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

Shipping File

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

10000/148/1197
1 Mar 45

1282

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

38

7

Nothing

Warren Wheeler

1285

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

JHU/6#

Tel. 538

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

23 July 1945

Our Ref :- AC/515/273/Tn.3.

SUBJECT :- Shipping Instruction No. 15

TO :- Headquarters 2 District,
General Staff Intelligence
C.M.F.

1. Ref your GSI/2230 dated 18 July.

2. English version of above S.I. is returned with your enclosure.

For the Chief Commissioner :-

M.P. LANGMAN
Major R.A.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

21

Ref. : AC/SIb/270/Tn 3 17 July 1943

OGGETTO : Naviglio Albanese - Richiesta Notizie.

ALLA : Direzione Generale Marina Mercantile
Div III - Naviglio - Roma.

I. Pregasi fornire su richiesta del Quartiere Generale Alleato con cortese sollecitudine a questa Sottocommissione ogni notizia in possesso di cotesta Direzione Generale in merito alle seguenti unità mercantili appartenenti ad armatori Albanesi, che secondo le autorità Albanesi, si troverebbero in acque Italiane.

1 - Yacht "YLIRIJA" ex King Zog

2 - m/v "DYZEQUSJA" - S.L.T. 82 - S.N.T. 31.

3 - m/v "ADRIATIKU" - S.L.T. 30 - S.N.T. 17

4 - m/v "SARANDE" - S.L.T. 25 -
armatore Sage Lepuri

5 - m/v "VILLAGER VELI" - S.L.T. 283,53
S.N.T. 250,11

6 - m/v "ISOLINA" - S.L.T. 148,33 - S.N.T. 112,

7 - m/v "RAFAELLI" - S.L.T. 4[illegible] - S.N.T. 31
armatore Iljaz Hafizi & Coy.

- m/v "HOSAFAT" - S.L.T. 60 - S.N.T. 40.37
armatore Haki Ulginaku & Coy.

[illegible]ero "MIKU I [illegible]" - S.L.T. 30

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

I. Pregasi fornire su richiesta del Quartiere Generale Alleato con cortese sollecitudine a questa Sottocommissione ogni notizia in possesso di cotesta Direzione Generale in merito alle seguenti unità mercantili appartenenti ad armatori Albanesi, che secondo le autorità Albanesi, si troverebbero in acque Italiane.

I - Yacht "ILIRIJA" ex King Zog

2 - m/v "MYZEKUEJA" - S.L.T. 85 - S.N.T. 31.

3 - m/v "ADRIATIKU" - S.L.T. 30 - S.N.T. 17

4 - m/v "SARANDE" - S.L.T. 25 -
armatore Gago Lepuri

5 - m/v "VILLAZEN VEDI" - S.L.T. 283,53
S.N.T. 250,II

6 - m/v "ISOLINA" - S.L.T. 148,39 - S.N.T. 112,

7 - m/v "PAPAGALI" - S.L.T. 43 - S.N.T. 31
armatore Iljaz Rafizi & Coy.

- m/v "ROMANAT" - S.L.T. 60 - S.N.T. 40.33
armatore Haki Ulginaku & Coy.

Vero "MIKU I MIRE" - S.L.T. 30

Arnuto

Cap. di Porto Co
Ufficiale di Collegamento.

FILE

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

Subject : Advice of Ship's arrival in AC/Italian Controlled Ports.

To : H.Q. Allied Commission, Tn. Sub-Commission.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN) 5/86/4/GBM

14 Jul 45

Tel: FREEDOM 229

(14)

Ref your 515/259/Tn.3 of 7 July received here on 12th July.

1. There is no objection to Alcom ROME being included as an information addressee on all naval signals originating from the Shipping Diversion Room, in so far as such signals affect vessels scheduled for discharge at AC/Italian ports. This practice will be into effect forthwith but it does not provide a complete solution of your problem because the Shipping Diversion Room does not make the intend to sail signal in respect of inter-port sailings in ITALY and C-in-C med does not consider it practicable to instruct all Naval sailing authorities to include Alcom ROME in the addressees of a Vesca sailing signal.

2. The statement that ports are not advised of expected times of arrival is not understood. For all inter-port sailings the appropriate Italian Naval Authorities are advised, through Italian communications, by the Naval Sailing Authority, the date of departure of each vessel and the estimated time of arrival at the port of discharge or loading - a normal routine function.

3. Since you are unable to provide a representative in the Shipping Diversion Room it is agreed that the G-4 (Mov & Tn) representative will be responsible for keeping you advised of all ship movements which affect A.C./Italian controlled ports. It is suggested that the most practicable method of advising such movements is by telephone conversation, at regular fixed times, between your office and the Shipping Diversion Room (Freedom 440 or 905). The G-4 (Mov & Tn) representative is Major Beasley.

4. Your comments on this proposal are requested.

Action taken at a meeting on 17/7 Ltr

CFR/EW

G. Berkeley Col

Declassified E.O. 12356 Section 3.3/NND No. 785521

scheduled for discharge at AC/Italian ports. This practice will be into effect forthwith but it does not provide a complete solution of your problem because the Shipping Diversion Room does not make the intend to sail signal in respect of inter-port sailings in ITALY and C-in-C Med does not consider it practicable to instruct all Naval sailing authorities to include Alcom ROME in the addressees of a Vesca sailing signal.

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3. Since you are unable to provide a representative in the Shipping Diversion Room it is agreed that the G-4 (Mov & Tn) representative will be responsible for keeping you advised of all ship movements which affect A.C./Italian controlled ports. It is suggested that the most practicable method of advising such movements is by telephone conversation, at regular fixed times, between your office and the Shipping Diversion Room (Freedom 440 or 905). The G-4 (Mov & Tn) representative is Major Beazley.

4. Your comments on this proposal are requested.

Action taken at a mtg on 17/7 [illegible]

CFR/EW

G. Ashley Col.

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

[illegible]

[illegible]

[illegible]

16/5

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

1288

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

17

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

Incl. Memorandum
Public Safety
4th Flor
Civil Affairs

RJE/mvm.

MEMO OFFICE MEMO

10 July 1945

Tel. 290
Ref. AO/19/45/Th6

SUBJECT: Security - Civitavecchia

TO : Movements Division
(Att. Col. M. J. Sieff)

1. Police supervision in Civitavecchia port area has improved. However, it is far from what is expected.

2. During visit to the port yesterday, the Port Captain was requested to issue instructions to the guards on board ships to forbid admission to all Americans, British and Italians who do not possess a pass issued by the Port Captain's office. In order for Mr. Ghilardi and I to enforce this request, we provided ourselves with the corresponding passes before boarding ships in the harbor. The Commander of the Carabinieri brought up the question that there are a number of American and British military personnel who, from time to time, visit the ships and who may not be provided with the proper passes and may not respect the authority of the guards to prevent their admittance to the ships.

3. I believe that this matter should be covered by a circular through the proper channels in order to cooperate with the guards and to facilitate the discharge of their duties.

4. Likewise, it was brought to our attention that officers and members of the crew of American and British ships bring people from the shore as visitors and it appears that in many cases, the visitors carry packages with them when leaving ships. This matter was discussed with the local WSA agent and his attention was called to the fact that the Master of each steamer should be duly warned against these irregularities and informed that it was his entire responsibility and should make all efforts to prevent it. However, perhaps it would be advisable for the proper AC authority to officially take this matter up with WSA and MWT in writing.

5. Your comments on the foregoing would be appreciated.

R. E. BAZMOVILA, Chief
Ports & Warehouse Division

14

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653/file
Copy attd.

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

Declassified E.O. 12356 Section 3.3/NND No. 785001

1.

controlled ports without sufficient advance warning of the approximate time of arrival either to A.O.Headquarters, or to the ports concerned. This results in either no arrangements or inadequate arrangements being made for working ships on arrival, with attendant delays. S.S. Vessel Jacob C. Murse

2ND

653 file
Copy attd.

[illegible] 3rd. [illegible] 0 hours. First advice as to her was from merchant shipping state which stated that vessels would be in port in [illegible] days.

This problem was taken up a considerable time [illegible] and this consideration was assured that adequate [illegible] would be given of the arrival of all ships in [illegible] Indian controlled ports - [illegible] of [illegible] refers. SDS/10/TN.J.

This point was raised at the [illegible] meeting [illegible], and the board considered [illegible] the prevision [illegible] of an L.O. liaison officer in the Bombay diversion [illegible] 1 [illegible] [illegible] would overcome the difficulty. The S.O. representative [illegible] agreed that an Indian representative be allowed in [illegible] the diversion room was this suggestion was unanimously [illegible] to all concerned. The board agreed that an Allied consideration [illegible] officer was desirable but A.O. [illegible] c/o on whom the pro- [illegible] vision of this L.O. would fall, have no officer they can [illegible] spare for this purpose.

In view of the [illegible] opinion is it possible [illegible] (secret) representative in the diversion room [illegible] to ensure that information once [illegible] the diversion of [illegible] Allied controlled ports is sent to [illegible] [illegible] [illegible]

[illegible]

[illegible]

1291

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

MT/mb

9

PROVISIONAL ALLIED COMMISSION
APO 394
Transportation Sub-Commission

22 June 1945

AC/515/252/TS.3

SUBJECT : Shipping Instruction

TO : Agriculture Sub-Commission
Commerce Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Public Works & Utilities Sub-Commission
Public Health Sub-Commission
Publicity

1. A meeting to discuss a proposed new shipping instruction on movement of goods by Coastwise Shipping including Coasters and Motorcars, will be held in Room 74, 7th Floor Annex at 1500 hrs Saturday 23 June.

2. It is regretted the extremely short notice, but the instruction was been held up pending final discussions as the methods under which Italian Shipping will be handed back to the Italian Authorities.

For the Director.

G.B. GARVEY,
Major I.A.

1292

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

REPRESENTATIVE ARMIES COMMISSION
APO 394
Transportation Sub-Commission

30 June 46

File : AC/Allied/645/Tn.3

SUBJECT : Shipping Sitrepe and Communications

TO : Ministry of Marine

1. The security classification with regard to movements, arrivals and departures within this theatre, of merchant ships other than troopships is now removed. Troopship movements remain classified as secret.

2. With immediate effect therefore you should make all arrangements for the shipping sitrepe and vice signals, at present sent in cypher over the Italian system of communications, to be sent in clear over these lines.

For the Chief Commissioner:

G.S.SCOBIE
Major I.A.

COPY TO :
- Navy S/C
- Shipping S/C
- MMZ Rome
- SUA Rome

INTER OFFICE MEMO SRG/mdp

Ref. : AC/515/239/Tn 3 14 June 1945

SUBJECT : Trade between Italy and Neutral Countries - Transport.

TO : Commerce Sub-Commission.

1. Reference your AC/5203/Commerce dated 5 June '45.

2. The views expressed by you in your above mentioned letter have been lately under consideration by the Allied Shipping Authorities and ourselves during recent days.

3. We are advised that with the advent of the United Maritime Authority on the 24 May, any previous machinery which might have existed to enable the Italian Government to obtain shipping space from foreign and neutral countries, has disappeared. It is intended that those countries which do not have sufficient tonnage to fulfill their own requirements, will bid on the appropriate zone of the U.M.A., and in the case of the Italian Government, this should be to the representative of the U.M.A. who is Ministry of War Transport Representative in the Mediterranean.

Declassified E.O. 12356 Section 3.3/NND No. 785028

1. Reference your AO/5203/Commerce dated 5 June '45.

2. The views expressed by you in your above mentioned letter have been lately under consideration by the Allied Shipping Authorities and ourselves during recent days.

3. We are advised that with the advent of the United Maritime Authority on the 24 May, any previous machinery which might have existed to enable the Italian Government to obtain shipping space from foreign and neutral countries, has disappeared. It is intended that those countries which do not have sufficient tonnage to fulfill their own requirements, will bid on the appropriate zone of the U.M.A., and in the case of the Italian Government, this should be to the representative of the U.M.A. who is Ministry of War Transport Representative in the Mediterranean.

