

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

Documentation
Ships

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

10000 / 148 / 1200
'Jan '45

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

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Declassified E.O. 12356 Section 3-3/NN

No. 785531

FILE

REGIONAL COMMISSIONER EMILIA REGION

INFO AND BOLOGNA

699

27 JUN 49

PRIORITY

IN CLEAR PD

PANA ONE PD REQUEST PASS FOLLOWING TO CAPITANO DI PORTO RAVENNA PD
THRO THE ENIGMA
FARMER TO REGIONAL COMMISSIONER EMILIA REGION FROM PD ALCON CITY ACTPT
FARMER

MESSAGE BEGINS BELOW IN COMPLIANCE WITH REQUEST FROM ALLIED AUTHORITIES
AND IN AGREEMENT WITH FEDERAZIONE ITALIANA LAVORATORI PORTUALI A
MEETING WILL BE HELD ON JULY THIRD AT DIRECTORATE GENERAL MERCANTILE
MARINE ROSS WITH THE PURPOSE TO DISCUSS TARIFF QUESTIONS PD ARRANGE
THAT PORT OFFICER APPOINTED TO LAVORO PORTUALI AS WELL AS CONSUL OR
ICE MARY AND ADMINISTRATIVE DIRECTOR PARTICIPATE PD ABELY ARE
PD TRANSPORTATION PD SIGNED DIRECTOR GENERAL MATELLINI PD USE PD
PD 280 PD INSTRUCTION REFERENCE TRANSPORTATION ARRANGEMENTS PD 1949

22

1127

COPY TO : MINISTRY OF MARINE (Capt. 2001) (2)

TRANSPORTATION

654

NICHOLAS F. BROWN
CNO U.S.N.
Asst. Adjutant

In this event, will you please say whether a Consorri Receiving report is sufficient authority for our endorsing Bills of Lading.

7. A further point arises in connection with the endorsement of Bills of Lading.

It frequently happens that ships discharge part cargoes at different ports and difficulty occurs when it comes to endorsing a Bill of Lading for the total cargo. In such a case, the correct procedure is for the receiver of each part-cargo to endorse the Bill of Lading with the quantity received at each port so that the sum of the endorsements agrees with the total figure shown on the face of the document. This arrangement allows for the endorsement of the port copy but does not deal with the other copy which we receive via 0-3 (A.F.M.) and have to endorse for total cargo and return to 0-3.

8. It appears necessary to initiate a procedure between your Accounting Branch and ours, whereby receiving reports in respect of part-cargoes are collated at a central point, thereby accounting for the cargo as a whole. Any such procedure must cover the situation produced when part-cargo is discharged at a port where A.C. has main warehouses and the balance at a port where Consorri or AC/AMC warehouses take direct delivery from shipside.

C.S. HODGETTS
Major,
Accountant

Copy to: Food S/C (Attn: Major Imrie and Lieut Berisani)
M.S/C, Movements Div. (Attn: Lt. Col. J.A. Balfour)
M.S/C, Ports & Base Div. (Attn: Major R.H. Klein)
M.S/C, " " (Attn: Dr. Cmdr. S. Pearnside)

HEADQUARTERS ALLIED COMMISSION
APO 350
Transportation Sub-Commission
(Movement Division)

434/70

Tel: 44.312

20th February, 1945.

795/1/11.3.

SUBJECT: Bills of Lading.

TO : Chief Staff Officer,
Technical Section.

1. Reference the attached papers and minute 5.
2. The procedure for clearing bills of lading will be dealt with by the Committee which APO 350 proposes to form, and on which there will be Allied Commission representation. No doubt this Committee will call in the necessary representatives from Allied Commission to coordinate this work.
3. This Committee is likely to be far more suitable for generally settling this matter than any internal Committee set up within the Allied Commission.

HENRY E. TAYLOR,
Director,
Transportation Sub-Commission

HS/1a

(3)

HEADQUARTERS
ECONOMICS & SUPPLY DIVISION
LAZIO-UMBRIA REGION
ALLIED MILITARY GOVERNMENT
APO 394 - U.S. ARMY

ES/ PA/1382.3

5 February 1945

SUBJECT : Bills of lading wine ships

TO : Executive Officer

FOR : Transportation Sub-commission

1. Reference established programme of wine importation by sea to Civitavecchia for Rome.

2. This Office is engaged in an attempt to tighten control of all wine shipped on this programme.

3. At a meeting yesterday attended by representatives of Public Safety Division of this Region, senior officers of Guardia Finanza and Italian organizations concerned it was emphasized by Public Safety Division that for the proper checking of quantity of cargo, with which the control must begin, ship's captain should invariably carry regular bills of lading.

4. Although it is believed that this practice should be an invariable one, ships have on more than one occasion docked at Civitavecchia without such documents.

5. The abuses which are made possible and which almost certainly follow if no bill of lading is carried do not need to be stressed.

6. May the necessary action be taken.

FOR THE REGIONAL COMMISSIONER.

HENRY G. JENNINGS
Major
Econ. & Supply Div.
Lazio-Umbria Region

Distribution :

2. Addressee ✓

- 1. Reg. Public Safety Lazio-Umbria R.
- 1. AG Food Sub-Comm. (Att. Lt. Col. Forimer)
- 1. AG Agriculture Sub-Comm. (Att. Maj. Merritt)
- 1. Capt. Bowen, Port Liaison Officer, Civitavecchia
- 1. Capt. Fleetwood, Public Safety Lazio-Umbria R.
- 1. Central File
- 1. File
- 1. Adjutant's File

- (b) CONTRACT NO. 1
Shows the actual tonnage shipped. The Bills of Lading are appended to this figure.
- (c) CONTRACT NO. 1
Consolidated bill of lading is being experienced at Earl by the docks. Staff in obtaining receipts for cargo delivered to targets, as will be seen from the attached copy of letter to HQ ACC dated 14 Jan. 45. Should the state of affairs exist internally then an accurate check of tonnage received cannot be relied upon from the targets.
3. The only receipt given to HQ for tonnage shipped is the receipt for "Bill of Lading".
4. All possible is being done to rectify the position at BARI. and a lot has already been done in that direction. It is felt however that bad documentation is you suggest, is the cause of discrepancies, with perhaps the bit root of the problem.

Dykes.

Cap. R.R.
(E. Dykes)
Shipping Officer
H.M. Transport BARI
Port Port Commandant

ED/AL

*In formation provided to Headquarters BARI
on 29th Jan 45 for action.*

29/1/45

038/41

HEADQUARTERS ALLIED COMMISSION
AND 394
Transportation Sub-Commission

Tel: 2/10/45
Our Ref: AC/L/A/Th.1.
20 January 1945.

SUBJECT: Imports and Bills of Lading

TO : Finance Sub-Commission
(Att: Chief Accountant)

FROM : Transportation Sub-Commission
Administration Division
Accounting Branch

1. Until the present time it has been an accepted principle that all imported A.O. commodities arriving at ports where this Sub-Commission operates main warehouses; i.e. Amsons, Leghorn and Naples, - will pass through these warehouses and be accounted for in the warehouse ledgers. This, of course, excludes cargoes consigned specifically to Regional AO/AMG warehouses in the vicinity where accounting machinery is already in operation.
2. For reasons of speed, reduction of handling charges and operational necessity, at these three ports the practice has commenced recently of delivering commodities from ship-side direct to Consorzi warehouses, thereby short-circuiting the A.O. warehouse concerned which, consequently, gets no ledger record of such imports. Moreover, the first quantitative check on ship is made in the Consorzi warehouses and is further complicated by the fact that cargoes are divided frequently and delivered direct to two or three different Consorzi.

At the moment this applies only to wheat and although our present policy does not cover the physical handling of wheat in A.O. warehouses, we are informed by Food Sub-Commission, that

1. Until the present time it has been an accepted principle that all imported A.O. commodities arriving at ports where this sub-Commission operates main warehouses; i.e. Ancona, Leghorn and Naples, - will pass through these warehouses and be accounted for in the warehouse ledgers. This, of course, excludes cargoes consigned specifically to Regional AC/AGO warehouses in the vicinity, where accounting machinery is already in operation.

2. For reasons of speed, reduction of handling charges²⁹ and operational necessity, at these three ports the practice has commenced recently of delivering commodities from ship-side direct to Consorzi warehouses, thereby short-circuiting the A.O. warehouse concerned which, consequently, gets no ledger record of such imports. Moreover, the first quantitative check ex ship is made in the Consorzi warehouses and is further complicated by the fact that cargoes are divided frequently and delivered direct to two or three different Consorzi.

