCA MED SOURCES ARE CARRD REQUEST BLOCK STOWED FOR LAST PORT OF DISCHARGE PD

PARAN TO FREEDOM CITY PHGEM PHGEG FROM ALCON PARAN

THIS WILL HELP OVERCOME DRAFT LIMITATIONS IN ABLE CHARLIE PORTS PD

TRANSPORTATION SC

390

NICHOLAS PICKERING
CMO. U.S.A.
Asst. Adjutant

AGS/hl

(81)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 68281 Ext. 56
Our Ref. AC/515/81/Tn.3.

1 February 1945.

SUBJECT: U.S. Representation at Ports

TO: Deputy Director,
Transportation Sub-Commission

1. Today this [illegible] is unable to function efficiently because of one major factor, competent representation at ports under our control. The proper control of movement does not exist. The delivery of [illegible] cargoes to warehouse is problematical. Documentation is conspicuous by its absence.

2. This problem would disappear if a staff of transportation officers were available at all ports and had an adequate staff to deal with the various duties and incidents which inevitably arise in a trade. The employment of civilians appears the only solution.

3. Methods of employment are:-

(a) Direct, on a wage basis. It is doubtful if the conditions offered by Director of [illegible] would induce the right type of man.

(b) By employment of an agent. Payment on a tonnage basis to cover agency, tallying etc.

4. The representative or agent would be responsible through Deputy Dir. to this Sub-Commission for the following:-

(a) LABOUR. Employment of all labour [illegible]

1. Today this ~~commission~~ Distrin is unable to function efficiently because of one major factor, competent representation at Ports under our Control. The proper control of movement does not exist. The delivery of U.S. cargoes to Warehouse is problematical. Documentation is conspicuous by its absence.

2. This problem would disappear if a staff of transportation officers were available at all ports and had an adequate staff to deal with the various duties and incidents which inevitably arise in a trade. The employment of civilians appears the only solution.

3. Method of employment must be:- 891

(a) direct, on a wage basis. It is doubtful if the conditions offered by Director of Labour would induce the right type of man.

(b) by employment of an agent. Payment on a tonnage basis to cover agency, tallying etc.

4. The representative or Agent would be responsible through Reg.M.T. to this Sub-Commission for the following:-

(a) LABOUR. Employment of all labourers required on quay and transit warehouse.

(b) RECEIVING. The receiving and trucking of all cargo ex ship.

(c) TALLYING. Tallying ex ships and into Rail-car or M.T.

(d) FORWARDING. Sorting and dispatching of cargo to correct destination.

(e) PILFERAGE. Ensuring that all reasonable steps were taken to prevent loss in transit between ships rail and warehouse.

(f) Documentation.

1) BILLS OF LADING. Clearing of B/L on which it is hoped instructions agreed with A.F.H.Q./NWT/WSA/A.C. will be issued shortly. Col.Q. Shipping A.F.H.Q. is raising points in London now and this Commission intends tomorrow to discuss with parties concerned the best method of handling and clearing receipt ~~from~~ for cargo.

2) DISPATCH NOTE. A convoy or dispatch note must be instituted to clear cargo to destination which will enable ships discharge to be checked back against B/L and/or manifest.

3) SITREPS. The intelligent completion of a daily signal providing this section with information which will enable it to control shipping to best possible advantage.

J.A.BALFOUR,
Lt.Colonel, R.E.
Movements Division(~~Supply~~)

1226

shipping to best possible advantage.

J.A.MALPOUP,
Lt.Colonel, R.E.
Movements Division(~~Supply~~)

8000

ALCOM SOUTHERN REGION

349 1 FEB 45 ROUTINE

CONFIDENTIAL

FOR: [illegible] DIGEST THE CONSTITUTION DAILY POSITIONS DISCHARGED AND

ROGER POINT CHON POINT RAKUR POINT TO

PATROL TO ALCOM SOUTHERN REGION FOR REASON WHEN ALCOM PLEAS

BY CONFIDENTIAL MEANS PT. [illegible]

TRANSPORTATION 30

NICHOLAS PIONSINO
C.O. U.S.
Asst. Adjutant

MJS/Tl

(76)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

31 January 1945

Tel: 318
Our Ref: AC/515/76/Tn.3

TO : Mr. Merritt H. Taylor
Director, Tn. Sub-Commission

Reference the attached, the following suggestions are made:-

1. "Selection of Representative to ARNEC".
Delete "Movements Co-ordinator Deputy".
Insert "Chief Movements Division or his representative.

2. "Repair and re-habilitation of all civil Ports" - suggest that the following is added:-
"Movements Division will be responsible for arranging and co-ordinating the initial reconnaissance".

3. "Inspection parties to civil ports".
Normally members of the Movements Division will inform Ports and Warehouse Division before visiting a Port, in order to check up on any points that Ports and Warehouses Division would like Movements to follow up, but it should be clearly understood that Movements personnel must have the right to visit any port at any time; this applies equally to Movements, Road, Rail and Shipping personnel, as they are all interested in port working from a Movements angle.

M.J. Sieff

M.J. SIEFF
Lt. Colonel, R.A.C.
Chief, Movements Division

72

SECRET

Subject : Shipping Intelligence — AIRED WORK PROCEDURES

C-4(Nav & Tn) 5/208/208

To : CS AM (For In Sub-Committee) — 21 Jan 45

Tel: PIERSON 302

1. Enclosed are copies of replies received from S-2 and SC(I) in regard to the request made on your behalf that the daily shipping report from minor ports should be passed forward over the public telephone circuit.

2. It is suggested that the only possible solution to the problem is for you to make arrangements for the messages to be despatched by DF to the nearest military or naval signal station for onward transmission as a "carefully" confidential message.

0/5

(G. Wilkinson) Col
/For Brigadier,
DSD (Nav & Tn)

Encl

Distr

315/5

72A

SECRET

(71)

Information

To see & initial:-

Lt Col Rogers
Lt Col Baker
Major Hyde
Lt Commander

Major Kerr } have copy

SECRET

7/a

SECRET

[illegible]

ALLIED FORCE HEADQUARTERS

[illegible]

[illegible]

SUBJECT: [illegible]

[illegible]

1. [illegible]

2. [illegible]

3. [illegible]

581

4. [illegible]

[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785[illegible]

Ind (M)
Ord (R)
PCS
APC

---

1. In view of the decision to call convoys from the U.K. and U.S.A. in five day cycles it has been necessary to revise the planned allocation of convoys in relation to the normal maintenance periods.