4. Before any bids are made however, assurance will be required to be given that the tonnage involved has been procured within an agreed programme and is approved by the Combined Chiefs of Staff.

5. It is suggested that Sub-Commissions of this H.Q. negotiating purchases from foreign countries, should be allowed to deal direct with G-5 A.F.H.Q. in matters of this nature, keeping both your Sub-Commission and ourselves in the picture.

For the Director :

G.B. GODFREY
MAJOR
MAJOR I.C.

Copy to : Economic Section.

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

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

TN S/C

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

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

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HEAD-QUARTERS ALLIED COMMISSION GEO/GEP
APO 394
Transportation Sub-Commission

7 June 1945

Ref. : AC/Bib/238/Tn 3

SUBJECT : Trade between Italy and Neutral Countries - Transport.

TO : I.D. Campbell Esquire, A.M.T.O. Rome.

1. Reference the attached copy of a letter received from Commerce Sub-Commission in connection with problems which may arise in future negotiations between Italy and neutral countries - it would be appreciated if your views on this subject could be obtained.

2. For your information, the question of navicerts was raised at this weeks Medco, and Mr. Gibson Greene promised to dispatch a telegram on behalf of the board, requesting information as to whether or not navicerts for cargoes arriving in Italy or contemplated being shipped out of Italy, are still required.

For the Director :

G.R. GODFREY.
Major I.A.

1298

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

1299

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

Reconstruction Sub-Commission

Our Ref :- [illegible] 5 June 1944

Subject :- Trade between Italy & French Earth Africa.

To :- Reconstruction Sub-Commission
Foreign Trade Section.

Ref your letter [illegible] dated [illegible].

It is confirmed that this Sub-Commission will revise the draft on trial which is embodied in French in view of all which nominated to lead French Earth Africa for Italy.

For the Director :-

[illegible]
Lt. Colonel, Inspector
Major L. [illegible]

Copy :- Industry Sub-Com
Iron and Sub-Com
Agriculture Sub-Com
Commodities Section

1123

1300

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

Tel.534 HEADQUARTERS ALLIED COMMISSION JHH/lr
APO 394
Transportation Sub-Commission

AC/515/235/Tn.1 4 June 1945

SUBJECT : Tires and Tubes.

TO : Commerce Sub-Commission.

1. With ref. to your AC/5039/Commerce dated 22 May '45.

2. Request has now been received for a set of tires and tubes, sizes as per attached memorandum, from Generale A.N. Carlo Matteini, Director General of Italian Merchant Marine.

3. It is appreciated that supplies when available will be distributed through the Italian Government. But in view of the fact that it is essential for General Matteini to be mobile in order to enable him to visit ports under his control, any assistance you can give in obtaining these tyres will be appreciated.

For the Director :

D.T. GODFREY
Major, I.E.

1301

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

MEDITERRANEAN ALLIED COMMISSION CM/adp
APO 394
Transportation Sub-Commission

Ref. : AC/S15/217/Gen 3 : June 1945

Subject : Movement of non rationed Foodstuffs - Tine.

To : Allied Commission to the Italian Zone, Rome.

1. Reference your letter A/VIII/1472 dated 29 May.

2. On the 18 March 1945 a bid for 1000 tons of wine Sallipoli to Cadiari for the "Cooperativa Vinicola Agricoltori Salentini" was submitted to S.F.E.E., and accepted by them for movement in the period 26 April - 5 May. Bidder was advised accordingly.

3. Owing to the shortage of ships this bid was not able to be met during the period for which it was accepted, and it is only now that a ship has been nominated.

4. A.C. Shipping Instruction No 5 dated 27 March '45, did not come into effect until May '45, and it is necessary therefore for us to complete all bids that have been accepted under the old Shipping Instruction.

5. It is clearly understood that all bids for non rationed foodstuffs submitted since the issue of of Shipping Instruction No5, are cancelled through your office and Central's.

For the Director :

J. Lambert
Major R.A.
Major R.A.

Copy to : Food Sub-Commission.

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

1303

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

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[illegible]

[illegible]

380/2800
Ser [illegible]

SECRET

From: Navy Sub-Commission, Ser. Allied Commission.
To : Transportation Sub-Commission, Allied Commission.

Subject: Notification to Italian Naval Officer-in-Charge, Piombino.

1. In answer to a verbal request from Allied Commission, Transportation Sub-Commission, the Navy Sub-Commission asks the Naval Officer-in-Charge, Leghorn to inquire the reason that an LCT(R) and SS LEGRIM to STAY and SS ZAMBESI arrived in port of Piombino without previous notification having been given to the Italian Naval Officer-in-Charge.

2. The Navy Sub-Commission now has been informed by the Naval Officer-in-Charge, Naples that Naples was informed of the prospective movement of the two vessels and was instructed to notify the Italian Naval Officer-in-Charge, Piombino. The Naval Officer-in-Charge, Naples has stated that this channel has been used for the notification of Naval Officer-in-Charge, Piombino since November 1944.

3. If the Transportation Sub-Commission receives additional information which indicates that proper notification of arrivals is not being given to Naval Officer-in-Charge, Piombino, it is requested that full details be supplied to the Navy Sub-Commission in order that the matter may be brought to the attention of the Director of Ports for immediate action.

H. W. ZIEGLE,
COMMODORE, U. S. NAVY
FOR THE ADMIRAL
[illegible]

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

[illegible]

[illegible] 25/80

[illegible] Page [illegible]

[illegible]/[illegible]/Ts 5 [illegible] May 1948

SUBJECT: Cross Servicing of Stores

TO : [illegible]
Port Sub-Committee, MC

1. Reference Port and Warehouse Division, Transportation Sub-Committee, letter [illegible], [illegible] May 1948.

2. In view of the extreme shortage of manpower existing at the present time, which has been aggravated by the increasing coverage of reports, all unnecessary movement of the type described in the letter referred to in para graph 1 above should be avoided.

3. The Transportation Sub-Committee is not in a position to [illegible] the necessary action, but it is suggested that it is quite feasible for [illegible] and Port Sub-Committee to be likely that this type of movement is avoided.

4. Any such arrangements be made by the Port Sub-Committee and [illegible] to notify this [illegible], and this Sub-Committee [illegible] of the action taken.

FOR THE CHIEF OF DEVELOPMENT

[illegible]

[illegible], Colonel
Chief, Movements Division

cc: Port & Warehouse Division, Tr S/C, MC

1305

Declassified E.O. 12356 Section 3.3/NND No. 485031

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

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

FIELD MARSHAL ALLIED COMMISSION
APO 394
Transportation Sub-Commission.

GBM/h.

Ref: AC/515/34/Tn.3.

19 May 1945.

SUBJECT: Handling of Civilian Imported Supplies.

TO: Economic Section.

1. Reference your buckslip dated 14th May, enclosing G-5, A.F.H.Q. letter No: G5/130 dated 12 May, on the above mentioned subject.

2. In view of the reduction in Transportation Personnel in Italian Government territory, it is regretted that we cannot continue to take arrival or even spot check tallies of Imported Civilian Supplies simultaneously with those made by the Italian Agencies. It is not the intention of A.C. Personnel to verify tallies made by the Italian Agencies as these are Italian Government Organizations and as such, tallies made by these Organizations must be accepted.

3. Paragraph 3 of A.F.H.Q., letter has been discussed with the Finance Sub-Commission who desire that any reply should be held over until the return of the Chief Accountant and his Deputy, who are both expected about the 21st of May. The Deputy Chief Accountant is on his way back from Washington where he discussed questions of Financial Policy which may probably affect the points raised in A.F.H.Q. letter.

4. Once the information has been received, a reply will be prepared for Brig.Gen. McKinley's signature, as requested in the Routing and Work Sheet attached.

5. Please return Routing Slip and attached papers.

For the Director:

H. J. SIEFT,
Colonel.

Encls: Routing and Work Sheet
and attached papers.

Copy to: Finance Sub-Comm.
Administration Div. for Capt. Pyatt.

1308

Declassified E.O. 12356 Section 3.3/NND No. 785081

CONFIDENTIAL

CONFIDENTIAL

FILE : 18/320

SUBJECT : Possible of Sicilian Imported Supplies.

: Headquarters, Allied Commission, APO 394.

TO :

1. Reference is made to our telegram Instructions No. 23, 28 April 1943, issued on receipt and reading by the Commission Secretary.

2. It is noted that everyone of this Commission involved in recent Sicilian civilian supplies will be all ready to reply and that the relevant reports received by such agencies will constitute an acknowledgment of receipt of such supplies from A.C.S. It is not entirely clear from the text of the instructions whether A.C. personnel are intended to verify the only made by the Italian authorities or this headquarters is fully would answer such in not the interests. This headquarters is fully aware of the personnel difficulties which have led the A.C. to turn over to the Italian authorities the full responsibility for arrival trains, and that the combined efforts of staff were devoted of this development in that big of 24 November, 1943. However, we have had to reply to our life, and it is felt that the Allied Commission should take every effort, within the capabilities of its staff, to continue control trains simultaneously with those made by the Italian authorities. Even such check trains would be better than none, pending reply to our request from the C.C.S. In the meantime, this headquarters, with concurrence of the Allied Commission, has sent a renewed request to the C.C.S. (AMT 100) of a need for permission to kill the Italian government on the basis of imports rather than arrivals.

3. Paragraph 1 of Action Instruction No. 11 provides that losses in transit via facilities outside Italian control will be a matter for adjustment * At a later date between Allied and Italian Treasuries *. It is the view of this headquarters that no authority exists for this statement. It may quite well be the case that the Allied Governments will hold that when the Italian Government, after during taken title to civilian supplies, finds itself obliged to make use of Allied transport, it must do so without recourse for any losses alleged to have occurred during such transport. If the authorized agencies use Italian transport outside their control, losses resulting

CONFIDENTIAL

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therefrom clearly should not be passed to the Allied Governments. It therefore appears to us unfortunate, in an Instruction printed in Italian for use by Italian agencies, to have indicated that the Allied Treasuries may be willing to consider any such adjustments. Accordingly, it is considered that paragraph 6 should be deleted from Shipping Instruction No. 11 and you are requested to take action to that end.

CHARLES M. SPOFFORD
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

DRAFT - REPLY TO PARA. 3 OF AFHQ G-5 LETTER REF. G-5/130 DATED 12 MAY 1945

As regards para 3 of your letter, the reference to "Transportation outside their control" does not refer to "Italian transport" but to Allied Transportation, where for military reasons transportation between docks and warehouses must be done by the military authority. Where the agencies use Italian Transportation it will always be under their own control.

We concur with your view that "it may quite well be the case that the Allied Governments will hold that when the Italian Government, after having taken title to civilian supplies, finds itself obliged to make use of Allied transport, it must do so without recourse for any losses alleged to have occurred during such transport". However, in the absence of any firm directif on this point our Shipping Instruction No 21 has left the question open, by saying that the matter will be one for "adjustment", thereby neither allotting nor implying any specific responsibility to either party.

In any case, the total of any such losses would be ~~an estimtestically~~ very small proportion of the actual receipts and for practical purposes the point would appear to be academic.

Approved :- [signature]

24th MAY 1945

Declassified E.O. 12356 Section 3.3/NND No. 785501

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

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

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

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

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Declassified E.O. 12356 Section 3.3/NND Nos. [illegible]

AMG LIBERIA REGION INTO APO 112 PROG.