At the moment this applies only to wheat and although our present policy does not cover the physical handling of wheat in A.O. warehouses, we are informed by Food Sub-Commission, that direct receipt of any food commodity by Consorzi from ship-side may well take place in future.

This precipitates a three - fold problem:-

- (a) Accounting for such imports in terms of net and gross manifest tonnage.
- (b) The endorsement of Bills of Lading (G-5, copy)
- (c) Responsibility for losses.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Original's Reference: FX 60298
Date/Time of Origin: FEB 7 1819-A

Message Centre No: G/8928
Date/Time Rec'd: FEB 8 1645
Precedence: ROUTINE

FROM: AFHQ SIGNED PHOEG
TO: AGWAR WASHINGTON FOR CCS FOR CCAC
INFO: CABINET OFFICES WHITEHALL FOR BOS, ALCOM ROLE (RAAC PLEASE PASS)

RESTRICTED.

RESTRICTED

REUR TAM AIRGRAM 66.

THIS IS MAT 989.

1. REFER SUB-PARA (B) OF PARA 2. SHIP NUMBER RH 240 AUGUST 1944. A COPY OF A MANIFEST HELD IN THIS OFFICE WOULD INDICATE THAT SHIPS NUMBERED HR 488 AND HW 240 ARE ONE AND THE SAME VESSEL. FOR REFERENCE THE SHIPMENT IS COVERED BY PORT TALLIES (HAMPTON ROADS) NUMBERED L 4297 AND L 4298 DATED 19 JULY 1944.
2. REFER SUB-PARA (C) OF PARA 2. SHIP CONSTANCE C. DISCHARGED AT CATANIA. CARGO 94285 KILOS SOAP 104800 KILOS ESPANTO GRASS 127056 KILOS CAUSNIC SODA 76670 KILOS SODIUM UB NITRATE 17086 KILOS SALVAGED CLOTHING.
3. REGRETTED NO FURTHER INFORMATION AVAILABLE HERE.

AG DIST

INFO ACTION: TPTN 2

INFO: CHIEF COMMISSIONER

ECON 2

IND & UTIL 2

FILE 2

FLOAT

RESTRICTED

IN 1121

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ~~XXXXXX~~ 11886 CITE BFGDS
Date/Time of Comm: 25 JAN 18 42A

Message Centre No: 0/8191
Date/Time Recd: 27 JAN 11 30
Precedence: ROUTINE

FROM: PENSEASE

TO: NYTE G-4 INFO: AFHQ, ALCOM ROME, 13 CORPS FOR AMB MTOUSA

RESTRICTED

RESTRICTED.

SUBJECT IS "CIVIL SUPPLIES" PARAGRAPH PARAPHRASED BELOW IS SACRED CABLE FX 59273, 23 JANUARY. PARAGRAPH BEGIN PARAPHRASE. SECRET. REF 2- PENSEASE 5 (G-4) OF 21 NOVEMBER 1945, AFHQ SIGNAL FX 55543 OF 5 DECEMBER AND PENSEASE SIGNAL PENSEASE - 11630 OF 14 DECEMBER. IS PROCEDURE OUTLINED PARA 4 OF TWA AND PARA 2 OF FX 55543 NOW IN OPERATION. QUERY PARAGRAPH INTRODUCTION OF NEW PRIGRAME (FOR VENEZIA GIULIA/UDINE) MAKES ADDITIONAL INFORMATION NECESSARY TO UNDER: INFORMATION CABLES. NOTIFICATION AS REQUESTED IN TWA PARA 4 (B) IS NOW REQUIRED FOR VENEZIA/UDINE SHIPMENTS. CABLES GIVEN SUCH INFORMATION SHOULD ALSO BE TRANSMITTED FOR INFORMATION TO 13 CORPS FOR AMB AND TO AMB UDINE. SHIPS MANIFESTS. OWN COPY OF MANIFESTS COVERING REQUISITIONS FOR VENEZIA GIULIA/UDINE SHOULD BE DISPATCHED DIR NOT BY AIR TO AFHQ FOR G-5, AND ONE COPY BY AIR TO 13 CORPS FOR AMB.

PARAGRAPH PENSEASE 11630 OF 14 DECEMBER 1945 IS NYTE CABLE CITE SPTAA 68175. REQUEST COMMENTS AND CONFIRMATION OF ACCEPTANCE OF ABOVE PROCEDURE BY RETURN CABLE WITH INFORMATION COPIES TO ABOVE ADDRESSEES. FURTHER REQUEST THAT AFHQ, MTOUSA, AND ALCOM ROME BE INCLUDED AS INFO ADDRESSEES ON ALL INFORMATION CABLES REFERRED TO IN PARAGRAPH 4, TWA-PENSEASE-5 (G-4) 21 NOVEMBER 1945. REQUEST NAME OF VESSEL BE GIVEN IN INFORMATION CABLES INSTEAD OF NUMBER OF VESSEL. PARAGRAPH FOR AFHQ ONLY: PARAGRAPH REFERENCE PENSEASE 11624, DATED 13 DECEMBER 1945. SHIPS PAPERS RECEIVED HERE WERE ON VESSELS LOADED WITH BOTH CIVIL AND ARMY CARGO. INFORMATION CABLES ON "SHIPS CARGO" RECEIVED HERE HAVE BEEN

t.o.

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

CIPHER

Originator's Reference: EX59272
Date/Time of Origin: 231245

Message Centre No: 9/7949
Date Time Rec'd: JAN 24 0930A
Precedence: IMPORTANT

SECRET

FROM: AMHQ SIGNED SIGNED CITE PAGES
TO: PENSABE FOR GE
INFO: ALLCOM ROMB 13 CORPS FOR AMG

SECRET.

REF TWA-PBS 3(C4) OF 21 NOVEMBER 15 AMHQ SIGNAL EX55543 OF 5 DECEMBER AND PENSABE SIGNAL PBS-11630 OF 14 DECEMBER. IN PROCEDURE COVERED PARA 4 OF TWA AND PARA 2 OF EX55543 NOW IN OPERATION QUARTY.

2. INTRODUCTION OF NEW PROGRAMME (FOR VENEZIA GIULIA/ULINE) MAKES ADDITIONAL INFORMATION NECESSARY AS UNDER.

(A) INFORMATION CABLES. NOTIFICATION AS REQUESTED IN TWA PARA 4 B IS NOW REQUIRED FOR VENEZIA GIULIA/ULINE SHIPMENTS. CABLES GIVING SUCH INFORMATION SHOULD ALSO BE TRANSMITTED FOR INFORMATION TO 13 CORPS FOR AMG AND TO AMG ULINE.

(B) SHIPS MANIFESTS. ONE COPY OF MANIFESTS COVERING REQUISITIONS FOR VENEZIA GIULIA/ULINE SHOULD BE DESPATCHED DIRECT BY AIR TO AMHQ FOR GE AND ONE COPY BY AIR TO 13 CORPS FOR AMG.

3. IN CALLING FORWARD FEBRUARY SUBSISTENCE FOR VENEZIA GIULIA/ULINE ABOVE PROCEDURE HAS BEEN REQUESTED (SIGNAL TO COMENSYTE DATED 23 JANUARY 16 REFERS) BUT CONFIRMATION OF ACCEPTANCE AS STANDARD PROCEDURE BY NYE WOULD BE APPRECIATED.

AC DIST

INFO ACTION: TN 3/C 2

INFO - ACTION

INFO: CHIEF COMMISSIONER

ECOM SEC 2

CIPHER TELEGRAM

The message should not be distributed outside British or Commonwealth Headquarters or Headquarters without being paraphrased. (Message should not be paraphrased).

FILE
SKELTON

SECRET

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 11630
Date/Time of Origin: DEC 141600A

Message Centre No: Q/5672
Date/Time Rec'd: DEC 161000A
Precedence: ROUTINE

FROM: PENBASE CITE BPGDS
TO: ACTION: SACKED INFO: ALCCM. (RAAC PASS) ACAERIT VIENNA. BIA FRO ACA
LIAISON. USPET FOR G-5. USFA.

RESTRICTED

RESTRICTED.

Repeated for your information is COMBENYEN cable CITE SPTAA 68175 12 Dec current.