2. The matter was consequently raised with the respective authorities and attached at Appendix 'A' is revised list of convoys and designations. It is pointed out that military stores vessels on U.K. call normally call only in the even numbered convoys, i.e. KRS 60, KRS 62, etc. This does not apply to U.S. convoys.

3. From the above and Appendix 'A' it will be seen that there is no basic alteration to the maintenance procedure.

4. Previous instructions including letter S/349/204 of 3.8.44 are cancelled.

881

S.A.T. STEWART, Major,
for Brigadier Q(Maint).

Copy to:- QMG (RAF Movts)
QMG (Maint) DDF (S)
G-5
G-4 Ldg Plans
G-4 Mov & Tn
Q(G)
Pet Sec
Q(M Coal) Sec
Q-2

8|29

SECRET

1238

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

File Ref HVIII/16/120 Date 12 Jan. 45.

SUBJECT Routing of L.S.T.

TO HQ. AC.

1. Reference your AC/29/51/Tn/G dated 2 Jan. 45.

2. A report on the re-routing of U.S., L.S.T. No. 907 by Capt. SMITH, has been called for by the Chief of Staff, HQ. AC under 520/98/QMG dated 22 Dec. 44, and the officer concerned has been instructed to submit.

3. It is to be noted that the incident took place whilst the Island of ELBA and Capt. SMITH came under HQ. AC control.

For the Regional Commissioner,

J. HOWARD SMITH,
Major, RA,
Adjutant.

GW/ttg. 15 JAN 1945

A. C.

53/29

1240

Declassified E.O. 12356 Section 3.3/NND No. 785021

(16)

SUBJECT : Shipping services containing traffic. AIRTEL VOICE REPORT

C-L [illegible] 5/61/C01

To : HQ AIRWAY Operations
Transportation Sub Committee
Zone.

12 Jan 65

Ref : STRANGER 229

1. Ref. your HQ [illegible] of 3 Jan and conversation Lt.Col. [illegible] - Major Fine.

2. The need for giving accurate advice of ETA of vessels is fully appreciated. It is anticipated that the institution of strict measures now changing ports in [illegible] will assist [illegible] in giving more accurate forecasts in future.

3. The [illegible] of the "[illegible]" and "[illegible]" was caused by circumstances beyond our control, the former being required for operational loading and the latter heavily contaminated by petrol was declared unfit by the Transport Representative for further cargo without decontamination.

4. The "[illegible]" was scheduled to load at CALLAOA on 5 Jan based on information of her state of repair furnished by the last pickup at [illegible]. Unfortunately this format has been amended on several occasions with the result that the vessel is not now due at CALLAOA until 15 Jan.

5. In the event of an [illegible] being uncertain arrangements will be made to advise your HQ accordingly.

6. No effort will be spared to keep you fully advised in respect of vessels nominated to load and to give as much notice as possible of cancellations and postponements.

Kinghay

V.[illegible], Major,
For Director,
D.O.T.(Mov & Tn).

3/29

(62)

S/77

S/29

HEADQUARTERS
ALLIED COMMISSION
SARDINIA REGION

31st December 1944.

Reference : Cptn/1602

Subject : COGENA

To : Headquarters, Allied Commission,
Transportation Sub-Commission.

1. Reference your letter AC/3/Ss/Sm/S dated December 22, enclosing a letter from the Director of COGENA, NAPLES of 14th December on the Subject of Schooners "Sant'andrea and Rosa M".

The sailing of Schooners from SARDINIA to SICILY and the Mainland has caused considerable difficulties and has entailed some very complicated work. I will, therefore, set out the history of the procedure in some detail.

2. As early as last September, we were informed that 32 Schooners would have to sail to the Mainland in blocks of ten. M.W.T.R. was asked to send over to the Mainland, 34 Schooners, as they were to be used for traffic between the different Ports in the Mainland. A Conference was held at the Headquarters, Allied Commission SARDINIA at which the High Commissioner attended. It was suggested that all Motor Schooners over 35 tons should be released from SARDINIA and those under 35 tons and all Sailing Vessels retained. The total tonnage to be retained was 1174 tons and the High Commissioner stated that this tonnage was quite adequate.

3. We are enclosing copies of Signals sent by this Headquarters and your Headquarters referring to the shipping Bids for commodities to be shipped on these schooners of over 35 tons. See A, B, C, D and E. The programme has practically been completed (see attached list) but not without considerable opposition from the local owners and crews and very little help from COGENA.

4. The owners wished to use their schooners for the Black Market Trade and their own private gain. They were opposed to the instructions to ship salt to the Mainland and made every excuse to avoid doing so. The crews in some cases refused to sail and when sent to the Mainland, sent complaints to SARDINIA about the treatment they received.

5. The work of COGENA Representative, Mr. SIMOSCI, was far from satisfactory. He spent a considerable time at SASSARI and PORTO TORRES, where he lived and had other interests. On two occasions when he was at SASSARI the Schooners at CAGLIARI [illegible] loaded and sailed by Allied Officers and Cds and a M.W.T.R. A complaint

876

work. I will, therefore, see

2. As early as last September, we were informed that 38 Schooners would have to sail to the Mainland in blocks of ten. M.W.T.R. was asked to send over to the Mainland, 54 Schooners, as they were to be used for traffic between the different Ports in the Mainland. A Conference was held at the Headquarters, Allied Commission SARDINIA at which the High Commissioner attended. It was suggested that all Motor Schooners over 35 tons should be released from SARDINIA and those under 35 tons and all Sailing Vessels retained. The total tonnage to be retained was 1174 tons and the High Commissioner stated that this tonnage was quite adequate.