5144 24 MAY 5 PRIORITY

TO DELAR FO

PARA ONE FO REFERENCE CONVERSATION BRIG GEN CLANT AMTOR AUTOGIRO TO PARAS TO AMG LIBERIA REGION XX INTO TO APO 112 PROG FROM NO ALCOA CITY CITY PARAS

ALL REPORT ALL CREWS AND AIRCRAFT CROSS AND FORT GROSS REGISTERED TONS FOUND IN THE PORT OF GENOA GOING AUTOGIROSKY UNDER THE CONTROL OF IMRALIN IN CHARLES FARROW AND PARAS AS LAID DOWN IN THE ARMISTICE TERMS FO SCHEDULES NUMBER THREE AND ZERO TONS GROSS REGISTERED TONS ARE REQUIRED TO COMPLY WITH DOGENA OPERATING IN CONJUNCTION WITH MEMBO SUBCOMMIT CONTROL BOARD FO TOGETHER WITH INTERPRETING BRANCH OFFICE IN GENOA FO GROSS PORT FREE FROM ATMOS ARRIVING TILL SAIL SOUTH TO LITT CARGOES FO

PARA TWO FO ARE THERE CARGOES IN GENOA FOR MOVEMENT SOUTH FO IF SO MAKE OFFICIAL BIDS FO

COPY TO ~~[illegible]~~.
[illegible]

TRANSLATED BY

534

[illegible]
[illegible]
Adjutant

1317

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

INTER OFFICE MEMO MIK/st

Tel. 478700 24 May 1945

Ref. W/7/254/T.6

SUBJECT : Movements

TO : Chief, Movements Division
Attn.: Col. M. J. Cleff

1. In observing movements of foodstuffs in and out of warehouses at the instructions of Food Sub-Commission, Federazione Italiana del Consorzi Agrari, and UNRRA, it is noted that occasionally identical foodstuffs move in opposite direction.

2. For example, UNRRA may have occasion to ship tinned milk from Naples to the Heel, whereas Food Sub-Commission, at approximately the same time, may be shipping tinned milk from the Heel northwards.

3. It is suggested that some overall control be established so that exchanges of ownership might be effected by bookkeeping entries to save needless physical movement of supplies.

4. It is well appreciated that this is a difficult matter for control, but the saving of much needed transport undoubtedly would make the effort worthwhile.

For the Director:

ROBERT H. KELLY
Major Med. Adm. C.
Port & Whse. Div.

Copy to:-
Food Sub-Commission
(Attn.: Lt. Col. Marie)
UNRRA (Attn. Mr. Buckman)

Declassified E.O. 12356 Section 3.3/NND No. 785027

INTER - OFFICE MEMO

CSW/lp

To : - Movements Division. (attn Major Godfrey)

From : - Administration Division.

SUBJECT : - Handling of Civilian Imported Supplies.

1/A/Tn.1.

22nd May 1945

1 Ref, our even No dated 18th May.

2 This matter has been discussed with the Chief Accountant, who makes the following points: -

A The reference to " transportation outside their control " does not refer to " Italian Transportation " as specified in A.F.H.Q. letter, but to Allied Transportation, where for military reasons transportation between docks and warehouses must be done by such transport.

B " Losses in transit " do occur in case of such transportation, and in view of the fact that the Italian Governmental Agents have taken ownership of these supplies it would be necessary that all such losses be the subject of discussion and subsequent adjustment. No reference as to specific responsability for such losses has been made in Shipping Instruction No.11.

C In any case, the total of such losses would be an infinitesimally small proportion of the actual receipts, and for pratical purposes the point is academic.

For the Director,

(C.S. WYATT) Capt. R.A.
Accountant

1 Ref, our even No dated 18th May.

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C In any case, the total of such losses would be an infinitesimally small proportion of the actual receipts, and for pratical purposes the point is academic.

For the Director,

(C.S. WYATT) Capt. R.A.
Accountant

Copy to : - Movements Division (attn. Col. Sieff).
Finance S/C (" Chief Accountant).

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

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

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

21 May 1945

Ref. I-12

SUBJECT: Shipment from GREECE to ITALY

TO : Headquarters, Allied Commission, APO 394.

Ref your AC/MS/IOC/G-5 dated 14 May 45.

1. It is considered that in the first instance the Ministry of Foreign Affairs should be instructed to obtain more firm information regarding the proposed shipments. This should include approximate tonnage, port of loading and the date when the goods will be ready.

2. Having obtained these details it is suggested that the facts should be reported by you to Washington in the CCS-UCC series with a request that the question be investigated and arrangements made for transportation to Italy.

For the Assistant Chief of Staff, G-5:

J. G. Carver

J. G. CARVER
Major, R.A.S.C.
Economics & Supply Division

1321

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

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

21 May 1945

Ref. I-11

SUBJECT: Shipments from URUGUAY to ITALY

TO : Headquarters, Allied Commission, APO 394

Ref your AG/515/190/Tn.3 dated 14 May 45.

1. It is considered that in the first instance the Ministry of Foreign Affairs should be instructed to obtain more firm information regarding the proposed shipments. This should include approximate tonnage, port of loading and the date when the goods will be ready.

2. Having obtained these details it is suggested that the facts should be reported by you to WASHINGTON in the COMMOD series with a request that the question be investigated and arrangements made for transportation to ITALY.

For the Assistant Chief of Staff, G-5:

J. G. Carver

J. G. CARVER
Major, R.S.L.I.
Economics & Supply Division

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

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

SECRET

HEADQUARTERS AIRFORCE ENGINEERS
APO 326
Transportation Sub-Commission

Ref. : AE/SUP/326/Tn 3 19 May 1945

SUBJECT : Supply Security.

TO : Port and Warehouse Division.

1. Reference your letter T/S/T93/Tn 6 of 16 May 1945.

2. It is agreed that there seems to be considerable confusion in instructions and assertions as regards the lack of timing, as is noted by the systems.

3. Provided you are satisfied that sufficient contact is being maintained with the local authorities concerned by personnel in the field, it is considered no further action is necessary.

For the Director :

[illegible],
Major I.[illegible]

1324

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

INTER - OFFICE MEMO

OSW/lp

To : - Movements Division (attn. Col. Sieff).

From : - Administration Division.

SUBJECT : - Handling of Civilian Imported Supplies.

1/A/Tr.1.

18th May 1945

1 Ref. A.F.H.Q. G-5 Section letter G-5/130 dated 12th May para. 3.

2 This matter has been discussed with Finance Sub-Commission (Accounting Sub-Section) who consider that this reply should be held over until the return of the Chief Accountant and his Deputy, who are both expected on or about 21th May.

3 The Deputy Chief Accountant is on his way back from Washington where he has discussed questions of finance policy which may probably affect the points raised in A.F.H.Q. letter.

For the Director,

(C.S. WYATT) Capt. R.A.
Accountant

Copy to:- Finance Sub-Commission (attn. Chief Accountant)

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

HEAD QUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 318

MG 5/51

~~519~~/197/TN 3

SUBJECT: Supply Security

18 May 1945

TO : Port & Warehouse Division

1. Reference your W/S/893/TN 6, dated 16th May 1945.

2. So long as Lt. O'Leary maintains the closest liaison possible, having regard to his limited staff, with the Security Organizations concerned, that is all that is required.

3. It would appear there ~~should have been~~ has been a better liaison with these organizations than indicated in Major Symon's report.

M.J. SIEFF, Colonel,
Chief, Movements Division

FILE

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

1327

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

2/3

TOP SECRET

Ref. : [illegible] 27 May 1945

Subject : Admission of Italian civilians to military posts.

To : Commander [illegible].

1. Referring your [illegible] dated 3 [illegible] 24 May 1945.

2. Herewith is copy of a letter received by this headquarters [illegible] Italian Government [illegible] Allied Commission [illegible] for your information.

For the Commander :

1328

Declassified E.O. 12356 Section 3.3/NND No. 785041

912 FILE

Tele: 318 INTER-OFFICE MEMO MJ/mg

Our Ref: AG/319/198/Th 3 16 May 1945

SUBJECT: Port Security - Italian Government Territory

TO : Public Safety Sub-Commission (2)

1. Attached is a copy of a letter received from A.F.H.Q. giving a list of ports in Italian Government Territory which, prior to V.E. day, were operational and therefore an Allied responsibility for security; all other ports may be considered as Italian Government/A.C. ports.

2. As confirmed to you verbally, it is considered that the question of establishing an adequate Italian Port Police Section in each of these ports is one of prior importance and to assist you, we give the following list of priorities which from experience we consider the most lacking in security.

(a) Civitavecchia
(b) Piombino, Portiglioni, Messina, Reggio, Crotone, Torre-Annunziata, Salerno, Gallipoli, all Sicilian and Sardinian ports.
(c) All other ports in Italian Government Territory.

3. A.F.H.Q. have been requested to supply as early as possible a rare breakdown of all ports into the following categories:

(a) Ports handed back to complete Italian control
(b) Ports classified as civilian but with an Allied Naval or Military commitment
(c) Allied Naval or Military ports containing a civilian operative area
(d) Allied Naval or Military ports but with a civilian commitment.

4. This breakdown will be forwarded to you immediately on receipt from A.F.H.Q.

FOR THE DIRECTOR: [illegible]

M.J. [illegible],
Colonel,
Chief, Movements Division.

copy to: Chairman, Caespoli Committee,
Ministry of Marine (attn: Capt. Toni)

1329

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

COPY

Office of the Commander-in-Chief,
Mediterranean Station
Allied Forces Headquarters
4th May 1945

Med. 43/110/3/N.
THE NAVY SUB COMMISSION, Rome
(Copies to:- The Allied Commission, Rome)
The Campbell Committee, Rome)
The U.S.N.O.(C-4 Nov & Tn.)

NON-OPERATIONAL ITALIAN PORTS AND - IN ITALY

With reference to your letter 800/1790 dated 19th March, 1945 all ports in Italy, Sicily and Sardinia with the exception of the following may not be considered as non operational:

Genoa	Bari	Augusta	Savona
Bagnoli	Ancona	Naples	Manfredonia
Brindisi	Leghorn	Taranto	Messina
Castellamare	Palermo	Venice	

This list will be amended as soon as Operations cease and Naval requirements and Army commitments close down in the various areas.

signature/illegible
for admiral

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

NHK/lml
16 May 1945

Tel. 408
Ref. W/S/693/Tnb

SUBJECT : Supply Security.

TO : Movements Division
Attention: Col. M. J. Sieff

1. Attached hereto is copy of report by Major Symons, reference losses and pilferage ex Bari Warehouses, as well as copy of letter of transmission of copy of report to Lieut. O'Leary.

2. Lt. O'Leary's reply is also attached, supported by letters from S. I. R. and C. I. D.

3. There seems to be considerable conflict of information and assertion.

4. May instructions as to further action please be given.

R. W. PAZZANELLA
Chief, Ports & Whse. Division

Attachments:

As stated in
Paragraphs 1 & 2.

1331

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

WAR SHIPPING ADMINISTRATION
Rome
May 30th 1945

Major T.Godfrey
Transportation Sub-Commission
Allied Co-mission - A.M.G.O.

SUBJECT:C.O.D.

Your attention is invited to the attached letter which sets forth some of the difficulties confronting our Port Representatives and Agents at the various ports handling commercial cargo for shipment to the U.S.A. As you know these difficulties have been increasing in proportion to the increase of shipments of commercial cargo and I believe it will be absolutely necessary that some system be devised to take care of the problems set forth.

In connection with this same subject while in Naples I received a call from Lt.Conroy our representative in Sicily. Lt.Conroy advised that 50 tons of perpomat oil which was to have been shipped on the s.s.Cameria had arrived in Messina and was on the railroad siding for offloading and transfer to the ship. An argument then developed between I.C.D. and the U.S.A. agent as to which party should move this cargo to the end of ships tackle for loading. The argument went on the good part of the afternoon and was still not settled at the time the ship sailed for its second port of destination as Lt.Conroy stated that he did not feel justified in holding the ship any longer than it had already been held for such loading. I believe you will agree that it is standard shipping practice that the shipper must deliver his cargo to the end of ships tackle for loading and that this is not a part of the agents business nor is it so understood by the agent. It is believed that difficulties such as these could and should be taken care of by a directive to the I.C.D. agents or that agents with more experience should be selected for these jobs. Certainly such misunderstandings are not helpful to either the shipper or the I.C.D. and should be stopped in the interest of both.