Stated in Penbase 11564 CITE BPGDS of 9 December is request that ships papers for civilian cargo be sent direct to AC (British element) or USFA depending on intended recipient. Procedure agreeable here but in view of curtail by air courier service suggest that papers be forwarded to PENBASE of Rome for onward routing. Advise your decision by return cable and ~~also~~ also furnish full cable and mailing addresses for British and American Zones in Austria which should receive their advices and papers covering civilian cargo. Please pass this message to all ~~addresses~~ addresses in your PENBASE 11564 BPGDS mentioned.

M/C Note: PENBASE 11624 of 13 Dec also refers.

DISTRIBUTION

INFO / ACTION: TH S/C (2)

INFO: CHIEF COMMISSION
ECOM SEC (2)
FILE (2)
FLOAT

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 56591
Date/Time of Origin: 14DEC1400

Message Centre No: 0/5593
Date/Time Rec'd: 15DEC0930
Precedence: ROUTINE

FROM: AMHQ SIGNED SIGNED

TO: MEMBERS INFO NURE, ALDOM. AGAINST USPET FOR G-5 HPA FOR ACA LIAISON. USPA

RESTRICTED

RESTRICTED.

YOUR 1150L OF 11.

AS NOW RECEIVED MESSAGE CORRECT BUT FOR

(A). DATE WAS FIVE.

(B) SECOND POINT (PARA 3) AFTER "NO AUSTRIA (BRITISH ELEMENT) OR" DELETE

"NOT REPEAT NOT".

2. SUGGEST MESSAGE AS NOW RECEIVED BE NOT AMENDED FURTHER AS CORRECT SENSE CONVEYED.

AC DIST 1117

INFO ACTN: AT S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

RESTRICTED

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: PHRASE 1604

Date/Time of Origin: 11 DEC 17 42A

Message Centre No: G/5410

Date/Time Rec'd: 12 DEC 11 500

Precedence: ROUTINE

FROM: PHRASE

TO: SACRED AND NYPE INFO ALCON ACABRITVIRMA, USSET FOR G-5, USFA HTA FOR ACA LEISON

RESTRICTED.

RESTRICTED

CITE PHRASE NOT UNDERSTOOD IS YOUR FX 56017 WITH PHRASE, DATED 11 DECEMBER 45, NOT TO ALL.

SUBJECT CABLE STATES OUR 11504 DATED 7 DECEMBER APPEARED TO BE SCRAMBLED OR INCORRECT IN PARAPHRASE OF SECRET CABLE FX 55543. INTERN, SACRED FX 56017 APPEARS SCRAMBLED AND INCONSISTENT WITH PARAPHRASED CABLE FX 55543. NYPE FOR CLARIFICATION IS FULL TRANSCRIPT OF FX 55543 & AS RECEIVED BY THIS HQ.

CITE PHRASE RESTRICTED "REFERENCE TFX-PBS-5 OF 21 NOVEMBER AND TFX-NYPE-THIRTEEN (G-4) OF 28 NOVEMBER. THE TWO POINTS ARISING FROM NYPE/PBS DISCUSSIONS FOLLOW: NYPE SAY REQUEST PARA 4 A AND PBS-5 OF 21 WILL BE COVERED AS IN THERE T 3 A. PLEASE REQUEST CONFIRMATIONS ADVISE CABLES WILL BE SENT FOR INFORMATION TO INTENDED RECIPIENT THAT IS USFA, ACABRIT AS REQUESTED OUR PARA 4D.

(A). SHIP'S PAPERS APPEARED FROM NYPE GETTING PARA 5, TO BE DESPATCHED TO AC ITALY IRRESPECTIVE OF INTENDED RECIPIENT OF SHIP'S CARGO. AT PRESENT THIS PAPERS NOT BEING RECEIVED BY AC AUSTRIA (BRITISH ELEMENT) OR NOT PRESUMABLE BY USFA RECEIVED OF SHIP'S PAPERS, BEFORE SHIP'S ARRIVAL, BY INTENDED RECIPIENTS IS VITAL. AC ITALY HAVE NO INTEREST IN CARGO FOR AUSTRIA APART FROM ADVISE CABLES, AND THIS LATTER ONLY IN ORDER TO WATCH PORT ACCEPTANCE. (X)

(B) SUGGEST ALL PAPERS BE SENT VIA PENBASE TO INTENDED RECIPIENT DIRECT OR DIRECT TO RECIPIENT THAT IS AC AUSTRIA (BRITISH ELEMENT) VIENNA, OR USFA.

RESTRICTED

AS DIST
ACOM: TYPN 2
INFO: CHIEF COMMISSIONER
EXON 1
FILE 2 VIOT

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: EX 56017
Date/Time of Origin: DEC 161039A

Message Centre No: G/5347
Date/Time Rec'd: DEC 110555A
Precedence: ROUTINE

FROM: FREEDOM-SIGNED SIGNED CITE FIGED
TO: ACTION: PENBASE INFO: ALCOM ROME, ACAERIT AUSTRIA ACAERIT VIENNA,
BTA FOR ACA LIAISON. USFET FOR G-5-USFA

RESTRICTED

RESTRICTED.

Ref your PBS-11504 of 0.

Para 1. Words appear to be scrambled or incorrect in your paraphrase to NYFE of our EX 55543. - *Para 1*

Para 2. Our cable was CITE FIGED not FIGDS.

Para 3. In paragraph on first point, recipient mentioned after USFA should be Acabrit.

Para 4. In paragraph on ships papers, second sentence should read "at present these papers not being received by AC correction ~~by~~ presumably read by U.S. Forces Austria (British element) and not, presumably, by U.S. Forces in Austria".

RISE

INFO ACTION: TN SC 2

INFO: CHIEF COMMISSIONER
ECON SECTION 2
FILE 2
FLOAT

RESTRICTED

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: **PENBASE 11594 CITE BRAS**

Message Centre No. **7/5109**

Date/Time of Origin: **DEC. 071355 Z**

Date/Time Recd: **DEC 090900 Z**

Precedence: **PRIORITY**

FROM: **PENBASE**

TO: **NYFE, SACRED, ALDOM BOME, AGABIT VIENNA, STA FOR ACA LIAISON, USFET FOR 3-5 INFO: USFA**

RESTRICTED

RESTRICTED.

Paraphrased below is **SACRED** cable **PX55543**, **CITE PHIDS**, dated 5 December 1945 to **Penbase 3-4** for action and to all others for information. Begin paraphrase:

Paragraph restricted. Reference **TIK - NYFE - 13 (3-4)** of 28th November. 2 points arising from **NYFE/Penbase** discussions follow:

Paragraph **NYFE SA** requests paragraph 4A and B **Penbase-3** of 21 will be covered as in their **SA**. Please request confirmation that advice cables will be sent for information to intended recipient that is **USFA**, **AGABIT** etcetera as requested our paragraph 4B.

Paragraph A. Ship papers appear from **NYFE 13** paragraph 5, to be dispatched to Allied Commission Italy irrespective of intended recipient of ship cargo. At present these papers not presumable. By us forces in Austria. Receipt of ship papers, before ships arrival, by intended recipients is vital. AS, Italy have no interest in cargo for Austria apart from advice cables, and this latter only in order to watch port acceptance.

Paragraph B. Suggest all papers be sent via **Penbase** to intended recipient direct or direct to recipient that is **AG Austria** (British element) **Vienna**, or us forces in Austria (**USFA**). End of paraphrase. Reference paragraph B of above paraphrased cable, **Penbase** desires all ship papers be sent direct to recipient. Please confirm this by return cable.

RESTRICTED

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

Message Centre No:

Date/Time Rec'd:

Precedence:

FROM

TO :

AC DIST.

ACTION : TPTN 2

INFO : CHIEF COMMISSIONER

ECON 2

FILE 2

FLOAT

1113

35
INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Original Reference: FX 55543

Date/Time of Origin: 051400A

Message Centre No: G/4999

Date Time Recd: DEC 060915A

Precedence: IMPORTANT

FROM AFHQ SIGNED SACHED
TO : ACTION PENBASE FOR G4

INFO: ALCOM ROME ACABRIT VIENNA BTA FOR ACA LIAISON USFET FOR G5
USFA

RESTRICTED

Reference TWX-PBSp5 of 21 Nov and TWX-NYPE-13 (G4) of 28 Nov.
2 points arising from NYPE/PBS discussions follow.

1. NYPE say requests para 4 A and B PBS 5 of 21 will be covered as in their 3A. Please request confirmation that advice cables will be sent for information to intended recipient that is USFA Acabrit etc as requested our para 4 B.