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5. The work of COGENA Representative, Mr. TIMOSCI, was far from satisfactory. He spent a considerable time at SASSARI and PORTO TORRES, where he lived and had other interests. On two occasions when he was at SASSARI the Schooners at CAGLIARI had to be loaded and fueled by Allied Officers and ORs and a M.W.T.R. A complaint was, therefore, sent to the High Commissioner. (See enclosed letter). Since the despatch of this letter to the High Commissioner there has been an improvement in the work of Mr. TIMOSCI and the arrival of Mr. GOLDSTAUB has produced a further necessary improvement.

6. On November 22, we referred to Allied Commission Headquarters, a copy of a letter of 20th November, received from Mr. TIMOSCI, stating that the Exporter request should be sent to the Motor Schooner Sub-Commission in NAPLES (see letter F).

The reply in AC/23/Tn/S of November 25th, states categorically that all Bids must be made on SB 2 (see letter G).

7. For your information we are enclosing a copy of a letter dated 1st Dec, 1944, (see letter H) sent by Mr. TIMOSCI to COGENA of NAPLES. The remarks in this letter on the question of only using the Port of CAGLIARI are not correct. It is sometimes of considerable advantage to ship from other Ports in SARDINIA and this is being done.

/Continued.....2

S/29

(61)

2. Unless we get instructions to the contrary we shall continue to use Form SB 2 and the procedure laid down by you quoted above and will not carry out instructions of Medbo Schooner Control NAPLES.

3. The time is rapidly approaching when the accumulation of goods in SARDINIA, except for Salt, to be shipped will be exhausted. This will be due to the regular Ferry Service of the SS ARBAZIA. When this does take place, decisions to ship various commodities will have to be made by an Allied Commission Representative on the spot or failing him, by CCG(G)A in SARDINIA.

It is not always possible to obtain in advance a complete list of all commodities to be shipped. When Schooners which have recently been repaired become available for sailing to the Mainland, the Trader who has actually got his goods in CAGLIARI should be given preference.

C.A.C. PENNYCUICK.
Colonel.
Regional Commissioner.

JRBT/a.s.

525

HEADQUARTERS
NORTH WESTERN SECTION (F DIVISION) NSC
UNITED STATES ARMY
APO 512

AG 370.3/NSC Dec

Initial Inv: [illegible]
27 December 1944

27 December 1944

SUBJECT: Disposition of United States Army Installations in Sardinia.

TO : Commanding General, Army Air Forces, MTO, APO 520
Commanding General, North African Division, ASF (1250th and 9[illegible] Units)
APO 395

1. Reference this headquarters, file and subject as above, dated 27 October 1944 is amended as follows:

a. Delete "Commander, Eighth Fleet (USN)" as an addressee.

b. Paragraph 4 is rescinded and the following substituted therefor:

"4. Hospitalization and Evacuation.

a. It is desired that the Commander, Eighth Fleet (USN) be responsible to this Headquarters for hospitalization of all personnel for whose hospitalization the United States Army is primarily responsible. Such personnel as cannot be hospitalized in facilities available to the Commander, Eighth Fleet (USN) will be evacuated to Naples and Rome or Corsica. When evacuation cannot be accomplished with facilities available to the Commander, Eighth Fleet (USN), request will be submitted to this Headquarters.

b. Until a sufficient army personnel in Sardinia, either that on Maddalena, or further inland days are available locally will be evacuated by the local commander and moved to Naples or Italy. Direct arrangements with local authorities will be made for such evacuation as authorized".

c. Paragraph 6 is rescinded and the following substituted therefor:

"6. Shipment to the United States Army of items of supply return to the Army and the Navy, from storage outside of Sardinia, will be by ship, and delivery will be accomplished by this headquarters. ASF Sardinia, Maddalena".

d. Paragraph 9 is rescinded and the following substituted therefor:

"9. The United States Navy will be responsible for the reception of men and units for the Navy and for United States Army personnel on Maddalena, Maddalena, and for the repair and rehabilitation thereof."

5/29

[redacted] SECRET

Ltr. [illegible]
29 December 194[illegible] ([illegible])

6. Paragraph [illegible] is added as follows:

"7. The above arrangements have the concurrence of the Commander, Eighth Fleet (USN)."

By command of Lieutenant General McNARNEY:

R.H. Frost

R. H. FROST,
Captain, AGD,
Asst Adjutant General.

DISTRIBUTION:
[illegible]
[illegible]
[illegible]
10-AOC, [illegible]
4-Commander, Eighth Fleet (USN)
[illegible]
[illegible]
2-G-2
2-G-3
2-G-5
[illegible]
1-Ordnance
[illegible]
1-Surgeon
2-Signal
1-AG Postal
[illegible]
[illegible]
1-JAG
[illegible]
1-Engr
[illegible]
[illegible]
1-[illegible]
[illegible] Allied Control Commission
2-AG Records
1-AG P & D

[redacted]. SECRET

RH/nf

(57A)

MEDITERRANEAN MAIL COMMISSION
APO 394
Transportation Sub-Commission

8 January 1945

Tele: 489081 Ext. 334
Our Ref: MC/TS/2.1/Ta/3

SUBJECT : Shipping Advices Commercial Traffic

TO : G - 4 (Mov & Tk)
Allied Force Headquarters

1. Considerable difficulties are being created by inaccurate advice of ETA of ships. This is particularly so in respect of perishable goods such as citrus fruit and wine which cannot be delayed an indefinite time. There is also the danger of delay to other shipping when goods are dock-stacked on the quay and take up quay space.

2. To quote instances:

(a) CONTUCCIA ETA Gallipoli, 6 December to load wine; re-nominated ETA 21 December and still not yet loading.

(b) MEDIR ETA Manfredonia, 5 January to load grain. On 4 January it was learnt that this ship was cancelled although no advice received by this HQ.

(c) 1000 tons wine was accumulated at Brindisi against nominations of the [illegible] (cancelled) and [illegible] (cancelled [illegible]). Part of this is only now being shipped by the [illegible] NO.

(d) [illegible] ETA Fragani early December to load wine. Not yet commenced to load.