In Mr. Herrick's case, his is the responsibility for the ballasting of the ship which he has allocated for the loading of commercial cargo and you can readily understand that he must be certain the cargo which he contracts for must arrive at the ships side in ample time for loading; otherwise it places him in an embarrassing position of having been partly responsible for the ship missing convoy because she has not been ballasted. When the cargo contracted for is not available for shipment at the time specified by the Port Representative, he must either get cargo from the Army or sail in unballasted ship. In the first case it is difficult to get suitable cargo for deeper vessels on such short notice and in the second case it is practically impossible to sail one of these Reefers unballasted.

MANDATORY
BUY
WAR
BONDS
STAMPS

1332

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

MAJOR G. GODFRAY
Allied Commission.

It will be appreciated if the necessary action is taken at once to stop the practices cited, as they not only create dissention between I.C.E., and the Port representatives but are liable to result in a loss of ships time for which the War Shipping representatives are severely criticized.

I believe that in the handling of these commercial shipments we should revert to the rules governing regular commercial practice as soon as possible in order that such cargo may be handled smoothly with all parties being aware of and bearing their proper responsibilities.

Yours very truly

Stephen A. Repa, Port Expr.
U.S. War Shipping Administration.

1 enclosure.

1333

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

G. Rakely

1334

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

[illegible]

[illegible]

Ref. : [illegible]

Subject : Delegate from Uruguay to [illegible].

Sir : [illegible]

I [illegible] that [illegible] received by this Commission from the [illegible] by way of [illegible] delegation to delegation called [illegible] from Uruguay to [illegible].

Will you please advise the correct procedure to be taken by the Uruguay delegation to initiate a time limit for [illegible].

I [illegible] that once [illegible] have been received, [illegible] will potentially be set up by the Combined Shipping Adjustment Board.

[illegible] the Chief Commissioner :

[illegible]

[illegible]

[illegible]

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

TRANSLATION

MINISTRY OF MARINE

Cabinet

Ref : 232/CO

Rome 14 May 1945

TO TRANSPORTATION SUB-COMMISSION
HEADQUARTERS AC.

SUBJECT : Portuguese steamer "NACAIA" at Civitavecchia

Reference to your letter AC/515/152/Tn.3. dated 5 May, I inform you of having instructed the Navy of Civitavecchia to intensify the service of surveillance at the arrival of the portuguese steamer "NACAIA".

THE CHIEF OF CABINET
(sgd. Capt. F. MASLINI)

1336

Declassified E.O. 12356 Section 3.3/NND No. 785001

Roma, 14 giugno 194

Ministero della Marina
GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

Prot. N° 232/00 Allegati

ARGOMENTO: PIROSCAFO PORTOGHESE "ACAIA" IN CIVITAVECCHIA.

Con riferimento al vostro foglio no. AG/315/192/Ln.3 del 5 corrente, comunico di aver dato disposizioni a codesta Civitavecchia affinchè non intervenga in quanto ne da un servizio di vigilanza sull'arrivo della nave portoghese "ACAIA".

IL CAPO DI GABINETTO
C. di V. [illegible]

A TRANSPORTATION SUB-COMMISSION
HEADQUARTERS, A.C.

987

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Commerce Sub-Commission
Coal Division

CTO/jv

14 May 1945.

Tel: 478489
489081 Ext. 303

Ref: AC/CD/ /Commerce

Subject : Coal. Italian Civilians in Military Ports.

TO : Transportation Sub-Commission - Shipping Div.
Mr. Mc Clure.

1. Attached is a copy of proposed Memo regarding the admission of Italian Civilians to Military ports.

2. We will be pleased to know if you have any comments or recommendations to make on the draft.

3. An early reply will be appreciated.

For the Chief Commissioner:

P.M. EVANS
Colonel,
Coal Division.

Encls. 1

1338

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

902

Transportation Sub-Commission
APO 394,
Liaison Subsection Sub-Commission

[illegible] Oct 47

12 Nov 1946.

Subject : Navicerts export
shipments from Germany to Italy.

To : Transportation Sub-Commission
Economic Division(Subsection branch)

1. Attached is letter from the Italian Division, file No.643/50/I dated 10 May together with the copy of memorandum from the Italian Ministry of Foreign Affairs No.6/1192/545 of 7 April referred to therein.

2. As the subject is largely one it is thought you would prefer to instruct the Italian Division on the lines they should take in the Italian Foreign Office.

C.A.Bell
Liaison,Subsection Sub-Commission.

S43241-33

986

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

[illegible]

901

HEADQUARTERS ALLIED COMMISSION
A.C. 394
Transportation Sub-Commission

Our Ref. : AC/375/TSC/Ind. 11 May 1945

Subject : Admission of Italian Civilians to Military Areas.

To : C-4 (Gov & Ad) [illegible]

186

1. Reference your draft circular 5/86/Gov dated 2 May '45.

2. It is pointed out that the Federazione del Consorzi Agrari has been appointed by the Italian Government to handle all foodstuffs, and it is therefore requested that the circular be amended accordingly, in order that such trained personnel of this organization, can obtain admittance to the Port areas.

3. Shipping Instruction 3011 dated 22 April '45 refers.

For the Chief Commission Staff :

[illegible]

[illegible]
Major I.A.

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

199

ARCIS-DIAGRIA INFO CLASS CIPHER CONTROL

TWO 10 OCT 45 PRIORITY

RUSTO INFO 5 PS

FROM CINCFOR TO RULLOW IN PALLOW SAIGON CHINA TWO RETT AFGHL FOR
INTERPRETERS WITH ALLOW THRT FIVE TOWN OFFICE AND THE PS
ROOM TO CHOOS CHINA TWO TO ---25. CHINESE CONTROL FORCE BY SLOTS.
THE CHINESE TAKEN

IN CONFERENCE THE PRESIDENT ROBERT PATRIOTS ASSOCIATION CONFERENCE
ADMIN STATUS SHEE TSOC ALLOWAIT FELLOW SOON THRT ARE NOT THE ACTIVE
BY CHANGE ALSOT CONFERED ROAD WITH THERE SLEEPAGT BEO PS. CONFERT
ESTIMATE REPORT PS

CHY

ROOTS AND WAREHOUSES DIVISION
DEPARTMENT OF COMM.
OWT
WSA
FOOD ADM COMM.

DECLASSIFICATION

TYPOGRAPHICAL STUDIES
CPO - S.A.A.
Asst. Adjutant

T 341

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

CONFIDENTIAL

U.S. SEC

Transcription Sub-Commission

Ref. : SC/S13/164/Tr 1 7 May 1945

SUBJECT : Delivery of Berths to the Italian Government - Naples Port.

To : Secretary Tedor,
Mediterranean Shipping Board, Affairs.

1. Reference your letter dated the 3rd of May.

2. The meeting held on Sunday 30th April was called in order to finalize in detail the hand back of berths to the Italian Government. No official minutes were kept of this meeting, but for record purposes we set on copies of correspondence relating to the hand back of these berths.

For the Chief Commissioner :

S.S. Grant,
Major R.A.

196

Tel. [illegible] Headquarters [illegible] /Ir
[illegible]
Transportation Sub-Commission

[illegible]/[illegible]/Sn.1 5 May 1945

SUBJECT : Portuguese Ship [illegible] into Civitavecchia.

TO : Ministry of Marine.

1. The Portuguese ship [illegible] is expected to arrive in CIVITAVECCHIA from Lisbon, between the [illegible]th and [illegible]th May, with cargo consigned to the Vatican. In addition the vessel will have on board the Portuguese Minister to Rome and his wife, and also a number of children of Italian diplomats.

2. The marchese Cittadini, Italian liaison officer at this HQ., has arrangements in hand for the proper reception of the diplomatic party.

3. A special request has been received from [illegible] for proper anti-pilferage precautions to be taken with regard to the Vatican cargo. Will you therefore please take all necessary measures to ensure the utmost safety of this cargo, informing this headquarters of what action you take.

For the Director :

[illegible]
Major [illegible]

Copy to : [illegible] section

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

1. The Portuguese ship MAGALA is expected to arrive in CIVITAVECCHIA from Lisbona, between the 12th and 17th May, with cargo consigned to the Vatican. In addition the vessel will have on board the Portuguese Minister to Rome and his wife, and also a number of children of Italian diplomats.

2. The Marchese Cittadini, Italian Liaison Officer at Milano, has arrangements in hand for the proper reception of the diplomatic party.

3. A special request has been received from AFHQ for proper anti-pilferage precautions to be taken with regard to the Vatican cargo. Will you therefore please take all necessary measures to ensure the utmost safety of this cargo, informing this headquarters of what action you take.

For the Director :

S.B. [illegible],
Major I.A.

941

Copy to : Economic Section
Liaison Div.
AWTR
WSA
Port and Warehouse Div.
Public Safety SC

FILE

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

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

1345

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

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[illegible] MILITARY COMMISSION
SEC. 336
Liaison, Shipping Sub-Commission

Civil Affairs Div

5 Nov 1945.

Subject: Portuguese s.s."MACAIA".
Cargo consigned to Vatican Radio.

To : Transportation Sub-Commission.
Movements Division, (Shipping Branch).

Reference AFHQ Signal [illegible] (Ref to D/[illegible]).

1. I have been instructed to inform you that the release of the Civil Affairs Office, Vatican State, referred to by D.M. [illegible] in respect of the cargo in the Portuguese s.s."MACAIA".

2. In view of the signal under reference, it was suggested to Mr.Holmes that he should put himself into communication with Transportation Sub-Commission, AFHQ, Shipping Branch.

3. Mr.Holmes's telephone is Vatican Exchange 43251.

Bell

J.A.Bell,
Liaison,Shipping Sub-Commission.

970

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

RESTRICTED

ABR/1jm

ALLIED FORCE HEADQUARTERS
APO 512

AG 323.3/153 TPN-0

5 May 1945

SUBJECT: Release of Berths to the Italian Government

TO: President
Allied Commission
APO 394
FOR: Transportation Sub-Commission
ATTENTION: Major G. B. GODFREY

1. Reference is made to letter, your headquarters, dated 24 April 1945, subject: "Hand back of berths in Naples Port to the Italian Government", file reference AC/515/167/Tn 3, and the inclosure thereto.

2. It is requested that the instructions contained in the inclosure be amended to make reference to the term "release of berths" rather than "hand back of berths". It is also desired to stress the point that allocation or reallocation of berths to the Italian Government in the port of Naples will remain under the control of the Chief of Transportation, MTOUSA, and will be dependent on military requirements and, further, that tankers will retain all priorities of discharge previously granted.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

EDMUND R. SHUGART
Colonel, AGD
Asst Adjutant General

1 Incl
Ltr, Hq ALCOM, dtd 24 Apr 45

copy furnished
CO, 8th Port w/cy of ref ltr

RESTRICTED

1347

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

191

[illegible]
[illegible]
[illegible]

Tel: 500

[illegible]

[illegible]

President,
National Association of Forwarding Agents,
Vic del Antico, 150,
Rosario.

Re: Consolidation of Transport

Dear Sir:

Referring your letter of the 27th of April 1945, the Allied Commission will be very pleased to meet representatives from your association to discuss the points you have raised in your letter of 27th of April.

It is suggested that a representative group of 1000 hours on Thursday, May 10th, in their Cultural Rooms, Antiguo Jardin of the Transport Plan Commission. The address is Paseo 10 de Julio the 6th floor of these headquarters.

Yours very truly,

J.W. Fatchett,
Acting Vice President
Economic Section

977

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

[illegible] 178 [illegible]
APO 394
COMMERCE SUB-COMMISSION
FOREIGN TRADE SECTION

[illegible] 1945

SUBJ : [illegible]

REF : AC [illegible] Imp/Commerce

ATTACH : Imports of Chicken from [illegible]

TO : Transportation S/C
Finance S/C

1. Attached is copy of current position report on the policy which the Federazione Italiana del Consorzi agrari wish to import from Australia.

