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NAPLES MISCELLANEOUS
JUL-DEC. 1945

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

UFFICIO INTERREGIONALE DI NAPOLI
WAREHOUSES MANAGEMENT.

Per telegrammi:
 FEDERCONSORZI - NAPOLI
 Telefono 13177

TO : HQs. ALLIED COMMISSION
 Transportation Sub-Commission
 Port & Warehouse Division
 (Attn. Mr. Crooks)
R O M E.

Depot 676.

NAPOLI 1st December 1945.

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

Present the letter to Moss.

Ref. N° 2899 = MB/DR.

SUBJECT : SUPPLY OF RAIL WAGONS FOR NAPLES WAREHOUSES.

We refer to our previous letter of 24th November 1945,
 ref. N° 2751, MB/DR.

1. We point out that the number of empty rail wagons supplied to these Depots during the last month of November was only of 244 wagons, with a diminution of 470 wagons, in comparison with the previous month of October.

2. We don't deem necessary to insist on the gravity of the situation that the claimed diminution of empty rail wagons has caused to these Warehouses, which, when the storage of the commodities that are at present in process of discharge will be over, they will be completely blocked up, all the availability of covered spaces having been utilised.

515

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
 UFFICIO INTERREGIONALE DI NAPOLI
 GESTIONE DEPOSITI
 IL DIRETTORE

COPY to : FOOD S/C, HQs. A.C.
 (Attn. Maj. Curran, Rome)
 Capt. T.E. Ramsey, P.L.O., Naples
 Maj. Bower, Senior Tn. Officer
 Tn. S/C Rail Division
 (Attn. Mr. R.P. Moss)

Dr. Mario Bagnasco,
 Manager.

Federconsorzi, Rome
 " " , Naples

Ispettorato Reg. per l'Alim., Naples.

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

UFFICIO INTERREGIONALE DI NAPOLI
WAREHOUSES MANAGEMENT.

Per telegrammi:
FEDERCONSORZI - NAPOLI
Telefono 13177

TO : HQs. ALLIED COMMISSION
Transportation Sub-Commission
Port & Warehouse Division
(Attn. Mr. Crooks)
R O M E.

Depot 676.

NAPOLI 24th November 1945.
~~XXXXXXXXXXXXXXXXXXXX~~

Ref. N° 2751 = MB/DR.

SUBJECT : SUPPLY OF RAIL WAGONS FOR NAPLES WAREHOUSES.

1. The number of rail wagons supplied by I.S.R. to the Depots managed by us has been little by little considerably reduced in these last periods of time and for the last two weeks from 11th to 24th inst. the number of rail wagons supplied was less than one quarter of our requests. In fact, seven of our fourteen requests of empty wagons were not met. The following schedule will show what claimed above :

DATE	RAIL WAGONS REQUESTED	RAIL WAGONS RECEIVED.
11/11/45	10	9
12/11/45	"	30
13/11/45	16	7
14/11/45	14	12
15/11/45	30	"
16/11/45	30	"
17/11/45	30	"
18/11/45	30	2
19/11/45	30	"
20/11/45	30	"
21/11/45	30	12
22/11/45	30	"
23/11/45	30	"
24/11/45	30 (340)	9 (81)

5504

2. In this way, the deficiency of empty rail wagons, besides disorga

nising all our predisposed distribution programs of foodstuffs - resulting in a serious damage for the population to be supplied - causes a standing obstruction of goods in our warehouses that prevents or makes extremely slow and difficult the reception of new arrivals.

3. We, therefore, beg to apply to you and to the other offices to which we address copy of this letter, and kindly ask for your valuable cooperation towards the proper Allied Offices charged with the Railway Movement, in order that, for the interest of the population, of the State and of Allied maritime services, the railway situation of these Depots be improved, by assigning a number of rail wagons rather more proportioned to our requirements and to the shipping programs previously accepted by I.S.R. Administration.

FEDERAZIONE ITALIANA DI TRASPORTI
UFFICIO INTER-ALLEATO DI NAPOLI
GESTIONE DEPOSITI
IL DIRETTORE

Dr. Mario Ragneseo,
Manager.

COPY TO : FOOD S/C, HQs. A.C.
(Attn. Maj. Curran, Rome)

Capt. T. E. Ramsey, F.L.O., Naples

Maj. Dever, Senior Tn. Officer

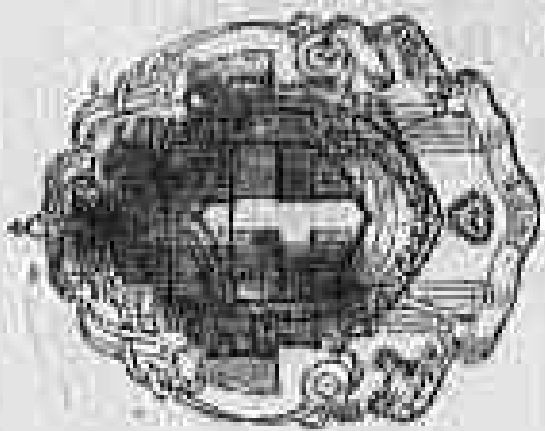
Tn. S/B/ Rail Division
(Attn. Mr. Ragneseo)

Federconsorzi, Rome

Federconsorzi, Naples

File.