3. It is appreciated that there are difficulties in giving an accurate ETA. It is necessary, however, if loading [illegible] that ships are available approximately [illegible] of cancellation or

[illegible] advice of ETA of ships. This is particularly so in respect of perishable goods such as citrus fruit and wine which cannot be delayed an indefinite time. There is also the danger of delay to other shipping when goods are back-stacked on the quay and take up quay space.

2. To quote instances:

(a) PENINSULA ETA Gallipoli, 6 December to load wine; re-nominated ETA 31 December and still not yet loading.

(b) ANGIN ETA Manfredonia, 5 January to load grain. On 4 January it was learnt that this ship was cancelled although no advice received by this HQ.

(c) 1500 tons wine was accumulated at Brindisi against nominations of the LE TRAIT (cancelled) and CAPRAKEIT (cancelled [illegible].44). Part of this is only now being shipped by the LANGANO.

(d) IMPERATORI ETA Trapani early December to load wine. Not yet commenced to load.

3. It is appreciated that there are difficulties in giving an accurate ETA. It is necessary, however, if loading is to be expeditious that ships are available approximately when advised, or that as much forwarning of cancellation or post-ponement is given this Headquarters, so that shippers can be warned and the very considerable expenses now being incurred in warehouses, quay and transport charges can be avoided. These extra expenses are causing considerable increase in prices of the goods shipped.

for MERRITT H. TAYLOR
Director.

(44)

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MST/A1

Tel: 220

AC/TS/TM

21 Dec. '44

SUBJECT: Shipping Situation, January 1945

TO : Acting Deputy Chief of Staff, Economic Section

1. Reference 6.00/RS, 27 December 1944 in regard to 26,000 tons of wheat out of Ancona/Maremmata area to make up shipping deficiency.

2. Signal has been sent to AFHQ requesting control vehicles for two "Q" companies.

3. 15th Army Group have been contacted and it has been ascertained that no emergency vehicles can be obtained from army in order to assess wheat at Ancona for ship loading.

4. Shipping program for January now confirmed for 78,000 tons with possibility of bringing 14,000 additional tons from the Balkans if necessary.

5. Shipping program set out in 4 above, it would seem that shipment of wheat from Ancona to either Bari or Naples will not be required in January.

879

MORRITT H. TAYLOR,
Director.

ALCOM SARDINIA SET APHQ SITE PHOTO PHOTO

7469 3 DEC 44 PRIORITY

SECRET PD

PARA ONE PD MAINTAIN YOUR DIGEST DAILY TO THIS HEADQUARTERS ONA REGIMENTAL

APHQ SITE PHOTO PROGS ONA PARTICULARS OF ALL SHIPS MOVEMENTS IN THE

ISLANDS AS FOLLOWS PD

PARAS TO ALCOM SARDINIA REGION SET APHQ SITE PHOTO PROGS FROM ALCOM PARAS

PARA TWO PD AREA ONA BASE OF SHIP PD BASER ONA PORT PD CHARLIE ONA

PORT LOADED BY CON CONTINS PD DOG ONA PORT DISCHARGED BY CON CONTINS PD

EASY ONA ESTIMATED DATE OF DEPARTURE PD FOX ONA REMARKS PD

SECRET

COPY TO ECONOMIC SECTION
PRIORITY AND MOVEMENTS DIVISION

SECRET PD

PARA ONE PD REPORT YOUR SIGNAL DAILY TO THIS HEADQUARTERS CMA REPEATED

APHQ CITY FROM PRESS CMA PARTICULARS OF ALL SHIPS MOVEMENTS IN THE

ISLAND AS FOLLOWS PD

PARAN TO ALGOR SARDINIA REGION RPT APHQ CITY FROM PRESS FROM ALGOR PARAN

PARA TWO PD ABLE CMA NAME OF SHIP PD BAKER CMA PORT PD CHARLIE CMA

TONS LOADED BY COMMODITIES PD DOG CMA TONS DISCHARGED BY COMMODITIES PD

EASY CMA ESTIMATED DATE OF DEPARTURE PD FOX CMA REMARKS PD

Sec (87)

COPY TO ECONOMIC SECTION
PRIORITY AND MOVEMENTS DIVISION

TRANSPORTATION SC

190

NICHOLAS PIGNBINO
CWO. U.S.A.
Asst. Adjutant

S/29

ARMY SAN DIEGO US ARMY DATA PROC UNIT SECRET

MBG J 300

SECRET

PARA ONE TO REQUEST FOR SITREP DAILY TO THIS HEADQUARTERS 2 DA
OBTAINED AFTER THE [illegible] THE PARTICIPANTS IN ALL SHIP
MOVEMENTS IN THE ISLAND AS PERTAINS TO
PARAS AS NOTED BELOW AS PERTAINS TO THE [illegible]
AFTER EACH PARA THE TO W

(a) Name of Ship
(b) Port
(c) Time loaded by commodities
(d) Time discharged by commodities
(e) Estimated time of departure
(f) Remarks

Copy to [illegible] FOR SECURITY
[illegible] SECURITY AND [illegible] DISPLAY

[illegible] S/S
JSO

[illegible]
[illegible]
[illegible]

Attach.

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

3 December 1944

Tel: 473704
Our Ref: A3/22/22/Tn/3

SUBJECT: Intelligence Investigation
Northern Italy

TO : Lt.Col. R.F.GOODSINS,
Admin.Officer,
Transportation Sub-Commission

Under Heading C.3. Waterway
should be addedt-

D.F. of Cargo craft
Details of Port facilities, i.e.number and type of cranes; berths, warehouse facilities, details of wrecks, hulks, mines.

A.J.McCLURE, Major
Shipments, Ports &
Warehousing Division
Tn.Sub.Comm.

TN 510 4116

SECRET (21)

Subject : Repatriation and Disposal of German and Other Civil Ships.

MINUTES of Meeting held at ADMY - on 24 Nov.