2. Nothing can be finally arranged until a reply is received from Washington to Signal FAT 630, but it would be of great help if thought could be given to the problems of transportation and finance involved, and this Sub-Commission gives the benefit of your advice, so that by then may be tentatively the decisions of major policy have been decided by Washington.

for
H. E. Evans
Colonel
Director
Commerce Sub-Commission

[illegible]
[illegible]

978

Attachment
Report on [illegible]

1349

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

Current Position of PULSES from Roumania

1. L'Alto Commissario wrote Economics (letter undated but received 29 March 45) saying:

> Fed. Italiana dei Consorzi Agrari is negotiating for import from Roumania of 1,100 tons pulses (beans & peas) offered through Italian Legation from CIPAR - Bucharest - which is an Italo-Roumanian Company acting for the Fed. Payment to be made by F.I.C.A. funds in Roumania. Price about 100,000 lei per ton. Movement to be by a wooden ship from Castanza to Naples or Civitavecchia. Freight #6,400. Navicert. Can this be obtained together with permit to land at Italian port. Federazione has already sent signal asking name of ship and flag.

2. Memo 3 April 45 from Affari Esteri suggest obtaining permission for cargo to be put on empty Allied ships which usually call at Costanza on the way back.

3. Commerce S/C to Antolini 11 April 45, says: -

> a. Food S/C give their approval
> b. Transportation say no difficulty in use of Italian ports.
> c. Finance state this brings up whole question of trade between Italy and ex-enemy countries.

4. AFHQ - G-5 in reply to our request for instructions says question taken up in MAT 630, and no action can be taken till reply is received.

5. Undated but about 16 April 1945 signal received by Federazione saying that the steamer would fly the Turkish Flag. Asking what possibility of clearing the freight (6,000 pounds sterling) in free currency on arrival at Costanza, or alternatively 125 Tons sulphur for each 500 tons cargo. Federazione ask what reply they should make.

6. Interministerial Reconstruction Committee memo undated but about 21 April, states: -

> a. Consignment was bought some time ago, and its export authorized by Roumanian Government.
> b. Therefore, no payment question.
> c. Italy in addition has credits in Roumania as well as funds at Banca Romaneasca.
> d. Only problem is transportation because ships coming back from Costanza cannot be used as they cannot lost time loading, being tied to fixed itineraries, and too big for the purpose. May Italy make use of other Italian or foreign ships from the Allied pool.

1350

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

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

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

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for a 30 - 2 period (Liberty Ships taken area by allied lenders overall 10 days permitted).

Note: No depth is well approved.

3. Further discussion, the following important points were established.

1) Security

(a) Port Commandant will arrange for the area agreed upon to be completely fenced off with 10' wire exit and entrance.

Action: Port Commandant Naples

(b) In view of various permanent Allied installations being located within the area, authorized Allied personnel must be allowed entrance as required.

Action: Ministry of Marine
Tn.S/C., Army & Navy Div.

(c) A joint gate control of both American and Italian personnel will be organized. A book check system for Italian personnel will therefore require to be organized.

Action: Ministry of Marine
Tn.S/C., Army & Navy Div.

(d) Cargo security from 'Ships' hook to warehouse will be an Italian responsibility. In this connection, Port Commandant requests that the present system of convoy notes be continued, as military drivers are already accustomed to this procedure. Guards for stores being cleared from the Italian Port Area will be required to accompany vehicles.

Action : Ministry of Marine
Tn.S/C., Nav.Road.

2) Liaison

(a) Port Commandant will arrange for a liaison staff within the Italian Port Area. This staff will be responsible for liaison between the Capitano del Porto and the Port Commandant's staff on all day to day matters concerning actual Port operations.

Action: Port Commandant Naples

972

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3. Cargo Handling Gear

(a) Standard Gear - Until a ruling is received from the combined Chiefs of Staff the Port Commandant will be responsible for all supply and maintenance of cargo gear in the Italian Port area.

(b) Heavy Equipment - It is agreed that at present all tugs, lighters, cranes etc. should remain in the General Port Pool and demands for such equipment should be submitted by Capitano del Porto through Port Commandant channels.

Action: Port Commandant Naples
Lt. Col., Corps of Eng. Div.
Ministry of Marine

4. Cargo Clearance

(a) Responsibility for the provision of vehicles for load clearance was undertaken by the Port Commandant.

Action: Port Commandant Naples

5. General

(a) The Allied Naval Authorities who are at present responsible for the berthing of vessels in Naples are not prepared to allow a dual control in this work. Therefore until such time as the complete control of berthing reverts to the Ministry of Marine, this function will continue to be carried out by the Royal Navy.

Information

(b) Medical inspection of vessels on arrival in the Port will require to be undertaken by the Capitano del Porto.

Action: Ministry of Marine

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Declassified E.O. 12356 Section 3.3/NND No. 785500 #1

971

Controlled Ports of all vessels operating under [illegible] on the liner schedules recently set up.

Please arrange therefore for orders or reports to [illegible] - [illegible] are [illegible] to port [illegible] of Military Controlled Ports, all sailing signals sent to [illegible] agents at these ports, sailing estimates [illegible] as on arrival of all such vessels.

For the Joint Secretaries:-

971

[illegible]

[illegible]

Copy to :-

[illegible]

[illegible]

Shipping Co-ordination

[illegible]

[illegible]

[illegible]

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

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

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Subject : Procedure for [illegible] Signals of [illegible] carrying [illegible] to [illegible]
[illegible]

[illegible]

[illegible] (Mov & Tn) [illegible]

2? Apr 45

Tel: [illegible]

To : Hq Allied Commission,
[illegible] Sub-Commission.

1. Ref your [illegible] dated 25 Apr 45: as [illegible] signals to your Hq notifying arrivals of civilian persons are always agreed with the Naval authorities, no advantage would be gained by repeating Naval signals to [illegible].

(G.C. [illegible]) Lt Col
for Brigadier,
DQMG (Mov & Tn)

VR/bd

Copy to : G-5

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

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RESTRICTED

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

RESTRICTED

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

" 67 - Steam to berth for Italian Naval Staff
" 68 - Open anchor berth
" 69 & 70 - 2 partial liberty berths/days area by Allied bombers probably 10 days per month.

Note: No berth is full served.

3. During a conversion, the following important points were established.

1) Security

(a) Port Commandant will arrange for the Area earmarked about to be completely fenced off with its own exit and entrance.

Action: Port Commandant Naples

(b) In view of certain permanent Allied installations being located within the area, authorized Allied personnel must be allowed entrance as required.

Action: Ministry of Marine
Tn.S/G., Ports & Thea Div.

968

(c) A joint gate control of both American and Italian personnel will be organized. A book pass system for Italian personnel will therefore require to be established.

Action: Ministry of Marine
Tn.S/G., Ports & Thea Div.

(d) Cargo security from "quay" hook to warehouse will be an Italian responsibility. In this connection, Port Commandant requests that the present system of convoy notes be continued, as military drivers are already accustomed to this procedure. Guards for stores being cleared from the Italian Port Area will be required to accompany vehicles.

Action : Ministry of Marine
Tn.S/G., Prov.Roads

2) Liaison

(a) Port Commandant will arrange for a liaison staff within the Italian Port Area. This staff will be responsible for liaison between the Capitano del Porto and the Port Commandant's staff on all day to day matters concerning actual Port operations.

Action: Port Commandant Naples

RESTRICTED

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

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Declassified E.O. 12356 Section 3.3/NND No. 785081

(a) Standard Gear - Until a ruling is received from the combined Chiefs of Staff the Port Commandant will be responsible for the supply and maintenance of cargo gear in the Italian Ports Area.

(b) Heavy Equipment - It is agreed that at present all tugs, lighters, cranes etc. should remain in the general Port Pool and demands for such equipment should be submitted by Ships Agents and Ports through Port Commandant channels.

Action: Port Commandant Naples
Z.A.S/Q., Ports - Whse. Div.
Ministry of Marine

4. Cargo clearance

(a) Responsibility for the provision of vehicles for Dock clearance was accepted by the Port Commandant.

Action: Port Commandant Naples

5. General

(a) The Allied Naval Authorities are at present responsible for the berthing of vessels in Naples and not prepared to allow a dual control in this work. Therefore until such time as the complete control of berthing reverts to the Ministry of Marine, this function will continue to be carried out by the Royal Navy.

Information

(b) Medical inspection of vessels on arrival in the Port will require to be undertaken by the Capitano del porto.

Action: Ministry of Marine

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

[illegible] in Naples to the Capitano di Porto, [illegible].

2. You have already indicated that the Capitano di Porto is prepared to take over his responsibilities as a Port Sub Area Commander under the overall control of the Allied Port Commander whenever required but it is suggested that 1st May would be a suitable date for the hand-over to be effected. Please confirm this.

3. In connection with the latter point raised and agreed at this conference, representations from this Commission will be contacting your office, soon as any details which you require to be settled up. Please advise us early if you are in doubt on any point which may not be clear to you, in order that final details can be settled prior to the suggested hand-over date.

For the Director :

R.B. SOBRENI,
Major I.C.

957

Copy to : Dir. Shipping } for action where
Dir. Sanit. } indicated
Port & Waterways Division }
Nav. [illegible]
Shipping Sub-Commission
Sanitaria Section
N.T.T. } Rome
N.[illegible] }
G-4 (Gov & Tn) A.F.H.Q.
G-5 A.F.H.Q.
D.C.O.S. A.F.H.Q. (4)
Section [illegible] Doc. (3)

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

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50 & 60 - 2 tankers [illegible] the [illegible] area by Allied tankers (vessels 10 [illegible] per [illegible]).

Note: No berth is full [illegible].

B. During discussion, the following important points were established.

1) Security

(a) Port Commandant will arrange for the area agreed upon to be completely fenced off with its own exit and entrance.

Action: Port Commandant Naples

(b) In view of certain permanent Allied installations being located within the Area, unauthorized Allied personnel must be allowed entrance as required.

Action: Ministry of Marine
In.S/C., Ports & Thea Div.

966

(c) A joint gate control of both American and Italian personnel will be organized. A check zone system for Italian personnel will therefore require to be organized.

Action: Ministry of Marine
In.S/C., Ports & Thea Div.

(d) Cargo security from Quinzi Hook to warehouse will be an Italian responsibility. In this connection, Port Commandant requests that the present system of convoy notes be continued, as military drivers are already accustomed to this procedure. Guards for stores being cleared from the Italian Port area will be required to accompany vehicles.

Action : Ministry of Marine
In.S/C., Nav.Ressp

2) Liaison

(a) Port Commandant will arrange for a liaison staff within the Italian Port Area. This staff will be responsible for liaison between the Capitano del Porto and the Port Commandant's staff on all day to day matters concerning actual Port operations.

Action: Port Commandant Naples

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

(a) Standard cargo - Until a ruling is received from the combined Chiefs of Staff the Port Commandant will be responsible for all supply and maintenance of cargo gear in the Italian Port Area.

(b) Heavy Equipment - It is hoped that at present all, tugs lighters, cranes etc. owned permanently in the General Port Fund and damage for such equipment should be submitted by Capitano del Porto through Port Commandant channels.

Action: Port Commandant Naples
Eng. & Q.M. Serie & Trans.Div.
Ministry of Marine

4. Customs clearance

(a) Responsibility for the provision of vehicles for Customs clearance was authorized by the Port Commandant.

Action: Port Commandant Naples

5. General

(a) The Allied Naval Authorities who are at present responsible for the berthing of vessels in Naples are not prepared to allow a dual control in this work. Therefore until such time as the complete control of berthing reverts to the Ministry of Marine, this function will continue to be carried out by the Royal Navy.

Information

(b) Medical inspection of vessels on arrival in the Port will require to be undertaken by the Capitano del Porto.