5503



Ministero dell'Agricoltura e delle Foreste

DIREZIONE GENERALE DELL'ALIMENTAZIONE

Pal/

Spett.le DIVISIONE IIIA

Prot. N. 111/1104/25

Risposta al Foglio del

Dir. N. 111/1104/25

Allegati N. 1

Roma, 10/10/45

La FEDERAZIONE ITALIANA DEI
CONSORZI AGRARI - Serv. Alimentari
Importazione - ROMA

- Oggetto: Trasferimento in conto deposito nel magazzino nazionale di Tonn. 59. di latte evaporato -
- A.C. - SOTTOCOMMISSIONE PER L'ALIMENTAZIONE
 - A.C. - SOTTOCOMMISSIONE PER I TRASPORTI
 - MINISTERO DEI TRASPORTI - Sez. Movimento - ROMA
 - ISPEZZATO REG. LE DELL'ALIMENTAZIONE di
 - UFFICIO SBARCO E MOVIMENTO DELL'ISPEZZ. TO REG. LE DELL'ALIMENTAZIONE di CIVITAVECCHIA

Questo Alto Commissariato dispone il trasferimento in conto deposito dal magazzino sbarco di Civitavecchia ai sotto indicati magazzini nazionali:

Generi alimentari	Magazzino Nazionale destinatario	Quantità Tonn.	Totale per regione
Latte evaporato	Arezzo	20. =	
"	Pisa	39. =	
Evaporato N. 111/1104/25			59. =

In conformità delle norme riportate nella circolare n. 132 del 20 ottobre 1945, facendo riferimento alla presente, codesta Federazione dovrà fornire a questo Alto Commissariato tempestiva comunicazione dell'avvenuta esecuzione dell'presente ordine.

Codesta Federazione dovrà tenere informato questo Alto Commissariato di tutte le difficoltà che potessero sorgere per la spedizione del genere di cui sopra.

Spett.le DIVISIONE IMA
 Prot. N. 104/104/24
 Risposta al foglio del
 Dir. N. 2
 Allegati N. 2

Roma, 1941 A

La FEDERAZIONE ITALIANA DEI
 CONSORZI AGRARI - Serv. Alimentari
 Importazione - R O M A

e, p.c.

- OGGETTO: Trasferimento in
 conto deposito nel magazi-
 no nazionale di Tonn. 59. -
 di latte evaporato -
- A.C. - SOTTOCOMMISSIONE PER L'ALIMENTAZIONE
 - A.C. - SOTTOCOMMISSIONE PER I TRASPORTI
 - MINISTERO DEI TRASPORTI - Sez. Movimento - R O M A
 - ISPEZIONE REG. LE DELL'ALIMENTAZIONE di R O M A
 - UFFICIO SBARCO E MOVIMENTO DELL'ISPEZIONE REG. LE DELL'ALIMENTAZIONE di CITTAVECCHIA

Questo Alto Commissariato dispone il trasferimento in
 conto deposito dal magazzino sbarco di Civitavecchia ai sotto
 indicati magazzini nazionali:

Generi alimentari	Magazzino Nazionale destinatario	Quantità Tonn.	Totale per regione
Latte evaporato	Arezzo	20. =	59. =
"	Pisa	39. =	
Evaporato			

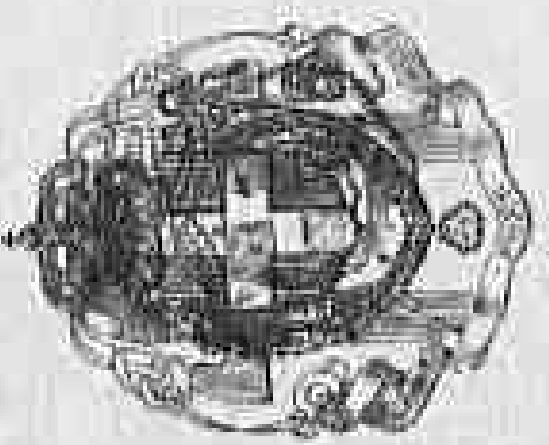
In conformità delle norme riportate nella circolare
 n. 132 del 20 ottobre 1945, facendo riferimento alla presente,
 codesta Federazione dovrà fornire a questo Alto Commissariato
 tempestiva comunicazione dell'avvenuta esecuzione dell'presente
 ordine.