2. Sub para (A). Ships papers appear from NYPE 13 para 5 to be despatched to Allied Commission Italy irrespective of intended recipient of ships CARGO. At present these papers not being received by AC Austria (BR element) or presumably by US Forces in Austria. Receipt of ships papers before ships arrival by intended recipients is VITAL. AC Italy have no interest in Cargo for Austria apart from advice cables and this latter only in order to watch port acceptance. Sub para (B). Suggest all papers be sent via Penbase to intended recipient direct or direct to recipient that is AC Austria (BR element) Vienna or US Forces in Austria (USFA)

1112
AC DIST

INFO ACTION: TN.3/C 2
INFO: CHIEF COMMISSION
ECON. SEC. 2
FILE 2
FLOAT

2. A Central Ships' Document Department to be established within the Regulation Branch which will receive all ships documents and advise applicants information except for ships carrying POL and will check such documents or the pertinent information contained in them to the affected agencies of A.C. and the Italian Government. To this end, PZA, Washington, the Merchants' Administration, and the Ministry of War Transport will be asked to send only to A.C. Regulation Branch attention Ships' Document Department, copies of all pertinent ships documents including time-lapse copies of the manifests. Agencies within A.C. which have developed independent channels for the procurement of this type of information will be requested to have it channeled to them through this Section in order that all information of this nature entering A.C. can be reviewed and noted at one point.

3. In respect to POL, there will be no change at this time from the present procedure, i.e., ARPA, Petroleum Section is responsible for notifying affected agencies of the receipt of POL supplies, but it is contemplated that in the near future, notification of deliveries of POL can be made through the Ships' Document Department in the same manner as for other products.

4. Personnel of the Ships' Document Department except for an A.C. representative, to be supplied by the Italian Government. This is to insure that the Italian Government and Port authorities are properly and promptly informed of all shipping information immediately upon receipt. To this end, the Italian Government will be asked to supply explicit instructions to the personnel it assigns to this Department, outlining how and when such Italian agencies as I.C.E., Ufficio Carbone, etc., will be notified of the receipt of goods. Accordingly, sole responsibility for notifying the agencies affected by Italian cargoes and Port authorities of the arrival of civil supplies other than POL will rest on the Italian personnel of the Ships' Document Department.

5. Notification to the affected agencies within A.C. of the arrival and content of pertinent ships' documents or related advice is to be the responsibility of the A.C. representative within the Ships' Document Department. He will ask that Government's Division be notified immediately of the arrival of the advance copy of the manifest, that the requisitioning or the interested sub-agency is notified in advance of the arrival of goods and consulted as to their disposition, and that copies of the manifest be furnished to the weight certifiers, bill of lading and invoice, furnished to A.C. The specific manner of notifying such sub-agencies will be worked out by the Regulation

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION PDGB/mv

Ref. AC/4.1/8/Tn6

14 November 1945

SUBJECT: Disposal of Incoming Shipments

TO : Chief, Supply Group
Economic Section

1. The Warehouse Branch of this Sub Commission has until now undertaken the work of breaking down ships' manifests, of obtaining disposal instructions for the cargoes from the various consignees, and of notifying the interested agencies (I.C.E., Federazione, Port authorities, Port warehouses, Sub Commissions, etc.) of such disposal instructions.

2. This work is in no sense a warehouse function, however, and though it has been done here for some considerable time, shortage of staff calls for a review of the situation. It is considered that opportunity should be taken of the present reorganization to put the matter on a more sound basis, which should, it is felt, give much better results.

3. Since the cargoes are consigned to the Italian Government, and their agents will have to take over eventually, it is considered that they should now take an increasing hand in this work while the present personnel are available to give assistance. Moreover, in the past, shipping documents, bills of lading and manifests have been received by four or five different offices. It is, at present, very difficult to identify shipments without recourse to Requisition Branch and several Sub Commissions.

4. It is, therefore, proposed that a central Requisition Section should be set up as part of the Requisition Branch. This would be staffed by representatives of I.C.E. and Federazione, with one or two qualified employees from the Warehouse Branch attached who have been doing this work.

5. Requisition Branch, on being notified that a given requisition had been approved, would start a record of this item, carrying its reference numbers, consignee and other pertinent information. At this stage, the consignee's agent would contact the consignee to obtain, if possible, tentative disposal instructions. When notice of shipment is received, this would be indicated on the record, and firm disposal instructions then obtained.

- 2 -

6. All manifests or copies of bills of lading would be passed straight to the Document Section, no matter to what office they were originally delivered. The Document Section would then break down the manifest, each Italian agency concerned handling its own cargo. That agency would then be responsible for notifying all interested parties (Sub Commissions, their HQ, their agents and port warehouses) of the final disposal of all items.

7. It is believed that the system outlined above would show much better results than the present system, and would give consignees much more time to determine final destinations, thus saving port warehouse facilities. This proposal has been discussed unofficially with Requisition Branch, and it is understood that that Branch is in favor of the idea.

8. It is requested that you will say if you are in agreement, and, if so, issue the necessary instructions to put this revised procedure into effect.

P. J. Anderson

P. J. ANDERSON, Colonel
Director
Transportation and Shipping Sub Commission

Copy to:
Requisition Branch
Movements - Shipping
Finance Sub Commission

1169

No. 1785621

Action: Transp. S/C - 3 w/all incls.

Attn: Maj. Laramon

Info: Commerce S/C, Coal Section
Food S/C

WSA, Coal Sect., AC

ICE (AC Liaison)

Min. of Recon. (AC Liaison)

Lt. Col. Tooby

War Shipping Admin. - Rome

Economic Section

Requisition Branch - 2

Backing

1914

J. R. WILSON
Group Captain

W. H. CAMERON
Lt. Colonel, USC

Combined Secretariat

15 cys AC with enclosures
6 cys PRAMS
2 cys Cabinet Secretariat

8/1015
 OCT 141515
 HOUT153

1110

519

Date / Time of Onset: _____

Date	Time	Rec'd
------	------	-------

Precedence

FROM CONTENTS

2

INFO - ACTION

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

NEAR WINTER

10

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Opinion of the Reference

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Franchising

[illegible]

155

RESTRICTED

INFORMATION

RESTRICTED

579

1503

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

FILE

21

MEMORANDUM

Manifests for ships with supplies for Aust Austria.

4-5 require a copy and it should be ascertained that they have a copy.

For Mr. Klein - Ports & Harb Div.
Capt. Sweet - Coy. Div.

L. H. Homan
S. J. L. Homan
Major S. J.

1103

519

Ref. 549

HEADQUARTERS ALLIED COMMISSION
APO 594
ECONOMIC SECTION
Requisition Branch

HC/SM:cl

Ref. 122-322.2

14 September 1945

SUBJECT: Shipping Manifests & Shipping Documents

TO : Transportation Subcommittee, Allied Commission
Attn: Mr. J. Larawan

1. This office cannot over stress the necessity of having shipping manifests and shipping documents forwarded to this office immediately upon receipt by Allied Commission.

2. In order that ICA may carry out its functions of transporting Italian imports from ship side to ultimate consignee, it is of the utmost necessity that our form F/T/60 (Notification note which constitutes authority for ICA to take delivery of goods) be forwarded with the least possible delay. This cannot be accomplished. This office is furnished with a copy of shipping manifests & shipping documents as soon as it is received by Allied Commission.

3. An early reply will be appreciated as to the action that will be taken in order to expedite the forwarding of the a/q documents.

H. C. QUARTER
Lt. Col., 38C
Economic Section

Maj Klein - P+LPH

Have you any comments to make?

24/9

hpl

1153

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Enclosure's Reference: 020892
Date/Time of Origin: SEP 191932A

Message Centre No: F/8275
Date Time Rec'd: SEP 200900A
Precedence: PRIORITY

FROM: MTCUSA
TO: AGWAR, NYPS INFO PERHA IL, PT SOUTH, ALCON ROSE

UNCLASSIFIED.

Effective immediately, request all ships papers not being mailed Chief of Transportation, ALLIED FORCE HEADQUARTERS, CASERTA, ITALY be forwarded to: Commanding General, PERHASE, Army Post Office 782, Attention Transportation Officer.

DISC

INFO-ACTION: In SC-1
INFO: Chief Commissioner
Team Sec 2
File
Post

1102

INFO - ACTION

RECEIVED

*Copy
1 copy of AC bill of L to
AC Rome.*

*ii Quays, special methods to port
RHK/rt*

iii i should be more satisfactory

Tel. 478700

18 September 1945

Ref. #7/1569/Tn6

iv Reckon PLO's usually inexperienced

And not always bright.