Action: Ministry of Marine

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

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

the importation of coal and coke.

2. All coal and coke, including that for military locomotives and military use imported from overseas, and from Sardinia, is charged, (on the basis of full all freight without deduction) to the Italian Government through the Allied Control Commission of the Allied Powers, who have agreed without at each of the ports called an Agencia Maritima. To this Agencia Maritima on our part, is added the responsibility of receiving and accounting for all coal, either for:

(i) Military locomotive consumption
(ii) Military consumption
(iii) Civilian consumption

the latter being, under arrangements made by SACMED and the Italian Government, allocated to the Italian Coal Importers for Italian distribution.

3. It is therefore, recommended that facilities be afforded forthwith as the need arises and subject to the same conditions as those offered to Italian Government representatives dealing with or on civil cargoes, to the representatives of the Agencia Maritima. The latter also should be authorized to have access to the relevant ship documents, but in addition the representatives of the Groups of Coal Importers should have right of access to the documents to assist in the handling and distribution of the cargo.

4. It is requested that these arrangements be speedily put into operation, as apart from the fact that the Italian Government is already charged with the cost of all imported coal, it is thought that, in view of the eventual withdrawal of Allied Military, the sooner the better, the Italian Agencies take their share of the burden of responsibility.

5. It is proposed that the Allied Control Commission Central Coal Office of the Sub-Commission, should provide identity cards and documents to be issued to the authorized Italian personnel on duty.

[illegible]
Director,
Industry Sub-Commission.

Copy to: [illegible] Coal Section [illegible]
[illegible] - [illegible]

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

PRE/jv

Tel: 478489
489081 Ext.303

18 April 1945

Ref: AC/IND/CD/

Subject : Admission of Italian civilians to ports of Italy, Sicily and Sardinia.

TO : Transportation Sub-Commission.

1. With reference to G-4 (Mov.& Tn) 5/86/GDM of 21 February 1945, it would now seem desirable to extend the facilities therein detailed to those Italian Government representatives who will deal with the importation of coal and coke.

2. All coal and coke, including that for Railway locomotives and military use imported from overseas, and from Sardinia, is charged, (on the basis of full B/L weight without deduction) to the Italian Government through the Ufficio Centrale Carboni of the Ferrovie dello Stato, who have a branch offices at each of the ports called an Agenzia Marittima. To this Agenzia Marittima at each port, is delegated the responsibility of receiving and accounting for all coal, either for:

(i) Railway locomotive consumption
(ii) Military consumption
(iii) Civilian consumption

the latter being, under arrangements made by this HQ and the Italian Government, allocated to the Italian Coal Importers for detailed distribution.

3. It is therefore, requested that facilities be afforded forthwith on the same lines and subject to the same conditions as those afforded to Italian Government representatives dealing with other civil cargoes, to the representative of the Agenzia Marittima. The latter alone should be authorized to receive copies of the relevant ship documents, but in addition the representative of the Groups of Coal Importers should have right of access to the dockside to assist in the handling and distribution of the cargo.

4. It is requested that these arrangements be speedily put into operation, as apart from the fact that the Italian Government is already charged with the cost of all imported coal, is thought that, in view of the eventual withdrawal of the military

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

2. All coal and coke, including that for Railway locomotives and military use imported from overseas, and from Sardinia, is charged, (on the basis of full B/L weight without deduction) to the Italian Government through the Ufficio Centrale Carboni of the Ferrovie dello Stato, who have a branch offices at each of the ports called an Agenzia Marittima. To this Agenzia Marittima at each port, is delegated the responsibility of receiving and accounting for all coal, either for:

(i) Railway locomotive consumption
(ii) Military consumption
(iii) Civilian consumption

the latter being, under arrangements made by this HQ and the Italian Government, allocated to the Italian Coal Importers for detailed distribution.

3. It is therefore, requested that facilities be afforded forthwith on the same lines and subject to the same conditions as those afforded to Italian Government representatives dealing with other civil cargoes, to the representative of the Agenzia Marittima. The latter alone should be authorized to receive copies of the relevant ship documents, but in addition the representative of the Groups of Coal Importers should have right of access to the dockside to assist in the handling and distribution of the cargo.

4. It is requested that these arrangements be speedily put into operation, as apart from the fact that the Italian Government is already charged with the cost of all imported coal, is thought that, in view of the eventual withdrawal of the military, the sooner the better, the Italian Agencies take their share of the burden of responsibility.

5. It is proposed that the Ufficio Centrale Carboni (Central Coal Office of the State Railway) should provide identity cards and brassards to be issued to the authorized Italian personnel as ~~before.~~ above.

P.R. Read Col.

for W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to: QM Coal Section AFHQ
APO 512 - U.S. ARMY.

3151/112

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Declassified E.O. 12356 Section 3.3/NND No. 485031

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

Ref : FCI 4 April 1945

Ref : FC-10/42/FCCB

Subject : Import Plans of Imported Foods
all entry to Italian Government Territory

FAO : Food Sub-Commission

FC : Transportation Sub-Commission

1. Referring your AC/015/144/Th 1 dated 2 April 1945, we are expecting to advise you, as far in advance of arrival as possible, of the tonnages destined for imports by sea.

2. It is pointed out that this will only be possible in respect of those parcels of foodstuffs that are allocated for military government stocks by Northern Stockpile and not in respect of those for the South and Sardinia.

3. However, we have taken the recommendations of your Division into account in the issue of stocks allocated to date. Procedure thus will be adjusted under to meet the issue.

4. Copy of letter to the Italian Mission for food is attached.

[illegible]
Colonel
Director, Food Sub-Commission

1379

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

J /mdp

SECRETARIAT, ALLIED COMMISSION
AMG 134
Transportation Sub-Commission

Our ref. : AC/S15/134/Tn 3 3 April 1945

SUBJECT : Procedure for notification of expected arrivals of Imports - L.C.M.

To : A.F.H.Q., G-4 (Mov & Tn).

1. The advanced information arriving from American army sources received by this Sub-Commission from Chief of Transportation U. S. Army is excellent.

2. It would be appreciated if similar information can be obtained on cargoes from America and cargoes from U.S. and other theatres of war.

For the Chief Commissioner :

G. E. FORTAY, Colonel
Deputy Director

1380

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

UNRRA - ITALIAN MISSION

SUPPLY DIVISION

6 APRIL 1945

YOUR REF: AC 315/1-4/TN 3

TO : TRANSPORTATION SUB-COMMISSION, A.C.A.

SUBJECT: IMPORTS.

1. PLANS FOR THE DISTRIBUTION OF UNRRA GOODS IN ITALY ARE CURRENTLY BEING WORKED OUT WITH THE ITALIAN GOVERNMENT. THEY HAVE NOT YET REACHED THE STAGE WHERE IT IS POSSIBLE TO ADVISE THE TRANSPORTATION SUB-COMMISSION OF THE ULTIMATE DESTINATION OF ALL IMPORTS BY SEA OF CONSIGNMENTS OF 20 TONS AND OVER, IMMEDIATELY UPON RECEIPT OF DETAILS OF SHIPS AND STORES FROM MANIFESTS. IT IS HOPED THAT UNRRA WILL BE ABLE TO PROVIDE SUCH INFORMATION SOME TIME IN THE FUTURE, BUT IT IS NOT POSSIBLE TO DO SO NOW.

2. AS AT PRESENT PLANNED AND AGREED UPON BY A.C.S. AND G-2, AFHQ, UNRRA EXPECTS TWO SHIPS PER MONTH, ONE AT CIVITAVECCHIA AND ONE IN NAPLES.

ALEX HADRIAN.
DIRECTOR OF SUPPLY.

CC : KEENY
WASHINGTON (2)
COCHRAN (2)
LONDON
MONTINI
REGISTRY (2)
HADRIAN.

(156)

[illegible]

[illegible] FORCE HEADQUARTERS

G-4(NOV & DEC)5/35/4/HD

6 Apr 45

Sol : PRECEDO 302

PROCEDURE FOR DIVERTING ARRIVALS OF SHIPS CARRYING CIVIL
GOODS TO ITALY, SICILY AND SARDINIA

1. In consequence of the recent re-organisation of HQ ALCOM the following procedure will be adopted.

GENERAL SHIPS TO ITALY AND

(a) AFHQ will advise ALCOM as far in advance as possible, of all scheduled cargo ships and will agree with ALCOM the required ports of discharge after co-ordinating and in agreement with MGB or WSA.

(b) G-5 ALCOM will represent these requirements at the ARMY diversion meeting and advise ALCOM of the destinations agreed at the Diversion meeting.

(c) Advice of the ports and dates of discharge will be sent as follows:-

(i) SHIPS DISCHARGING DIRECT AT ALCOM PORTS.

By Transportation Sub Commission agreed AMT or WSA as applicable to each ALCOM regional and port authorities as also desired separate AFHQ (for information). In the case of vessels discharging in SICILY or SARDINIA it is requested that WSA at port of discharge be included in the addressees.

(ii) SHIPS DISCHARGING AT ITALIAN PORTS OR PASS-THROUGH ITALIAN PORTS BEFORE ARRIVING AT ALCOM PORTS OR ON ALCOM OF ITALIAN DESTINATION.

By AFHQ, agreed MGB or WSA as applicable reported ALCOM (for ALCOM) and each ALCOM regional and port authorities as are desired by ALCOM.

Edwin M Porter

E. M. PORTER, Col.

G. GRANT, Col.
for Brigadier.

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

(a) AFHQ will advise ALCOM as far in advance as possible, of all scheduled corral ships and will agree with ALCOM the required ports of discharge after co-ordinating and in agreement with IWTR or WSA.

(b) G-5 AFHQ will represent these requirements at the AFHQ diversion meeting and advise ALCOM of the destinations agreed at the Diversion meeting.

(c) Advice to the ports and areas of discharge will be sent as follows:-

(i) SHIPS DISCHARGING COMPLETELY AT ALCOM PORTS.

By Transportation Sub Commission agreed IWT or WSA as applicable to such ALCOM regional and port authorities as are desired repeated AFHQ (for information). In the case of vessels discharging in SAGINW or SASEBO it is requested that IWTR at port of discharge be included in the addressees.

(ii) SHIPS DISCHARGING COMPLETELY AT MILITARY PORTS OR PART-DISCHARGING AT MILITARY PORTS BEFORE PROCEEDING TO ALCOM PORTS FOR COMPLETION OF DISCHARGE.

By AFHQ, agreed IWTR or WSA as applicable repeated ALCOM (for ACOMPS) and such ALCOM regional and port authorities as are desired by ALCOM.

Edward H Lotting

R.H. LOTTING, Col.
Chief Of Transportation.

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

Distribution : C-in-C Med
PBTO
IWTR
WSA
OOP
HQ Allied Commission
for Transportation Sub Commission.

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Declassified E.O. 12356 Section 3.3/NND No. 785581

SECRET

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AJS/mh

Ext. 318

4 April 1945

AC/315/147/Tn 3

SUBJECT: Diversion of Ships

TO : Food Sub-Commission

1. It is understood that diversion of the SS LESLIE SHAW, carrying 6,000 tons of barley to Piombino, was arranged by you direct with G-5 without Transportation Sub-Commission being consulted.

2. It should be clearly understood that all arrangements involving transportation of this nature are made through this Sub-Commission, who deals with G-5 and G-4, Mov & Tn. Demands for movement, diversions, etc., will not be made direct with AMG by other sub-commissions; otherwise, programs become confused, and inefficiency results.

for U. B. THOMAS, Colonel
Deputy Director
(Absent on duty)

cc: Economic Section
G-5, AMG
G-4, Mov & Tn

SECRET

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

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS

G-4,(NAV & TO) 5/26-SDM

4 Apr 45

Tel: FREEDOM 300

Subject:- Procedure for Notification of expected arrivals of Imports - I.C.G.

To :- H.Q. Allied Commission APO 394, (Attn. Transportation Sub-Commission).