ALLIED POWER WARTIME TAS

(-4(Nov & Dec)

25 Nov 44.

Ref: Previous Mtg

Chairman : Vice Adm. [illegible] (-4 (Nov & Dec)

Present : [illegible] (Med) Rep
Col [illegible] [illegible]
Col [illegible] [illegible]
Lt Col [illegible] [illegible] Rep
Maj [illegible] [illegible]
Maj [illegible] (-4 (Nov & Dec)
Capt [illegible] Allied Commission Rep
Capt [illegible] " " "
Capt [illegible] (-4 (Nov & Dec)
Mr [illegible] Allied Commission Rep
Mr [illegible] [illegible]
Mr [illegible] [illegible] Rep

---

1. [illegible]:

Present report [illegible] has been planned to arrive in the [illegible] portion of [illegible] South, US East Coast. Report of [illegible] from [illegible] has been [illegible] to Stockholm West Coast. With present tonnage capacity allocated, this will [illegible] months.

[illegible] recommend -

(a) [illegible] to the maximum capacity of [illegible] and [illegible] [illegible] port;

(b) [illegible] of accommodating US East Coast ports;

(c) [illegible] present and future [illegible] [illegible] and [illegible] [illegible].

2. [illegible]:

Minutes recorded are agreed to under -

Maj [illegible]	G-4 (Mov & Tn)
Maj V. KING	Allied Commission Rep
Capt C.F. HART	" " "
Capt L.P. PARKER	
Capt G. SWEET	G-4 (Mov & Tn)
Lt G.W.E. WEBLEY	Allied Commission Rep
Mr I.D. CAMPBELL	MWTA
Mr R. NICOL	WSA Rep

1235/5

1. LONG TERM PLANNING:

Present import tonnages had been planned to arrive in the proportion of 2/3 west Coast, 1/3 East Coast. Recent requests from AC had been for all ships to discharge West Coast. With present tonnage capacity allotted, this was impossible.

AC Rep agreed -

(a) to programme vessels to the maximum capacity of CIVITAVECCHIA and NAPLES satellite ports,

(b) to investigate the procurement of warehousing at East Coast ports,

(c) to examine present and future tonnage & capacities allotted and recommend any revision necessary.

2. ALLOCATION OF SHIPS TO PORTS:

868

Future procedure was agreed as under -

(a) AFHQ would advise AC of the ships scheduled to arrive against the AC requirements

(b) AC would notify AFHQ the required destinations. These views would be represented by G-5 at AFHQ diversion meetings

(c) AFHQ would notify to AC the acceptances or diversions decided at the AFHQ shipping diversion meeting

(d) AC would advise the Area rep of the ships scheduled for his area

(e) In military-controlled ports, AC rep would secure appropriate berthing priority with the Area Port HQ.

(f) DRAWA and WSA rep (in the case of NAPLES) would, by arrangement with AC regional rep and Port Commander, arrange the movement of their [illegible] ls from NAPLES to satellite ports wherever vacant berths existed at the latter.

5. DELAYS / Sheet 2

5/29

[illegible]

[illegible] (Secret)

[illegible]

Delays [illegible] caused by -

(a) [illegible]

(b) [illegible]

(c) [illegible]

(d) [illegible]

[illegible]

(a) [illegible]

[illegible]

(b) [illegible]

[illegible]

(c) [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

(a) Allied Commission has no MT resources. [illegible] continue to press the urgency of this requirement at Port Meetings and HQ CZ would investigate the provision of MT from PBS resources.

ACTION - AC and HQ CZ

(b) HQ CZ undertook to consult the opinion and experience of Port Comdt in the use of tent hatches or other approved means of discharge during rain. Any solution which could be reached would be immediately put into effect.

ACTION - HQ CZ

(c) HQ CZ would investigate the provision of Italian personnel for labour and police duties.

ACTION - HQ CZ

5. HANDLING GEAR - C.STELLA MARIS:

AC rep confirmed that all required gear had been delivered to C.STELLA MARIS but that some of the lighters supplied were in a leaking condition. HQ CZ would remedy this.

ACTION - HQ CZ

6. STERN-TO BERTHING - C.STELLA MARIS:

MWTR and WSA reps would advise C-in-C Med of the conditions in which they were prepared to accept ships for stern-to berthing at C.STELLA MARIS in order that a ruling might be given to NOIC.

ACTION - MWTR and WSA

7. PORT FACILITIES - CIVITAVECCHIA:

AC rep confirmed that when the repairs and alterations to the quays had been effected (in about 10 days' time), all known requirements would have been met. Timber for building platforms was in course of procurement.

8. CIVILIAN CONTRACTORS:

(a) The meeting recommended that MWTR and WSA approach AC with the regard to the possible employment by MWT and WSA of their own civilian [illegible] or contractors for the discharge and loading of vessels at non-military operated ports.

ACTION - MWTR/WSA

Contd / Sheet 3

[illegible]

[illegible] (Draft)

2. [illegible] (Cont'd)

(b) [illegible]

[illegible] (Cont'd)

[illegible]

[illegible]

VHT/ewg

ALLIED COMMISSION
ECONOMIC SECTION
APO 394

Tel: 513 22 November 1944

Ref. 6.01

SUBJECT: Shipping - Vessels and Schooners.

TO : Transportation Sub-Commission

1. Attached memorandum dated 19 November 1944 represents policy of Economic Section in regard to operations of vessels and schooners.

2. Items 1 and 2 of attached memorandum have been agreed by Mediterranean Shipping Board and will be followed through by Priority and Movements Division, Economic Section.

3. Other Items contained in this memorandum are referred to Transportation Sub-Commission for appropriate action, including the obtaining of concurrence of Schooner Committee, AFHQ, and other necessary concurrences.

4. Proper instructions in this connection will be prepared by Transportation Sub-Commission.

Samuel Cleveland
Executive Director
Economic Section

Enclosure:
Memorandum 19 Nov. 1944.
Inf. go to:
Mediterranean Shipping Board
G-4 (Mov. & Tn. AFHQ)
G-5 AFHQ
Mr. Harlan Cleveland
Col. G. D. Demmore
Shipping Sub-Commission

121

MHT/emg

MEMORANDUM

19 November 1944

In order to correct the chaotic schooner situation in Italy the following recommendations are made:

1. All vessel traffic should be charged for on a ton mile basis and standard tariff rates should be established by COGEMA, with the A.C. concurrence. These rates to allow for a fixed charge for loading and unloading and due allowance for shipments to ports where no return load is available.