Codesta Federazione dovrà tenere informato questo Alto
 Commissariato di tutte le difficoltà che potessero sorgere per
 la spedizione del genere di cui sopra.

L'ALTO COMMISSARIO

[Handwritten signature]

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Ministro dell'Industria e delle Finanze

DIREZIONE GENERALE DELL'ALIMENTAZIONE

Pal/

Spett.le DIVISIONE III
Prot. N. GAR/III/10425
Risposta al foglio del
Dir. Soc. N.
Allegato N. 2

Roma, 1945 A

Al la FEDERAZIONE ITALIANA DEI
CONSORZI AGRARI - SERV. Alimentari
Importazione di
ROMA

e. p. c.

OGGETTO Trasferimento in
conto deposito nel magazzino
no nazionale di Tonn. 41. =
di latte evaporato -
A.C. - SOTTOCOMMISSIONE PER L'ALIMENTAZIONE
A.C. - SOTTOCOMMISSIONE PER I TRASPORTI
MINISTERO DEI TRASPORTI - Sezione Movim.to
ROMA
- ISPETT. TO REG. LE DELL'ALIMENTAZIONE di
PIRENZE
- UFFICIO SBARCO E MOVIMENTO DELL'ISPETT. TO
REG. LE DELL'ALIMENTAZIONE di LIVORNO

Questo Alto Commissariato dispone il trasferimento in con-
to deposito dal Magazzino di Sbarco di Livorno ai sottoindicati
Magazzini Nazionali:

Genere alimentare	Magazzino Nazionale destinatario	Quantità Tonn.	TOTALE per regione
Latte evaporato	Livorno	20. =	5501
"	Pisa	21. =	41. =

In conformità delle norme riportate nella circolare n. 132
del 20 ottobre 1945, facendo riferimento alla presente, codesta Fe-
derazione dovrà fornire a questo Alto Commissariato tempestiva comu-
nicazione dell'avvenuta esecuzione del presente ordine.

Codesta Federazione dovrà tenere informato questo Alto Com-
missariato di tutte le difficoltà che potessero sorgere per la spe-
dizione del genere di cui sopra.

L'ALTO COMMISSARIO

Inoltro DIVISIONE III
 Dir. V. GAR/III/10425
 Resp. al. Foglio del
 Div. III
 Allegato 242

Prov. 194 A
 la FEDERAZIONE ITALIANA DEI
 CONSORZI AGRARI - SERV. ALIMENTARI
 Importazione di
 R O M A
 e. p. c.

Oggetto Trasferimento in
 conto deposito nel magazi-
 no nazionale di Tonn. 41. =
 di latte evaporato -
 A.C. - SOTTOCOMMISSIONE PER L'ALIMENTAZIONE
 A.C. - SOTTOCOMMISSIONE PER I TRASPORTI
 MINISTERO DEI TRASPORTI - Sezione Movim.to
 R O M A
 - ISPELT. TO REG. LE DELL'ALIMENTAZIONE di
 F I R E N Z E
 - UFFICIO SBARCO E MOVIMENTO DELL'ISPELT. TO
 REG. LE DELL'ALIMENTAZIONE di LIVORNO

Questo Alto Commissariato dispone il trasferimento in con-
 to deposito dal Magazzino di Sbarco di Livorao ai sottoindicati
 Magazzini Nazionali:

Genere alimentare	Magazzino Nazionale destinatario	Quantità Tonn.	TOTALE per regione
Latte evaporato	Livorno	20. =	5501
"	Pisa	21. =	
Evaporated Milk			41. =

In conformità delle norme riportate nella circolare n. 132
 del 20 ottobre 1945, facendo riferimento alla presente, codesta Fe-
 derazione dovrà fornire a questo Alto Commissariato tempestiva comu-
 nicazione dell'avvenuta esecuzione del presente ordine.

Codesta Federazione dovrà tenere informato questo Alto Com-
 missariato di tutte le difficoltà che potessero sorgere per la spe-
 dizione del genere di cui sopra.

L'ALTO COMMISSARIO
[Signature]

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI NAZIONALI DI ANCONA VG/Ii

3459

Ancona, 4 Dicembre 1945.
Piazza Roma, 7 (Pal. Prefettura)
Tel. 2827

On.

ISPETTORATO REGIONALE dell'ALIMENTAZIONE

ANCONA

per conoscenza:

- Transportation S/C A.C. - ROMA
- Federconsorzi - Servizio Alimentari - ROMA
- " - Ufficio Interregionale - ROMA

"MACCARONI".