Ref your AC/515/98/Ex 3 dated 16 Feb and G-5 letter G-9 of 23 Feb to you.

1. Arrangements have been made with Chief of Transportation U.S. Army at this Headquarters for extracts from all U.S. manifests relating to vessels carrying civil cargo, to be forwarded to H.Q. Allied Commission Sub-Commission.

2. It is understood that copies have already been despatched and acknowledgements received back signed by R.H. Klein, Major.

3. Please advise whether these satisfy your requirements.

G. SWEET, Capt.,
for Brigadier,
D.G.S.O. (Nav & Tn).

GS/IWC

Copy to : G-5.

Copy

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HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2017
3 April 1945

FIRST ENDORSEMENT on
Transportation Sub-Com
Memo AC/515/131/Tn 3 of
28 March 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. AC.

Via : Industry Sub-Commission, Hq. AC.

Subject: Construction 4,000 ton Refrigerating Vessel.

1. Returned.

2. In accordance with the policy established by CINCMED letter NAV 829/4/18 of 28 March 1944, to the Allied Control Commission, Italian naval and private shipyard facilities are to be utilized primarily for work in the interest of the immediate war effort. First priority is accorded to all ship repairs. New construction is generally confined to barges, floating docks and other craft of simple construction which are urgently needed, and which can be produced with a minimum of equipment. All orders which the Allied Commission proposes to place with Italian shipyards must be refered to the Commander-in-Chief, Mediterranean, for consideration.

3. It is noted that the main engine and all refrigerating machinery must be imported into Italy in order to complete the 4,000 ton refrigerating vessel at Taranto. At the present time the facilities of the Arsenal Navi Shipbuilding Yard at Taranto are being utilized for urgent repair work to Allied and Italian Naval and merchant vessels. Even if the main engines and refrigerating equipment could be procured, it is doubtful whether the facilities at [illegible] available for the completion of

Declassified E.O. 12356 Section 3.3/NND No. 785036

Via : Industry Sub-Commission, Hq. AC.

Subject: Construction 4.000 ton Refrigerating Vessel.

I. Returned.

2. In accordance with the policy established by CINC-MED letter [illegible] 829/4/18 of 28 March 1944, to the Allied Control Commission, Italian Naval and private shipyard facilities are to be utilized primarily for work in the interest of the immediate war effort. First priority is accorded to all ship repairs. New construction is generally confined to barges, floating docks and other craft of simple construction which are urgently needed, and which can be produced with a minimum of equipment. All orders which the Allied Commission proposes to place with Italian shipyards must be refered to the Commander-in-Chief, Mediterranean, for consideration.

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3. It is noted that the main engine and all refrigerating machinery must be imported into Italy in order to complete the 4.000 ton refrigerating vessel at Taranto. At the present time the facilities of the Franco Tosi Shipbuilding Yard at Taranto are being utilized for urgent repair work to Allied and Italian Naval and merchant vessels. Even if the main engines and refrigerating equipment could be procured, it is doubtful whether the facilities at Franco Tosi Shipyard could be made available for the completion of the vessel.

3. The Industry Sub-Commission, AC, has initiated a shipbuilding program of coastal vessels, tugs and lighters in conjunction with the Italian Ministry of Industry, Commerce and Labor. Provided the completion of the 4.000 Ton Refrigerating vessel is approved by the Industry Sub-Commission, AC, and some definite assurances can be given that the main engines and refrigerating equipment can be imported into Italy by a definite date, the matter will be taken up with the Commander-in-Chief, Mediterranean.

REAR-ADMIRAL
CHIEF NAVY SUB-Commission, AC.

Copy to:
CINC-MED
FOTALI-Taranto
SHIPPING SUB-COM. AC.

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

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

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

LJS/VD

3rd April, 1945.

Tel. Ext. 318

652/2/In 1.

SUBJECT. Release of Berths to the Italian Government for Handling Civil Supplies.

TO : Economic Section.

1. Reference attached correspondence, herewith is a suggested reply to H.Q. SACMED on the subject of berths for civil supplies.

W.J. STEWY, Colonel.

For ARCHIBALD H. TAYLOR,
Director,
Transportation S/C.

Encl.

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Declassified E.O. 12356 Section 3.3/NND No. 785521

HEADQUARTERS, ALLIED COMMISSION
A.C. 800
ECONOMIC SECTION

AC/ab

3rd April, 1947.

Ref: 602/3/Th 1.

SUBJECT: Release of berths to the Italian Government for handling civil supplies.

To : H. E. ATTLEE (For G-4.G.).

1. Reference the minute on your informal routing slip dated 11th March, 1947, attached, and proposed directive to PENSACOLA on the release of berths in the port of Naples to the Italian Government for handling civil supplies.

2. A.C. concurs in principle with the directive.

3. If the scheme is to be effective it would appear necessary to allow to a minimum area within the port for the working of civilian carrying; this minimum area is one which, in view of existing and known future commitments, would in all probability remain for a reasonable period of time, and would not be liable to reduction in size and number of berths.

4. At present A.C. cannot produce A.T. for docks clearance at Naples, and is unlikely to be able to do so during the next few months unless there is an unforeseen increase in the availability of civilian transport, or unless the availability of civilian transport in the north, when liberated, is larger that at present anticipated. A.C. will also require material assistance in docks gear until the demands submitted in the Category "A" Programme for the prevention of disease and unrest are met.

5. It is agreed that Allied supervisory personnel will be required during the initial period, if ships' turn round is not to be delayed. The rate at which this personnel could be withdrawn will depend on the rate at which the Italian authorities can assume the necessary responsibilities efficiently.

6. Reference para 4. of the proposed directive, it should be clearly borne in mind that AMT, USA, and FOTOS (Med) are responsible for the efficient loading or discharging of ships from ships' rail, and that the responsibility of the Italian authorities starts or stops at ships' side.

7. Detailed action will not be initiated by A.C. until some

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specific advice is received. In the meantime the Campbell Committee - established by a directive issued by the Chairman of AFHQ, dated 20th February, 1945 - is examining and putting forward for AFHQ's approval a proposal for a suggested Italian organisation for operating a "civilian area" within the port of Naples.

For the Chief Commissioner:

A.N. ANTONINI,
Acting Vice President,
Economic Section.

Copy to:-

G-4 (Mov & Tn), AFHQ.
G-5, AFHQ.

1390

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MBT/ed

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

652/1/Tn 1

28 March 1946

Subject : Release of Berths to the Italian Government for Handling Civil Supplies

To : Economic Section

1. Transportation Sub-Commission agree in principal to the terms of proposed directive. It is, however, pointed out that certain liabilities of AC cannot be met at present.

2. AC cannot produce M/T for Dockes clearance at Naples, if required to do so, reference alternate sentence, Paragraph 4, of directive.

3. AC cannot produce cargo handling gear or shore facilities to handle ships expeditiously without material allied assistance.

4. Referring to Paragraph 6 of the draft, it is considered that insufficient AC supervisory staff are available to cover satisfactory hand over at present; the rate of return of responsibility to Italian Government must be dictated by AC and not by Poneese.

5. In Paragraph 7 the words <u>loading</u> and <u>discharging</u> infer that AC is responsible for MWT and WSA commitments.

6. Finally, it should be pointed out that AC agrees with the Policy of the directive and is anxious to implement its part but without material assistance from allied sources is not able to accept the proposals.

M.F.THOMAS, Colonel
Deputy Director

cc: Port & Warehouse Div, Tn S/C
Movements Division, Tn S/C

1391

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44

JHB/24

HEADQUARTERS ALLIED COMMISSION
AMG 394
Transportation Sub-Commission

Our ref.: AC/310/144/Zn 3 8 April 1945

SUBJECT : Imports

TO : Food Sub-Comm.
Industry Sub-Comm.
Commerce Sub-Comm.
Agriculture Sub-Comm.
U.N.R.R.A.

1. Will you please advise this office of the ultimate destination of all imports by sea of consignments of 50 tons and over.

2. Such advice, to be rendered in duplicate, after details of ships and stores from manifests have been advised to you by A.F.H.Q.

3. This will enable us to anticipate possible road, rail or coaster haulage and to request if necessary the diversion of ship to the most convenient port for the distribution of stores and thus reduce onward haulage to the minimum.

A.G. Enright, Colonel
Deputy Director

Copy to : Shipping F/S.
Road Branch
Rail Branch

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

155

Presidence of the Allied Control
Food High Commissioner

Ref : A/VIII/100
Reply to Signal 18/A/45 No 4151
Enclosure : 1

TO : ALLIED COMMISSION
Transportation Sub-Commission
R O M E

SUBJECT : Transfer of not rationed food
stuffs for Sicily to the mainland

M.R.

1) In answer to your cable no 1327 dated 4th the 14th, concerning the above mentioned subject.

2) I enclose herewith copy of the telegram which has been sent to the offices of Palermo, Reggio Calabria, Bari, Naples and Rome.

FOOD HIGH COMMISSIONER

0.50

5/5

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

151

Z O . T

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
A.P.O. 394

KEB/ser

Ref: ES/6.11
Ext: 603

30 March 1946

SUBJECT : Priorities - Movements and Ports

TO : Col. Staff, Transportation S/S
Movements Division.

Reference:

1. Sulphur and Grain Movements Rail Line 87 - Letters 367/3 Tn 3 of 28 February and 367/4/Tn 3 of 11 March 1946.

2. Canal Vessels - Tn S/C to Priorities Board letter 260/17/ Tn 3 of 14 March 1946.

3. Road and Transportation for Rumbleart - Letter Economic Section to Executive Commissioner ES/7.03 of 13 March; Executive Commissioner letter 0823/1/308 of 12 February 1946.

4. Port facilities - Letter AC/616/112/Tn 3 of 4 March 1946; AFHQ letter C-37 of 26 February 1946, attention Tn 9/1; letter 618/103/Tn 3 of 21 February 1946; letter Tn S/C to AFHQ-AC/616/122/Tns; letter Commerce S/C to Tn S/C-AC/1003/Commerce.

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1. The functions of the Priorities Board is to establish the broad policies under which allocation will be made. The Board is expected to arrive at policies which will properly consider the needs of all sections of AC and Italian Government. Operations, as in the past, are delegated to Allocating Sub-Commissions so there will be no delay in the day to day interpretation and application of the Board's directives. Moreover, each allocating Sub-Commission with respect to its segment of supply or economic activity is regarded as the chief source of data and counsel on which the Board directives

References:

1. Sulphur and Grain Movements Rail Line 87 - Letters 357/3 Tn 3 of 28 February and 367/4/Tn 3 of 11 March 1945.

2. Cased Vehicles - Tn S/C to Priorities Board Letter 260/17/ Tn 3 of 14 March 1945.

3. Road and Transportation for Carabinieri - Letter Economic Section to Executive Commissioner ES/7.05 of 13 March; Executive Commissioner letter 0823/1/COS of 12 February 1945.

4. Port facilities - Letter AC/[illegible]/110/Tn 3 of 4 March 1945; AFHQ letter C-37 of 26 February 1945, attention Tn S/C; letter 618/123/Tn 3 of 21 February 1945; letter Tn S/C to AFHQ-AC/618/122/Tn3; letter Commerce S/C to Tn S/C-AC/1027/Commerce.

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1. The functions of the Priorities Board is to establish the broad policies under which allocation will be made. The Board is expected to arrive at policies which will properly consider the needs of all sections of AC and Italian Government. Operations, as in the past, are delegated to Allocating Sub-Commissions so there will be no delay in the day to day interpretation and applications of the Board's directives. Moreover, each Allocating Sub-Commission with respect to its segment of supply or economic activity is regarded as the chief source of data and counsel on which the Board directives will be based.