SUBJECT : Notification of Ships' Arrivals

TO : Movements Division, Shipping Branch
Attention: Major Laraman

1. The Warehouse Branch is not receiving advice of expected arrivals of ships carrying civil supplies originating from British sources.

2. Since the middle of August the following ships have arrived in Naples, advice of which having been received in this office by telephone from the ALCON Port Liaison Officer, Naples:

FORT ISLAND
PEMBINA
MANOULA
FORT ANNE

FORT RAE
FORT BOISE
EMPIRE STRONGHOLD
EMPIRE BARRIE

3. The difficulties incumbent due to the lack of prior advice are obvious.

4. It is requested that immediate action be taken to remedy this situation.

Copy to:
Director, Transportation S/C

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

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

24
MPL/lmr

AC/519/24/Tn.3

3 September 1945

SUBJECT : Ships documents.

TO : FLO Naples
AMG Naples Commune.

1. A complaint was made recently by HQ Movements at Naples that vessels arriving from Sardinia often came into port of Naples with incomplete or no documents.

2. A signal was sent to Sardinia reporting this and you should advise this HQ if satisfactory documentation is now being carried out by the shippers in Sardinia.

For the Chief Commissioner:

H
W.P. LARAMAN
Major R.E.

Copy to : File 515/Tn.3

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 834
Transportation Sub-Commission

MPL/lr

AC/515/289/Tn.3

28 August 1945

SUBJECT : Ships Manifest.

TO : R.E. Shaw, Esq.
Director of Security and Communications,
War Shipping Administration
Commerce Building
Washington DC.

1. Reference is made to AGWAR signal cite SPTRC 500 of 31 July and AFHQ cabled C 8898 of 5 August, concerning the despatch of ships documents to Allied Commission HQ in Rome.

2. The signal mentioned gives full details of the number of documents needed and emphasizes the need for the speediest possible despatch to Rome. It is, however, requested that consideration be given to all ship's papers being sent from the loading port to WSA HQ in Washington for onward despatch to addressees concerned.

3. The reason for this is that the various agents in ports may not appreciate the urgency for documents being sent with the least possible delay, they may not be fully conversant with the methods of ensuring quick despatch to Italy and if these papers are forwarded through WSA they will always be aware of delay or failure on agents' part to despatch papers and will be in a position to take immediate steps to rectify.

For the Chief Commissioner :

FRANK UPKAMP, Jr.
Director

file

1509

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

*North Atlantic Division
(Major Lamm)*

22 AUG 53

WIRE

ACTION : ADMAR : COMBESERY

INFO : EPA WASHINGTON : ADM BONE TRN SUB COM

In agreement with AD request following distribution of shipping documents be made on all ships completely loaded with civil supplies (less UNRRA) destined for Italy, Sicily and Sardinia. These papers urgently required earliest possible date for planning and distribution papers therefore required request their prompt dispatch by air courier broken down and addressed as indicated below :

For Allied Commission Transportation Sub-Commission ROME :

- 3 copies Supply Manifests
- 3 " Ocean Manifests
- 1 copy Stowage Plans
- Bill of Lading
- Stencils

For Commanding General NATOUSA :

- 1 Supply Manifests
- 2 Ocean Manifests
- 2 Stowage Plans

Balance of copies of ships paper will take normal distribution.

When vessels are loaded with both civil and military supplies following distribution will apply :

For Allied Commission Transportation Sub-Commission ROME :

- 3 Ocean Manifests
- 1 Supply Manifest
- 1 Stowage Plan
- Bill of Lading for civil cargo

For Commanding General NATOUSA :

- 2 Supply Manifests
- 3 Ocean Manifests
- 2 Stowage Plans
- Stencils

This refers UNRRA cite SP700 500 of 31 July current.

DISTRIBUTION : 3-3, 3-4, 3-4 & 1 to, TSA

COORDINATED : TSA Mr. Nichols
A.C.
J-4
J-5

1-48

1-48

100 MESSAGE CENTER

INCOMING MESSAGE

100 303815 Z
ROUTINE

RE CRISTEN

303/31
rf

FROM : ADWAR Signed COMSEC SERV

TO : AFAC

REF TO THIS MESSAGE : None 30 July 1945

Date SENT 503

Letter dated 26 June 1945 from HQ Allied Commission Subject:
Import of Civil Supplies - lack of information is subject.

Information requested whether complaint of AF Allied Commission
relative delay in receiving advance information and papers has been satisfactorily
adjusted and recommendations for direct dispatch of papers to A.C. by U.S. Ports.

If direct distribution recommended advise full address to be
used and number copies each type paper required by consignee and your H.Q..

ACTION : 3 -4

INFORMATION : 3 - 5 X 4 TH AF RECORDS

NO IN 1963 31 July 45 RESTRICTED 0615B Ref No None

a/l/X

1197

WARA V LAEE NR 9

209

QVR 4

FROM : AFHQ 241613B

TO : ACWAB :

COMCENSERV

INFO : USA WASHINGTON

AC ROME TEN SUB COM

QSH GR 215 DT

C8356

UNCLASSIFIED IN AGREEMENT WITH ABLE-CHARLIE REQUEST FOLLOWING
DISTRIBUTION OF SHIPPING DOCUMENTS BE MADE ON ALL SHIPS COMPLETELY
LOADING WITH CIVIL SUPPLIES PAREN UNRA RPT UNRA DESTINED FOR
ITALY CMA SICILY AND SARDINIA PD THESE PAPERS URGENTLY REQUIRED
EARLIEST POSSIBLE DATE FOR PLANNING AND DISTRIBUTION PURPOSES THERE-
FORE REQUEST THEIR PROMPT DISPATCH BY AIR COURIER BROKEN DOWN AND
ADDRESSED AS ~~100~~ INDICATED BELOW CLN PARA FOR ALLIED COMMISSION 1006
CMA TRANSPORTATION SUB DASH COMMISSION ROME CLN TWO COPIES SUPPLY
MANIFESTS CMA FIVE COPIES OCEAN MANIFEST CMA ONE COPY ~~THE~~ STORAGE
PLANS CMA BILLS OF LADING CMA STENCILS PD FOR COMMANDING GENERAL
MTOUSA CLN ONE SUPPLY MANIFEST CMA TWO OCEAN MANIFESTS CMA TWO STORAGE
PLANS PD PARA BALANCE OF COPIES OF SHIPS PAPERS WILL TAKE NORMAL
DISTRIBUTION PD PARA WHEN VESSELS ARE LOADED WITH BOTH CIVIL AND MILITARY
SUPPLIES FOLLOWING DISTRIBUTION WILL APPLY CLN FOR ALLIED COMMISSION
CMA TRANSPORTATION SUB DASH COMMISSION ROME CLN FIVE OCEAN MANIFEST

QCN CR 215 BT

C2892

UNCLASSIFIED IN AGREEMENT WITH ABLE CHARLIE REQUEST FOLLOWING
DISTRIBUTION OF SHIPPING DOCUMENTS BE MADE ON ALL SHIPS COMPLETELY
LOADING WITH CIVIL SUPPLIES PAREN UNRRA RPT UNRRA DESTINED FOR
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FIVE HUNDRED OF THREE ONE JULY CURRENT

BT

SENT 04/1750B ASK AR TXS K

PD 041802B CAPTWRIGHT AR -

HIGH COMMISSIONER GARDINIA INFO ALCON FLO NAPLES

1087

3 AUG 45

ROUTINE

UNCLASSIFIED PD

PARA ONE PD SUGAR SUGAR PALLADE ARRIVED NAPLES THREE ZERO JULY WITHOUT DOCUMENTS GIVING DETAILS OF CARGO PD

PARA TWO HIGH COMMISSIONER GARDINIA INFO TO ALCON FLO NAPLES FROM
HE ALCON CITE ACTIVE PARER

PARA TWO PD REQUEST YOU ENSURE THAT ALL PAPERS AND DOCUMENTS ARE PUT ON BOARD ALL VESSELS BEFORE SAILING IN FUTURE PD

COPY TO : PORTS & WARE DIV

TRANSPORTATION BC

534

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

WAR SHIPPING ADMINISTRATION
Rome, Italy
July 14th, 1945

TO : Transportation Sub-Commission
Allied Commission

FROM : W.S.A., Rome

SUBJECT : Manifests on civilian cargoes

Attached hereto are two copies of a cable which was sent to W.S.A., Washington, by W.S.A., Naples, in an effort to secure manifests and other shipping documents covering civilian cargoes shipped from the U.S. to Italy.