2. Italian armed military guards should accompany each vessel while at sea. Guards to be changed periodically.

3. Certain vessels should be assigned to regular runs between certain ports for hauling of wheat, salt, citrus fruits, wine and charcoal and also for parcel freight between Sicily, Sardenia and the mainland, especially where regular back loading traffic can be assured. Example: Wheat - Ancona to Civitavecchia. - Return wine barrels CV. to Bari. A.M.G. traffic Bari - Ancona or Salt S. Margareth to Ancona.

4. Daily advice should be furnished by COGEMA to Transportation Sub-Commission, H.Q.A.C. of all port arrivals or departures of vessels, under its control.

5. All bids for vessels movement from a region should be made to the Italian provincial Chamber of Commerce or other agency designated by the Regional Commissioner, who will rule on the export and forward bid to Regional Headquarters. Approved bids will then be forwarded by Headquarters, or Region where shipment originates, to Transportation Sub-Commission H.Q.A.C. for action. Approved bids will be furnished by H.Q.A.C. to COGEMA or A.F.H.Q. M & TN as the case may be with priority ratings. Copy of approved bids will be sent to bidders, who must have shipment available at the port.

6. No schooner movements, except military movements should be made until approved bid has been received by COGEMA from H.Q.A.C.

7. Revised bid form and full instructions should be given widest possible distribution, especially to all Chambers of Commerce.

S/G

3. Government Monopolies and A.C. Sub-Commissions may bid direct to Transportation Sub-Commission H.Q.A.C. for vessel movements providing Regional Commissioner, where shipment originates has approved export from his region.

M. H. Taylor

AMG 68/21

(1)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel/478704 28 November 1944
Our Ref: TC/23/19/Im/3

SUBJECT: Transportation of shoes to Sicily and Sardinia

TO : Istituto Nazionale per il Commercio Estero

Receipt of your letter of the 24th November '44, reference No.1780 Gif/Ta/Lap. is acknowledged.

Ruling has been given that transportation of shoes to Sicily and Sardinia will not be free of charge.

D.S. ADAMS
Colonel, G.S.
Director, Tn.Sub.Comm.

1263

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: ACTION: POWBASE, INFO: ALCOM DBMS RPT ALCOM, DCMS, NOV MAPGS

SIGNAL MESSAGE CENTER No: [illegible]

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: FX37157

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: NOV 241111

OFFICE OF ORIGIN: CINC: FRANCE

INFO - ACTION

HEADQUARTERS

INFO - ACTION

Additional distribution: Political Sect, Liaison for Security Div, Merchant Marine Div

SECRET.

Expected at some future date are Spanish Vessels with supplies for the VATICAN.

Attempt will be made to obtain manifest details. Meantime, should any Spanish ship arrive with cargo or personnel, instructions are to be obtained from this Headquarters before disembarking or discharge.

POWBASE is particularly requested to guard against pilferage before and during discharge, as well as loading out of port area.

DBMS also requested exercise maximum security, avoiding pilferage when cargo transported by rail. Possibility exists of transhipping to coasters, for delivery through CIVITAVECCHIA. Spanish ships headed for are not to be permitted sail north of NAPLES by CINC MED railway.

DISTRIBUTION:
Info-Action: TM S/C (2)
Info: Chief Commissioner
Econ Sec
Liaison Div
File

DATE and Time of RECEIPT NOV 241700

Distribution:

INFO - ACTION

SECRET

INFO - ACTION

S/29

29/61

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394
Transportation Sub-Commission

21 November 1944

Tel: 479704
Our Ref: 10/25/Tn/3

TO : Economic Section

SUBJECT: November Cereals' Programme

135

Reference Food Sub-Commission's Memorandum dated 8 November.

2. S/Comdr. [illegible] during her recent visit to AFHQ raised with [illegible] the question of earlier and earlier advices of cereal ships and obtained from them the agreement that they will send to us each week all information that they have on cereal ships being set up for arrival one month ahead. They will also amend previous such reports, so that a complete picture of arrivals in the next month can be obtained.

3. The first of these reports is being [illegible] from AFHQ today.

4. Food Sub-Commission and this Sub-Commission are entirely satisfied with this new arrangement, and therefore it is requested that further action on Food Sub-Commission's memo be suspended.

Agreed Food Sub-Commission.

By Command of Commodore Stone

H.C. [illegible]
Colonel, [illegible]
Director, Tn.Sub.Comm.

Copy to: Food Sub-Comm.

S 20

SECRET

Subject : [illegible] ALLIED FORCE HEADQUARTERS

[illegible] 00/11/00

1. Nov 43.

To : G-3. [illegible]

1. Recent events in Italy and Southern Nov Eng, attention to the growing need for the importation of increased quantities of civil supplies which have been :

(i) Carried out by the Italian civil administration, partially assisted by the Partisans and the Prime Minister.

(ii) Supplemented military labor on a limited scale.

(iii) Stored for the subsistence of civil population under the large dollar credits which have become available to Italy.

2. Ordinarily convoys may commence supplying their by order, it is emphatically stated that the ports of Italy cannot now and for [illegible] be so used for the [illegible] substantially larger tonnages. [illegible] rail and road transportation must remain pre-occupied with military traffic and additional burdens cannot be undertaken without the most serious consideration. It is requested that this situation be clearly reported to the authorities concerned. It must further be borne in mind that there may well be unfavorable differentiation in [illegible] the necessary [illegible] for the [illegible] [illegible] military operations as approved in the Spring, or in employment of British and U.S. air and ground forces [illegible].

3. While it is [illegible] that the necessary port capacities are allocated to civil [illegible] in the long term planning [illegible], there has been a tendency recently for the A.G. to request delivery into the east ports only, to [illegible] allocation for West and East coast ports. This cannot be authorized and it is requested that all [illegible] be [illegible] with the [illegible] in mind.

[illegible]
Brig. General, G.S.C.

(ii) Supplementary relief under the auspices of UNRRA.