2. Under the above concept of the respective functions of the Board and the Allocating Sub-Commissions, the Board would be ill-advised to render decisions with respect to single movements problems without having first established a basic policy arrived at after due consideration of the total movements problem. The Board must rely on the Sub-Commission to collect, interpret and present data which will present the problem in its entirety. Likewise, the Board should receive recommendations from the Sub-Commission as to the basic policies and considerations which should govern the day to day operating decisions of the Sub-Commission as the allocating agency.

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3. It is felt that reference 1, 2 and 3 above deal with individual movements on which the Board should not act prior to the policy discussions indicated in Para 2. The Sub-Commission should continue to decide such issues, as in the past, until a general Board directive can be issued on the basis of facts and recommendations presented by the Sub-Commission.

4. With respect to reference 4 above, Mr Cleveland routed your 4 March letter to me and the other related letters are copies which have been routed to me for information. Mr Cleveland pointed out that the question of allocating port facilities or capacities was closely related to the movements problem and suggested, therefore, that it should be dealt with by Priorities Board as a part of the movements problem. The suggestion that a monthly meeting of the major bidders and an AFHQ representative was regarded as excellent provided forecasted required movements could be developed as a basis for AC claims. Any priorities applied to the forecasted movements would naturally become one important factor in supporting the AC claim for port facilities. It is suggested that the material you present to the Board include your recommendations on coordinating the allocation of port facilities with the movements program.

5. It is evident that the Transportation S/C has been delayed in making its first presentation to the priorities board by the failure of other Sub-Commissions to observe the reporting and forecasting requirements set forth in Para 2 - a of Procedural Bulletin No.1 It is suggested that the Board Secretariat and the Transportation S/C collaborate closely between now and April 6 in procuring the records and forecasts required on that date so that the over-all movements problem can be presented and discussed in the next regular Board meeting which is scheduled for April 16.

6. As a first step in carrying out the above suggestion. I have sent a letter to each Sub-Commission calling attention to the forecasting requirement and asking for their data on the required date. I am also making a parallel request on the Government through the Institute of Statistics.

E.R. Stettinius

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

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5. It is evident that the Transportation S/C has been delayed in making its first presentation to the Priorities Board by the failure of other Sub-Commissions to observe the reporting and forecasting requirements set forth in Para 9 - a of Procedural Bulletin No.1 It is suggested that the Board Secretariat and the Transportation S/C collaborate closely between now and April 5 in procuring the records and forecasts required on that date so that the over-all movements problem can be presented and discussed in the next regular Board meeting which is scheduled for April 16.

6. As a first step in carrying out the above suggestion. I have sent a letter to each Sub-Commission calling attention to the forecasting requirement and asking for their data on the required date. I am also making a Parallel request on the Government through the Institute of Statistics.

R.E. Steffler
Secretary
Priorities Board

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

1397

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

(147)

Originator's Reference: CITO SI-5
Date-Time of Origin: DATED 30

Message Count No: 0/6456
Date-Time Rec'd: MAR 301430A
Precedence: ROUTINE

FROM: ALCOM SICILIA ROUTED VIPTON

TO: MQ ALCOM CITO ACTEC

RESTRICTED

660/TAB.

RESTRICTED

Ref your wire 4335 dated 28 March.

Since Economics and Supply Office closed 26 March at 1700 here this wire no longer concerns ALCOM SICILIA. Copy has been sent to High Commissioner. Note is also same with your wire 4352 ACTEC, copy of which went to High Commissioner.

515/HQ.

Dist

Action - Tn HC (2)
Info - A/President
Chief Commissioner
Econ Sec
Pers (2)
Plans

ACTION

940

Copy in 660/TAB.

RESTRICTED

515/TAB.

T S C R E T

HEADQUARTERS ALLIED COMMISSION
AMG ZONE
Transportation Sub-Commission

BC/bm 49

30 March 1946

AC/Sub/137/TN.3

TO : G.4 (Gov & Em) .

SUBJECT : Shipments to Italy ex Portugal.

1. Reference is made to minute No.1877 of Radio Meeting No. 104 held on 20th March 1946 and copy of Admiralty signal to C in C (Med) Z.O.G. 1812Z March forwarded to us through Lt.Col. Russell.

2. No advice is known in this Commission of this particular vessel but imports from Portugal have been under discussion for several months.

3. It is confirmed that suitable port of discharge would be Civitavecchia and ~~reviews~~ C in C (Med) ~~will~~ agrees to a Portuguese vessel proceeding there. Arrangements would be made for this vessel to be routed to that port.

4. Would you please advise C in C (Med) accordingly and arrange for advance notice of vessel's arrival to be advised to us in the normal way.

For the Chief Commissioner :

[illegible], Major, Colonel,

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

Meeting No. 107 held on 10th March 1945 and the copy of the signal to C in C (med) T.O.O. 130040 march forwarded to us through Lt.Col. Russell.

2. No advice is known in this Commission of this particular vessel but imports from Portugal have been under discussion for several months.

3. It is confirmed that suitable port of discharge would be Civitavecchia and ~~arrange~~ C in C (med) ~~will~~ agreed to a Portuguese vessel proceeding there, arrangements should be made for this vessel to be routed to that Port.

4. Would you please advise C in C (med) accordingly and arrange for advance notice of vessel's arrival to be advised to us in the normal way.

For the Chief Commissioner :

A.S. THOMAS, Colonel,
Deputy Director.

Copy to :- Food Sub-Comm.
Shipping Sub-Comm.

File

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

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

SECRET

UNITED OFFICE MEMO

WJL/el

Tel: 584

29 March 1945

Ref: 30-10/ /FOOD

SUBJECT: Imports from Portugal

FROM : Food Sub-Commission

TO : H.Q. AC. Transportation Sub-Commission

1. Reference your minute sheet dated 26/3/45 and Admiralty cable dated 13/3/45 referring to imports from Portugal.

2. Imports from Argentina, Spain and Portugal have been under discussion for several months.

3. The port of Civitavecchia would be the most suitable and desirable.

4. May the necessary clearance and advices to Portugal be proceeded with.

W. J. LUO
Colonel
Director, Food Sub-Commission

SECRET

515/MB

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

SECRET

MEMO-SHEET

FROM	TO	DATE	REMARKS
Col. Staff, Movements Div. Tn. S/C.	Food Sub-Commission	26/3/45	Herewith copy of Admiralty cable received via AFHQ. Do you know anything of this proposal? If you do, at which port would you like this ship to discharge? It has been suggested to the Mediterranean Shipping Board that Civitavecchia would be suitable port, provided that the C-in-C Mediterranean will agree to a Portuguese ship proceeding there. N/Staff N. V. STAFF, Col.

1402

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

COPY

C IN C MED. ADMIRALTY.

(R) FORAL. VOTALI, VA MALTA. FENAA

132040 March.

IMPORTANT SECRET

Ambassador Lisbon reports that SALAZAR is most anxious to send small Portuguese ship of 1 - 2000 tons to Italian port to carry consignment of salt salted fish sugar and coffee as gift to Italian people.

(2) Letter is under consideration with C.W.B. & S.W. Request report whether voyage can be approved on Operational grounds and name of port to which ship should proceed.

9 (d)

1403

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

911

1404

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

47 (140)

Subject : SATELLITE COMMUNICATION

ALLIED FORCE HEADQUARTERS
G-2(CW & CI) S/262/GAS
28 Mar 45

To : H.Q. Allied Commission
Transportation Sub-Commission.

Ref: FREEDOM 224

Reference your AC 680/11/Tn.1 of the 22 March 45.

1. Both the Naval and Army Intelligence Services at this Headquarters have now indicated their concurrence to the proposals made by you in the above letter for the use of Italian cyphers in the passage of shipping information in ITALY and SICILY.

C.F. MUSSELL, Lt.Col.
For Brigadier.
D.D.G. (Cy & Tn)

CTG/ES.

STATS

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

1406

Declassified E.O. 12356 Section 3.3/NND No. 785024

Director,

Reference attached.

1. Bergamo has not heard from him before but is in entire agreement with his plan.

2. He suggested that Cittavecchia would be his best port.

3. He is prepared to make inquiries from the Minister of Foreign Affairs but I told him to do nothing unless you wished further inquiries to be made.

JG/3.

1407

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

47 ~~140~~

Subject : SECRET INTELLIGENCE

ALLIED FORCE HEADQUARTERS
G-2(SW & TI) S/228/GSK
29 Mar 43

To : S.O. Allied Commission
Transportation Sub-Commission.

Ref : PSEDOL 222

Reference your AC 560/21/Tn.1 of the 22 March 43.

1. Both the Naval and Army Intelligence Services at this Headquarters have now indicated their concurrence to the proposals made by you in the above letter for the use of Italian cypher in the passage of shipping information in ITALY and SICILY.

G.P. RUSSELL, Lt.Col.
For Brigadier,
D.C.I.S. (Nav & Tn)

CRY/EPS.

S75/TB

146

HEADQUARTERS ALLIED COMMISSION [illegible]/Ga
APO 394
Transportation Sub-Commission

Tele : 318
Our Ref AC 650/14/ZK.1. [illegible] March 1945

SUBJECT: Shipping Intelligence

TO : AFHQ. G-4 (Mov & Tn)

1. Reference your G-4 (Mov & Tn). S/228/DAK. Dated 17 March '45.

2. It is appreciated that various security factors may prevent this HQ being informed promptly of certain matters in connection with the working of ships in ports handed back to Italian authorities. At the same time, you will appreciate that unless facilities are granted, which enable rapid information regarding daily working of ships to be transmitted to this HQ. little can be done to prevent wastage of [illegible] delay to shipping occurring.

3. Without relevant information on day to day working, this Sub-Commission is not in a position in conjunction with Shipping Sub-Commission to adjust any of the programs for those ports for which it is responsible. As AC regional and provincial HQ are withdrawn from Southern area, and as the Transportation Sub-Commission representatives in the field become fewer in Italian Government territory, means of communication largely depend on Italian channels. If Italian channels are not allowed to transmit the necessary information, it is difficult to see how any information will reach this HQ from certain areas. For example, how will information regarding the working of Port Empedocle in southwestern Sicily be transmitted to this HQ. [illegible] personnel have been withdrawn from the whole of the

Declassified E.O. 12356 Section 3.3/NND No. 785024

1. Reference your S-2 (NW 2 14), 3/10/[illegible] dated March '45.

2. It is appreciated that various security factors may prevent this HQ being informed promptly of certain matters in connection with the working of ships in ports handed back to Italian authorities. At the same time, you will appreciate that unless facilities are granted, which enable rapid information regarding daily working of ships to be transmitted to this HQ, little can be done to prevent wastage or a delay to shipping occurring.

3. Without relevant information on day to day working, this Sub-Commission is not in a position in conjunction with Shipping Sub-Commission to adjust any of the programs for those ports for which it is responsible. As AC regional and provincial HQ are withdrawn from Southern area, and as the Transportation Sub-Commission representatives in the field become fewer in Italian Government territory, means of communication largely depend on Italian channels. If Italian channels are not allowed to transmit the necessary information, it is difficult to see how any information will reach this HQ from certain areas. For example, how will information regarding the working of Port Empedocle in southwestern Sicily be transmitted to this HQ, when AC personnel have been withdrawn from the whole of the Sicily area? At the same time, it is necessary to have information of what is happening at this port, as it is a main port for export of sulphur.

4. A possible solution to this problem would be for all shipping information to be passed over the Italian Ministry of Marine network of communications. The Ministry are willing to perform this service and have agreed that, subject to the approval of G in C (Med) of an Italian cypher, to set up and staff a central shipping information office in Rome which would receive and de-cypher all such ~~[illegible]~~ information between ports and this HQ.

(11)

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5. In view of the above, may the matter be brought again to the attention of C-in-C, Mediterranean, as to his willingness to agree to an Italian cypher or could you, yourself, suggest alternative means, which will enable this important information to be made available at this HQ within a reasonable time?

For the Chief Commissioner

L.A.N. Durand, Colonel
Deputy Director

c.c. Shipping Sub-Comm
Communications S/C
[illegible]
[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785024

1411