This is for your information.

Stephen A. Regan
Stephen A. Regan, 2nd Rep.
War Shipping Administration

SAR/er

519

SINGULAR PAGE SECTION

OFFICIAL BUSINESS

Washington

O U T G O I N G M E S S A G E

ITWS 489

Office of origin - W.S.A. FOR Hool
Classification - in the clear
Precedence - routine

July 10, 1945
Tel. 50123 - T Tornabene

To AGWAR FOR W.S.A. for Dept.

in the clear. ITWS 489. Changes in organization all receiving agencies of Allied Forces and Allied Commission also greatly increased civilian supplies render it incumbent that every step be taken to insure that fullest information by telegram be received by ALCOM Rome furthermore documents covering such cargoes should be dispatched with minimum delay to Transportation Sub-Commission Allied Commission Building Rome. It has been clearly demonstrated last few weeks the lack of fullest information has made it exceedingly difficult to make proper arrangements for distribution with consequent delays to vessels. Please instruct all concerned immediately.

Niel/vt

1- copy to Mr. Began, Rome

1092
Content and classification
authenticated by- J.D. Vossel
Maj. Asst Adjutant General

✓

2/1/77

MEMORANDUM FOR THE DIRECTOR
SUBJECT: [Illegible]

TO: [Illegible]

1. [Illegible]

FROM: [Illegible]

TO: [Illegible]

TO: [Illegible]

[Illegible paragraph of text]

dash

1. [Illegible]
2. [Illegible]
3. [Illegible]

CC: [Illegible]

519

2007 2008 2009

Robert H. Ellison
 11. 1883
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 1st. 1st. 1st. 1st. 1st.

454

619/5
4100

URGENT

RECEIPT FORM

Army Form 416
(Rev. 10-1-59)

To be completed and
returned immediately in
a single unregistered
envelope to

HQ., Allied Commission
Transportation Sub-Commission
ROME

I hereby acknowledge the receipt of the undermentioned:

Ref. No.	No. of Copies	Copy Number	Description
AC/SM/IO/IN 3	1 (ONE)		
	and enclosures		

DATE: 21 May 1945
SUBJECT: Release bank LK 1
ADDRESS: (1-4 Mov - IN) (MOV 5)
AFHQ

REMARKS

10/11

Note: The title of a Secret or Confidential Document must not be written on this form.
GPO: 1945 O-485-104-000 (Rev. 10-1-59)

Rev
10/80

14

TRANSPORTATION AND COMMUNICATION
Transportation and Communication

Ref. : O/TB/20/21 3 13 May 1943
Subject : Main Signal
To : 2-4 (for 2-12) 1.2.2.1.

1. Attached are documents of recent developments of signals and cables in the "Air Force" for the report of the Air Force Committee on Signals.

2. These documents are in the form of a report to the Air Force Committee on Signals.

1.2.2.1
1.2.2.2

five

Istituto Nazionale
Per il Commercio Estero

re

Ref. : 69

Cagliari 26 April 1945

SUBJECT : Shipment of pigments

TO : Movements Division
Transportation Sub-Commission
Hq. A.C. Rome

We attach hereto copies of the bills N°1 and 65 of the "Tirreno Coy", concerning the shipment of 32,71 tons of pigments (26,21 tons of yellow ochre and 6,5 tons of red ochre) for the British Ordnance - D.A.D.O.S. of Naples by the PERTUSCIA Company of Malacalza (Sardinia), by order of the Mining Division at Carbonia.

Above mentioned material has been shipped on the steamer ABBAZIA, which sailed from Cagliari on April 26 1945

The Deputy Inspector
(sgd Bachisio Tiane)

Copy to : Mining Division - Hq. AC. Carbonia
Captain Smith - Naples
Management, Istituto Nazionale Commercio Estero - Rome

ISTITUTO NAZIONALE
PER IL COMMERCIO ESTERO

Cagliari, 26 Aprile 1945

N. 69

AL DIRETTORE GENERALE

OCCASO: Spedizione di pigmenti.

Trasmettiamo in allegato copia delle polizze N° 1 e
3965 della "Tirrenia" riferentisi al carico di tonnellate 32,71
di pigmenti (tonn. 26,21 di ocra gialla e tonn. 6,5 di ocra rossa)
spediti alla British Ordnance - S.A.D.O.S. di Napoli da parte della
la Società Sardiniana di Salacalsetta (Sardegna), per ordine della
Mining Division di Carbonia.

Il suddetto materiale è stato caricato sul s/s ANITA, partito da Cagliari il 26 Aprile 1945.

A. Allegati

L'INTELLIGENTE ASSOLUTO
(Machino Tiana)

ALLA MINING DIVISION, S.A.D.O.S., CARBONIA

e. p. o.

CAPITAIN SAITH

NAFOLI

→ MOVEMENTS DIVISION, TRANSITATION
S.A.D.O.S., ROMA

ON. DIREZIONE

ISTITUTO NAZIONALE COMMERCIO ESTERO ROMA

TRANSLATION

Istituto Nazionale per il
Commercio Estero

Cagliari, 24/4/1945

Ref : 64

Subject : Exports of pigments on behalf of
the Allied Commission.

To : Movements Division
In. S. C. - HQ. A.S. - Rome

Pursuant our letter No. 41 dated April the 11th 1945, we
attach hereto copy of the State Railways report, which has
been corrected, and the supplement No. 13 of the bill of lading
No. 83, concerning the shipment of pigments operated on the
10/4/1945 with the steamer ABBADIA for the British Ordnance
Naples.

Considering still valid the bill No. 13 (concerning a stock
of 15.000 kilos of coloring earths of the Pertusola Coy of
Mela Calzetta and which was sent to Cagliari with motorvehicles
and thus it is not included in the State Railways report), the
real quantity which has been shipped to the mainland on the
10/4/1945 with the steamer ABBADIA, amounts to 370.03 tons.

The Deputy Inspector (sgt. Tiana Bachio)

Copy to :

- Mining Division HQ. A.S. Carbonara
- Capt. Smith - Port Command - Naples
- Management, Istituto Nazionale Commercio Estero - Rome

ISTITUTO NAZIONALE
PER IL COMMERCIO ESTERO

N. 54

Cagliari, 24/4/1945.

Oggetto: Esportazioneimenti per conto
della Consolazione allentata.

A seguito della nostra lettera N° 41 del 11 aprile 1945,
vi trasmettiamo copia del riepilogo delle ferrovie dello Stato
dovutamente corretto e il supplemento N° 19 della polizza di carica
co N° 55, riguardanti la spedizione di pigmenti fatta alla British
Ordinance - Napoli - col n° 433111 in data 10/4/1945.

Perme, restano in validità della polizza N° 55 (riguardante
to la partita di terre coloranti nel peso di Kg. 13.000 della Soc.
Pernonole di Alacalabete, partita arrivata a Cagliari con autotreno
di e perciò non compresa nel riepilogo delle ferrovie dello Stato),
il quantitativo reale esportato in continente col n° 433111 in data
10/4/1945 - 13.000 Kg. di tonnellate - 170.00 -.

2 Allegati

L'ISTITUTO N. 54.
(Tassa, Macchia)

Alle Vostre Divisioni N. 54.

CAPODOLCE

e p.c.

→ Movement Division.

Transportation Division, N. 54. ROMA

Captain Smith,

Port Command - Palermo

On. Direzione

Istituto Nazionale per il Commercio Estero

ROMA

Subject: Documentation of Civil
Operations ex U.S.

ALLIED FORCE HEADQUARTERS

0-2 (Nov 6 74) 5/26/74

To: H.Q. Allied Commission
The Sub Commission
APO 394.

5 Apr 75

Ref: LONDON 302

7

Reformat your 46/514/7/AM 3 dated 28 Apr.

1. The following is an extract of a letter ref 0-2 dated 5 Apr from G-3 Section, A.M.H.Q. to Directorate of Civil Affairs, The War Office, London.

" 1. In many instances bills of lading and Freight Notes "in" in respect of civil cargo describe the goods as "U.S. stores", "miscellaneous parts" etc, together with the number of cases and total weight.