(iii) Stores for the rehabilitation of ITALY secured under the large dollar credits which have been made available to ITALY.

In order to correct any erroneous impression that may exist, it is emphatically stated that the ports of ITALY cannot now and for several months to come receive any substantially larger tonnages. Moreover, road and rail transportation must remain pre-occupied with military traffic and additional burdens cannot be undertaken without the most precise examination. It is requested that this situation is clearly reported to the authorities responsible. It must further be borne in mind that there may well be considerable difficulties in importing the necessary cereals for the increased bread ration if large scale military operations are approved in the Spring, or if redeployment of British and U.S. air and ground forces takes place.

2. Whilst it is agreed that the necessary port capacities are allocated to civil supplies at the long term binding meeting, there has been a tendency recently for the A.C. to request delivery into West coast ports only of their total allocation for West and East coast ports. This cannot be undertaken, and it is requested that all outstanding bids are re-examined with this fact in mind.

D.A. GRENFELL, Col.
for Brigadier,
D.Q.M.G. (Mov & Tn).

D.G/RFB.

Copy to : G-4 (A)
G-4 (B)
Q(Maint)
Tn (A)
M.W.T.
U.S.A.
Transportation Sub Committee, A.C.
Movements and Priority Division, A.C.

Food S/C has seen

SECRET

Subject : Minutes of Meeting held at AFHQ - 2 Sep 44.

MOVEMENT OF CIVIL SUPPLIES.

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/411/G34

5 Sep 44.

Tel: FREEDOM 832

In the Chair:	Maj V. KING	G-4 (MOV & Tn) AFHQ
Present:	Lt Col F.R.A. GLANVILLE	Transportation Sub Commission ACC
	Mr C. CROCKS	
	Lt Col E. ANDERSON	MWTR Rep
	Maj M.J. GLENN	G-5 AFHQ
	Lieut C.W.M. MANN, RNVR	PSTO Rep

1. OBJECT:

Chairman stated that the meeting had been called to consider -

(a) the implications of the first complete ACC bids tabled at the AFHQ PGM Conference,

(b) procedure to be adopted in the recording and acceptance of G-5 and ACC bids.

2. BIDS:

(a) ACC bids for Sep represented a total of 51,000 tons DW with a shipping tonnage of 80,000. The bids were examined in detail and analysed approximately as follows -

(i)	To be lifted in 'opportunity shipments' (e.g. return voyages) by MWT vessels	7,000
(ii)	To be lifted in 'opportunity shipments' (e.g. return voyages) by Sea Tpt vessels	6,000
(iii)	To be hld by rail from fwd areas to rear	1,000
(iv)	To be investigated with a view to Pot Soc undertaking supply	2,500

1. OBJECT:

Chairman stated that the meeting had been called to consider -

(a) the implications of the first complete ACC bids tabled at the ABNZ PCM Conference,

(b) procedure to be adopted in the recording and acceptance of G-S and ACC bids.

2. BIDS:

(a) ACC bids for Sep represented a total of 51,000 tons DW with a shipping tonnage of 85,000. The bids were examined in detail and analysed approximately as follows -

(i)	To be lifted in 'opportunity shipments' (e.g. return voyages) by MWT vessels	7,000
(ii)	To be lifted in 'opportunity shipments' (e.g. return voyages) by Sea Tpt vessels	6,000
(iii)	To be bid by rail from fwd areas to rear	1,000
(iv)	To be investigated with a view to Port Sea undertaking supply	2,500
(v)	Remaining tonnage which would normally be bid by schooner	34,500
		51,000 tons

(b) At ACC request, a bid of 45,000 tons wine was noted but not recorded. This was stated to be of low priority and representing only a token of what further tonnages were actually available for movement.

(c) MWTR and PSTO reps undertook to explore the possibilities of provision of tonnage for items in (i) and (ii) above.

Contd / Sheet 2.

(f) Bids were summarised as under :-

from 2a (v) above	34,500 tons
Phosphate rock programme with arrears from Aug	13,500 "
Int Props CORNICE - GARDENIA	6,000 "
	54,000 "

3. AVAILABILITY OF SHIPPING

(a) The figure of 27,000 tons available schooner lift was quoted from ADHQ circular AG 563/051 of 25 Aug but was [illegible] by ADI rep.

[illegible] Nov 2 Th undertook to request [illegible] of this matter.

(b) Whilst it was agreed that the schooners might [illegible] turn-rounds per month, ADI rep contended that [illegible] by the proportion of shipping tons to D.F. [illegible] to be carried.

(c) The total bids (54,000) after deduction of 22,000 schooner lift, as estimated by ADI, would be 32,000 tons. It was agreed that an examination should be made of the existing [illegible] stores shipment programme to see what stores amongst those for which counter tonnage had thitherto been intended, could be lifted in ocean going ships, thereby releasing [illegible] and smaller craft to the extent of 32,000 tons.

(d) Chairman pointed out that the demand for internal Med shipping requirements for Sep had been made to the [illegible] Staff without provision having been made for [illegible] tonnage. The provision of ocean going ships [illegible] programme other than ADI from within the approved [illegible] might be effected by adjustment but the difficulty was [illegible] the acceptance of such ships at the main ports [illegible] programme would be reconsidered in this [illegible]. The whole stores programme would be reconsidered in this light and it was hoped that the commitment for Sep had been [illegible] be completed in shipments over the 2 months, by the end of Oct.

ACTION: C-in-C MEF & CM

4. FUTURE PROCEDURE.

ACC reps.

G-4 Mov & Tn undertook to request [illegible]

of this matter. [illegible] G-4 MOV & TN

(b) Whilst it was agreed that the schooners might have two turn-rounds per month, ACC reps contended that [illegible] of lot by the proportion of shipping tons to D.W. tons in the stores to be carried. [illegible]

(c) The total bids (54,000) after deduction of 22,000 schooner lift, as estimated by ACC, would be 32,000 tons. It was agreed that an examination should be made of the existing internal Mediterranean stores shipment programme to see what stores amongst those for which counter tonnage had thitherto been intended, could be lifted in ocean going ships, thereby releasing counters and smaller craft to the extent of 32,000 tons.