2. Provided that the cases are correctly marked and consigned, no difficulty is experienced in ensuring that they are duly taken over by the Allied Commission. The question later arises, however, of identifying the goods concerned with basic requirements and this is rarely possible if the only information to work on is as given in para 1 above. In addition it is pointed out that it would be very much easier to plan delivery to the required destination if fuller details as to the nature of the cargo are known in advance.

3. That may occur however many innocent writings and other two addresses are used, an example being the 21 100 E.A. Williamson route on which 6 out of 11.7. Stores for Security were marked on the bill of lading consigned to 100 21 100 Williamson Security, described as "Army Stores" on the consignment marked with the usual Ordnance markings. The goods shown 7136A (11) 14 of 24 mod gave no indication that the goods in question were on 143 100000.

4. It is noted that each of the German notices this 18, through 4, 1940 onwards, of the transport of supplies to allow their production to be used in operations, and to be suggested that many of the German notices, experience is to the proper identification of cargoes could be overcome if the German (Civil Affairs) adopted the same procedure. This would involve a change to 1-5 0000 reports. Allied Commission may be required at a change giving details of goods shipped or civil accounts with reference to the basic requirements which such accounts are being made.

5. It is suggested therefore that the possibility of introducing this procedure be considered and being informed it is very important.

6. It is understood that in all future records from G-3 there is to be given day to day changing information all known details of storage and numbers of cases, will be shown, in instances where the actual number of

1. In many instances bills of lading and Freight Forms "A" in respect of civil cargo describe the goods as "U.S. stores", "machinery parts" etc, together with the number of cases and total weight.
2. Provided that the cases are correctly marked and consigned, no difficulty is experienced in ensuring that they are duly taken over by the Allied Commission. The question later arises, however, of identifying the goods concerned with basic requisitions and this is rarely possible if the only information to work on is as given in part 1 above. In addition it is pointed out that it would be very much easier to plan delivery to the required distribution if fuller details as to the nature of the cargo are known in advance.
3. Instances occur however where incorrect markings and consignee addresses are used, an example being the HQ 189 S.S. DISPOSITION COURT on which 6 out of 117. Stores for Sardinia were marked on the bill of lading, consigned to G.C. Levy Carboarm Sardinia, chargeable to "Army Funds" and the cases were marked with the usual Ordnance markings. Transport signal 71564 8(1) 3d of 24 Feb gave no indication that the goods in question were on civil account.
4. It is noted that each of the Services notify this HQ, through ^{Section} ~~the~~ ^{their} ~~particular~~ ^{respective} departments in ~~charge~~ ^{charge} of the breakdown of cargoes in which their particular department is concerned, and it is suggested that many of the difficulties experienced here in the proper identification of cargoes could be overcome if War Office (Civil Affairs) adopted the same procedure. This would involve a signal to G-5 AFHQ, repeated Allied Commission News in respect of each convey giving details of goods assigned on civil account with a reference to the basic requisition against which such assignment is being made.
5. It is requested therefore that the possibility of introducing this procedure be examined and this HQ informed if it can be adopted.

It is understood that in all future signals from G-5 AFHQ to HQHQ giving day to day abiding information all known details of storage and numbers of cases, will be shown, in instances where the actual manifest or bill of lading has been seen in respect to ships from the United Kingdom.

GS/15

Copy to : G-5.

L. J. Lee
G. SMITH, Captain,
for Brigadier,
D. J. M. G. (1407 & 2n).

4/5
6/9

HEADQUARTERS MILITARY COMMISSION
Transportation Sub-Commission

HR/Lr

AC/510/8/Tn.1

14 April 1945

SUBJECT : Shipping Order Forms - Documentation.

TO : G-4 (Mor and Tr)
JWH

1. Ref. your letter 5/409/GM dated 12 April 1945.
2. Eight copies of completed American shipping forms are enclosed.

For the Chief Commissioner :

[Signature]
W. B. THOMAS, Colonel
Deputy Director

1159

SECRET
HEADQUARTERS
MTDOSA
APO 302

MAIL TO

GA	EDS
GA	DES
TO	DES
GA	SCISS
ADS	AD
ADS	AD 5.0

(To be filled in by Transport Unit)

DATE

10

SHIPPING ORDER NO.
TO: COMMANDING

AUTHENTICATION
BASE SECTION: APO

1. THIS ORDER IS AUTHORITY FOR MOVEMENT OF SUPPLIES LISTED IN

Shipping Order of Movement of Supplies

(Regulation, letter or other authority)

FROM

AT

TO

AT

DESCRIPTION:

2. PRIORITY:

URGENT

HIGH

ROUTINE

3. TONNAGE FOR MOVEMENT: DEADWEIGHT LONG TONS 5.00 CUBIC FEET

4. SUPPLIES REPORTED AVAILABLE BY (Date) ON (Date): ORDERED FROZEN

IN STOCK ON (Date): TO BE READY FOR SHIPMENT BY (Date)

5. TRANSPORTATION: (To be filled in by MTDOSA Transportation Section)

(a) METHOD:

(b) TIME:

(c) REMARKS:

6. ITEMS NOT IN STOCK OR AVAILABLE FOR SHIPMENT WILL BE REPORTED PROMPTLY BY ELECTRICAL MEANS OR AIR COURIER TO THIS HEADQUARTERS (NOT TO BE BACK ORDERED).

7. CONSIGNEE IS RESPONSIBLE FOR FOLLOW UP.

8. IT IS REQUESTED THAT CONSIGNEE BE NOTIFIED AS TO QUANTITIES SHIPPED AND DATE AND METHOD OF SHIPMENT.

9. IT IS REQUESTED CONSIGNEE NOTIFY THIS HEADQUARTERS IN WRITING OF RECEIPT OF THIS SHIPMENT.

10. FOR SHIPMENTS BY AIR, FILL IN ADDITIONAL FORM ON REVERSE SIDE.

By command of Lieutenant General Mc NARNEY:

A. W. KARP
Captain, U. S. D.
Vice Adjutant General

See Instructions on Reverse Side

SECRET

SECRET

SHIPMENT OF SUPPLIES BY AIR

11. SHOW NAME AND RANK OF INDIVIDUAL HANDLING THE SHIPMENT IN THE CONSIGNEE BASE SECTION, AND HOW HE MAY BE CONTACTED

- (a) NAME AND RANK
- (b) CONTACT

12. DESCRIPTION OF SHIPMENT MUST INCLUDE IN ADDITION TO CONTENTS THE DEAD WEIGHT (IN LBS) AND DIMENSIONS IN CUBIC FEET OF EACH PACKAGE

<u>NO. OF PIECES</u>	<u>KIND OF PACKAGE</u>	<u>CONTENTS</u>	<u>WEIGHT OF EACH PKG</u>	<u>CUBIC FT EACH PKG</u>
--------------------------	----------------------------	-----------------	-------------------------------	------------------------------

(If shipment is composed of numerous packages of various weights and sizes attach additional sheet to show specifications of each package)

13. STATE WHETHER OR NOT THIS SHIPMENT MAY BE MOVED IN SPLIT LOTS IF NECESSARY TO ACCOMPLISH AIR MOVEMENT

14. SHOW LATEST ARRIVAL DATE AND HOUR NECESSARY FOR ACCOMPLISHMENT OF MISSION

DATE HOUR

15. SHOW CLARITE INFORMATION TO JUSTIFY THE NEED FOR PRIORITY AND PASSAGE BY AIR

INSTRUCTIONS FOR PREPARATION OF SHIPPING ORDER

Prepare six copies.
Geographical location of Consignor and Consignee will be stated in paragraph 1.
All shipments of more than one lot or more than one destination or having a lot or more than three (3) W.T.
will be listed in paragraph 1 or in separate sheet.

Subject : Shipping Order Forms - Documentation

8A SECRET
ALLIED FORCE HEAD QUARTERS

G-4 (Nov & En) 5/459/CDM

12 Apr 45

To :

To
~~Executive~~ Sub-Commission
HQ (~~SEA~~) ~~Admiral~~ ~~Commissioner~~
~~XXXX~~

Tel: PEXXOX 302

1. Shipping Order forms herewith returned.
2. Eight (8) copies of the current form are enclosed for completion.
3. Attention is drawn to Stores Shipping Instruction No 8 dated 6 Oct 44 issued by this HQ.

MM/SC

MM/CS

J. P. ...
(G. 3511) Ceph
(for Brigadier,
HQ; (Nov & En)

519/1081

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

gms/td

Our ref.: AC/613/7/Tn 3

28 March 1945

SUBJECT: Civil Cargoes ex U.K.
Documentation

TO: G-4 (Mov & Trn)
A.F.H.C.