(d) Chairman pointed out that the demand for internal Med shipping requirements for Sep had been made to the Combined Chiefs of Staff without provision having been made for such a high ACC tonnage. The provision of ocean going ships [illegible] military programme other than ACC from within the approved allocation might be effected by adjustment but the difficulty was more the acceptance of such ships at the main ports of [illegible] and HMSM. The whole stores programme would be re-examined in this light and it was hoped that the commitment for Sep and Oct might be completed in shipments over the 2 months, by the end of Oct.

ACTION: G-4 MOV & TN

4. FUTURE PROCEDURE.

(a) Long Term Procedure

On the 18th of Z month, ACC would present to G-5 an estimate of the tonnage to be moved over and above the estimated schooner and rail lift, in given directions, in Z + 2 month, i.e.

18 Sep for Nov.
18 Oct for Dec.

G-5 would include intra Med bids and pass to G-4(Mov & Tn) by the 21st of each month.

ACTION : ACC & G-5

/Contd..... sheet 3 .....

ACMoC/h1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel:478704
Our Ref: AC/29/6/Tn/5

17 November 1944

TO : Capt. Smith
Naples

SUBJECT: Schooners

Herewith letter and enclosure dated 13 November addressed to Schooner Control Naples by Sicilia Region delivered here in error.

By Command of Commodore Stone

[signature]
A.J. ADAMS
Colonel, G.S.
Director, Tn.Sub.Comm.

Enclosure: 2
(letter & its enclosure)

2486

Subject : [illegible] - [illegible] series of cables

ADMIRALTY HOUSE HEADQUARTERS

G-4(I OV & TR) S/G/[illegible]

23 Nov 44

Tel: [illegible] 443.

To : [illegible]

1. It is requested that [illegible] (for [illegible]) be included on information addressees on all signals dealing with the movement of civil supplies.

2. As large tonnages may be involved in the [illegible] - [illegible] series it is requested that before despatch, all such cables be co-ordinated with A.M. (T) at MAC, who will, where necessary, discuss any proposed imports with [illegible] in order that the tonnages concerned may be imported in line with port and handling capacity and that priorities, if required may be decided with the rest of the military programme.

3. This is essential in order that moves may be co-ordinated, and failure in this respect can only result in unnecessary delays.

4. Your co-operation in this matter is requested.

Attacks Rec'd

VI/mr

A.V. de [illegible] PHILIPS, Brig.,
D.D.M.O. (Mov & Tn).

Copy for G-3 & [illegible] MAC.

5/29

EP/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel:478704
Our Ref: AC.Tn/3/26

9 November 1944

MEMORANDUM

TO : Colonel D.S. Adams
Director, Transportation Sub-Comm.

SUBJECT : November Cereals Programme

Reference Food Sub-Commission's Memorandum of 8 November which is attached.

1. Shipments, Ports and Warehousing Division entirely agree with the statements made by Food Sub-Commission in regard to the late advices of cereal ships and the consequent difficulties in deciding a programme for the diversion of these ships to Ports.

2. The information on expected arrivals is received from AFHQ in the following ways:-

a) Occasional telephone advice from K & Tn. or G-5 of individual cereal ships as cabled advice is received by them from Movement and Navy channels.

b) Signals from Mov. & Tn. giving advice on individual ships, and, when the list of arrivals for one month is complete, a signal giving a comprehensive list of ships. These signals always request that required destinations be given in

SUBJECT : November Cereals Programme

Reference Food Sub-Commission's Memorandum of 8 November which is attached.

1. Shipments, Ports and Warehousing Division entirely agree with the statements made by Food Sub-Commission in regard to the late advices of cereal ships and the consequent difficulties in deciding a programme for the diversion of these ships to Ports.

2. The information on expected arrivals is received from AFHQ in the following ways:-

a) Occasional telephone advice from M & Tn. or G-5 of individual cereal ships as cabled advice is received by them from Movement and Navy channels.

b) Signals from Mov.& Tn. giving advice on individual ships, and, when the list of arrivals for one month is complete, a signal giving a comprehensive list of ships. These signals always request that required destinations be given by HQ.AC.

c) Mov.& Tn's Reports to HQ.AC summarising advice they have received in the previous 7 days on cereal ships.

3. The information given at (2) above is passed on to the Food Sub-Commission as follows:-

a) Verbal advice as soon as information is received.

b) & c) Food Sub-Commission receive a copy of the advice at the same time as it is received in Transportation Sub-Commission.

S/26

6 10

4. There is therefore no delay in supplying Food Sub-Commission with information on expected arrivals of cereal ships after it is received at this Headquarters, and the shortage of information is only due to the failure of AFHQ in sending it to us.

5. It is recommended that H.Q.AC's difficulties be presented to AFHQ and they be asked to supply H.Q.AC with earlier and more complete information on cereal ships and in particular to let us have a complete month's programme well enough in advance to decide on the diversion of individual ships with the whole programme of arrivals in view.

[illegible]

For

P.R.A. GLANVILLE
Lt.Colonel
Shipping, Ports &
Warehouse Division
Th.Sub.Com.

individual ships with the whole programme of arrivals in view.

+ Commodities Sfinder.

For

W.R.A. GLANVILLE
Lt.Colonel
Shipping, Ports &
Warehouse Division
Tn.Sub.Comm.

AMMoC/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

17 November 1944

Tel:478704
Our Ref: AC/29/6/Tn/S

TO : Sicilia Region

SUBJECT: Procedure

A letter has been received by this Sub-Commission via Mr.Bell, the NWT Liaison Officer here, which you wrote on the 11 November 1944 to schooner control, Naples.

In addition other correspondence addressed by you in this manner has been delivered via Mr.Bell.

It is pointed out that any letters on schooners addressed to Naples should be sent to Headquarters Transportation Sub-Commission, c/o AC.Southern Region for Capt.Smith and it will be appreciated if copies of any such letters are sent to this Headquarters.

Your letter under discussion has been forwarded to Capt.Smith.

By Command of Commodore Stone

D.S. ADAMS Major
Colonel, C.E.
Director, Tn.Sub.Comm.