1. This Commission is at present greatly handicapped in its work due to the fact that Bills of Lading even when received in advance of the arrival of carrying vessels do not contain sufficient detailed information.

2. Bills of Lading lately received covering cargoes loaded in U.K. on A.C. account have given only the following information:

S.S. Dallington Court	M.T. stores, Carboard	5 Cases	5 CWT
S.S. Gamfield	Batteries and M.T. stores	"	7 1/2 CWT
S.S. Gantorch	M.T. stores (I.M.A. U.)	1 "	1 CWT
S.S. Gantorch	Textile machinery parts	1 "	1 CWT
S.S. Dinara	Blankets	3200 bales	360 DWT
S.S. Gambrian	Bone Glue	720 cases	25 DWT
S.S. Uffington Court	Textile Machinery Parts	3 "	9 CWT
S.S. Belgian Veteran	Cotton Twine	242 bales	17 CWT

You will agree that from the above meagre information it is impossible to identify cargoes with basic requisitions.

3. It is requested therefore that arrangements be made with Troopers for the following advance information to be made available to this Commission:

1. This Commission is at present greatly handicapped in its work due to the fact that Bills of Lading even when received in advance of the arrival of carrying vessels do not contain sufficient detailed information.

2. Bills of Lading lately received covering cargoes loaded in U.K. on A.C. account have given only the following information:

S.S. Dallington Court	M.E. Stores, Carboard	0 Cases	6 CWT
S.S. Semfield	Batteries and M.E. Stores	16 "	7 1/2 CWT.
S.S. Guntorch	M.T. Snarers (P.W. & U.)	1 "	1 CWT
S.S. Sameneed	Textile machinery parts	1 "	7 CWT
S.S. Dinara	Blankets	3200 bales	360 DWT
S.S. Sambrin	Bone Glue	720 cases	26 DWT
S.S. Uffington Court	Textile Machinery Parts	2 "	3 CWT
S.S. Belgian Veteran	Cotton Twine	243 Bales	27 CWT

You will agree that from the above meagre information it is impossible to identify cargoes with basic requisitions.

3. It is requested therefore that arrangements be made with Procureurs for the following advance information to be made available to this Commission at least 10 days prior to vessels' arrival at Port of Discharge.

- a) convey number
- b) ship number and name
- c) detailed and accurate description of cargo, using requisition terminology indicating also number of units, unit weight, and total weight.
- d) sufficient information to identify consignment with basic requisition, possibly by cross reference number.

For the Chief Commissioner:

W. B. Thomas
W. B. THOMAS, Colonel
Deputy Director

Copy to : Shipping S/C

CHIEF OFFICE 1000

RRK/ar

Ref: 1/7/537/ME

21 Mar 45

SUBJECT: British Shipping Documents

FROM: Port & Warehouse Division

TO: Mr. C.O., Documents Div., Shipping Branch
(Att. Lt. Col. Bullock)

1. This Branch is handicapped in its operations due to the failure to receive detailed information of civil supplies arriving from U.K. Usually the B/L is not received here in advance of the arrival of the cargo in an Italian Port. Even when the B/L is received the information is insufficient.

2. To cite several cases, B/L's were received indicating only the following:

3.2. CANNISTON COUNT	U.K. Stores, Carboard - 5 cases 6 CRT
3.3. CANNISTON	Batteries & U.K. Stores 15 " 7 " "
3.4. CANNISTON	U.K. Stores (2.4. & U.K.) 1 " 1 " "
3.5. CANNISTON	Textile machinery parts 1 " 7 " "
3.6. CANNISTON	Blankets 3200 bales 360 CRT
3.7. CANNISTON	Rope five 720 cases 25 " "
3.8. CANNISTON COUNT	Textile machinery parts 1 " 9 CRT
3.9. CANNISTON VARIOUS	Cotton wine 243 bales 27 CRT

3. It is obvious from the above that it is impossible from the documents to identify the cargo with the basic requisition.

4. Advance information is needed to enable this HQ to secure the following information:

- a. convoy number
- b. ship number and name
- c. detailed and accurate description of cargo, using requisition terminology indicating also number of units, unit weight, and total weight

d. sufficient information to identify consignment

1079

advance of the arrival of the cargo in an Italian Port. Even when the H/L is received the information is insufficient.

2. To cite several cases, H/L's were received indicating only the following:

S.S. DALLINGTON COURT	A.T. Stores, Carboys - 3 cases	6 GWT
S.S. CAMFIELD	Batteries & A.T. Stores	15 " 71
S.S. CAMERON	A.T. Stores (P.W. & U.)	1 " 1
S.S. CAMSPERD	Textile Machinery Parts	1 " 7
S.S. DINARA	Blankets	1200 bales 360 GWT
S.S. SAMERIAN	Rope & Cable	720 cases 25 "
S.S. DALLINGTON COURT	Textile Machinery Parts	2 " 9 GWT
S.S. BELGIAN VETERAN	Cotton Twine	243 bales 27 GWT

3. It is obvious from the above that it is impossible from the documents to identify the cargo with the basic requisition. 1070

4. Advance information is needed to enable this HQ to secure the following information:

- a. convoy number
- b. ship number and name
- c. detailed and accurate description of cargo, using requisition terminology indicating also number of units, unit weight, and total weight
- d. sufficient information to identify consignment with basic requisition, possibly by cross reference number.

5. Present arrangements do not supply even limited information now received sufficiently in advance of ship's arrival to be useful. Information requested should reach this HQ 10 days or more prior to ship's arrival.

6. It would be of assistance if British consignors would adopt the American system of 700 marks which identify the cargo with the requisitioning sub-commission

Robert H. Miller
 Maj. Gen. Admin. C.
 Port & Whse. Div.

5/9/43

3. We are not aware of any existing procedures which ensure the accountability of those imports and, provided it is your intention that there shall be no departure from existing principle in so far as we shall account for all A.C. imports arriving at the three named ports, then we suggest that the following shall be put in operation at initiation:-

- (a) that the Port Italian Officer advises the local warehouse accountant of the names of the various consignees who should be instructed to forward receiving reports in terms of net and gross tonnage direct to the local warehouse accountant as rapidly as possible.
- (b) that the local warehouse accountant be responsible for obtaining these receiving reports from the various consignees.
- (c) that "IN and OUT" book entries be made in the warehouse loggers and that the Consol receipting reports be used to support such entries.

The local warehouse accountant would then forward us a "book-entry" receiving report and we could use that to support our signed endorsement on the bill of lading. In this way we should be enabled to account for total cargoes.

4. As regards responsibility for losses, are we correct in assuming that the position still holds as outlined in para. 1 of your directive "General Plan for transfer to the Italian authorities of the responsibility of accounting for receipts and distribution of imported commodities" dated 11th September 1944?

1.6. ".....the Direzione Generale will accept delivery of imports at the ports of arrival on the basis of ships manifests and will thereafter bear any loss between ship and wholesaler."

(b) that the local warehouse accountant be responsible for obtaining these receiving reports from the various consignees.

(c) that "IM and OUT" book entries be made in the warehouse ledgers and that the Consorzi receiving reports be used to support such entries.

The local warehouse accountant would then forward us a "book-entry" receiving report and we could use that to support our signed endorsement on the bill of lading. In this way we should be enabled to account for total cargoes.

4. As regards responsibility for losses, are we correct in assuming that the position still holds as outlined in para. 1 of your directive "General Plan for transfer to the Italian authorities of the responsibility of accounting for Receipt and Distribution of Imported Foodstuffs" dated 11th September 1944?

1.6. ".....the Direzione Generale will accept delivery of imports at the ports of arrival on the basis of ships manifests and will thereafter bear any loss between ship and wholesaler."

5. If it is your intention that this shall apply at Ancona, Leghorn and Naples to meet the present contingency, it would follow logically that the Consorzio would give the ship a clean bill of lading at ship-side and their representative make us a receiving report for the total manifest figure, any subsequent deficiency being the responsibility of the Consorzio concerned and in which we should not be involved in any way.

It would then be a straightforward matter for us to sign the bill of lading for the total figure shown thereon and would simplify the procedure suggested in para. 3 (a) (b) and (c) above.

6. Conversely, if you want us to account only for the quantities actually received by the Consorzio as revealed by physical check at their warehouses, then we suggest that the procedure outlined in para 3. above, goes into operation and that we continue our existing practice of endorsing bills of lading with the quantities actually received i.e. less losses in transit.

1536

1536