Conformemente alle disposizioni di cui alla circolare A/XIII/1873 del 26/7/45 del Ministero dell'Alimentazione Vi comunichiamo che una partita di q.li 14,- di "maccaroni" è stata da noi fatta visitare dall'Ufficiale Sanitario Provinciale, tenendo il suo scondizionamento.-

L'Ufficiale Sanitario ha dichiarato che la pasta presenta tracce di ammuffimento per cui, mentre un 10% può essere utilizzata per alimento del bestiame, il 90% deve essere immessa subito al consumo al fine di evitare che l'ulteriore processo di ammuffimento la renda del tutto incommestibile.-

Tanto portiamo a Vs/ conoscenza perchè, ai sensi della menzionata circolare Ministeriale, vogliate provvedere alla pronta messa al consumo della partita.-

In attesa ben cordialmente Vi salutiamo.-

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
Magazzini Nazionali di Ancona

5500

Copia

29 novembre 1945

OGGETTO : Sostanze alimentari alterate.

ALLA FEDERAZIONE DEI CONSORZI AGRARI

ANCONA

In data odierna, verso le ore 10, ho effettuato un sopralluogo ai magazzini della Federazione siti in rione Tripoli, ed ho constatato quanto segue :

1°) O m i s s i s

2°)

3°) Circa 14 quintali di pasta alimentare, contenute in 72 scatole di cartone, presentano in piccola parte qualche traccia di ammuffimento.

Per tale difetto, ritengo che detta pasta, con una perdita del 10 per cento, debba essere subito immessa in vendita, al fine di evitare che l'ulteriore processo di ammuffimento la renda del tutto incommestibile.

L'Ufficiale Sanitario

f.to Dr. Mazzella

5699

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 — SEDE CENTRALE ROMA — REGISTRO IMPRESE ROMA

UFFICIO INTERREGIONALE DI NAPOLI
WAREHOUSES MANAGEMENT.

Per telegrammi:
FEDERCONSORZI - NAPOLI
Telefono 13177

TO : TRANSPORTATION SUB-COMMISSION
Port Liaison Officer, A.M.G.
Province Building
Naples
(Attn. Capt. T. E. Ramsey)

Depot 676.

NAPOLI 22nd November 1945.
~~XXXXXXXXXXXXXXXXXXXX~~
Via Luigi Santello, N. 23

Ref. N° 2694 - DR.-

SUBJECT : SPOILED GOODS.

1. Telephone message from Sgt. Oswald this date refers.
2. Following is the list of all spoiled goods existing at our warehouses up to November 21st, 1945:

a) A. C. SUPPLIES.

Spoilages:

Canned Fish.....	3.332 kgs.
Canned Meat.....	240 "
Evaporated Milk.....	12.538 "
Chickpeas.....	444 "
Peas.....	1.202 "

5498

b) Gatherings and Sweepings:

Wheat.....	48 "
Peas.....	1.361 "
Lard.....	3.450 " (of which 1.200 kgs. (with suspicion of (poisonous mixtures).

c) Breakages which cannot withstand long journeys:

Salmon.....	390 sacks for 9.754 kgs.
Pilchards and Mackerel	275 cases } " 6.891 "
	33 sacks }
Meat.....	163 sacks " 4.016 "
Evaporated Milk.....	810 sacks }
	loose cases }
	and cans) " 34.472 "

W/2.

" 2 "

d) Items with signs of spoilage, in process of selection:

Evaporated Milk..... 1.100 cases for 21.704 kgs.

e) Infested items:

Chickpeas..... 42.454 kgs., thickly infested by parasites.

U.M.R.R.A. SUPPLIES:

a) Spoilages:

Flour.....	423 kgs.
Wheat Meal.....	630 "
Evaporated Milk..	2.180 "

b) Gatherings and Sweepings:

Peanuts..... 1.347 "

c) Breakages:

Pilchards.....	36 sacks for 753 kgs.
Sardines.....	19 " " 334 "

d) Items showing signs of spoilage owing to fermentation:

Corn meal.....	113.562 kgs.	
Rolled oats....	107.737 "	5497

COPY TO : F. & W. Division

Maj. Crooks

Food S/C, Maj. Haydon

Foodconservat, Vozero

File.

Dr. Mario Bagnasco,

Manager.

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 — SEDE CENTRALE ROMA — REGISTRO IMPRESE ROMA

UFFICIO RECAPITO DI BARI

CC/Ci

Per telegrammi:
FEDERCONSORZI BARI
TELEFONI 13757 - 12950

To

H. Q. ALLIED COMMISSION
TRANSP. S/C PORT & WAREHOUSE DIV.

B A R I

BARI 19 Dicembre 1945
PIAZZA UMBERTO I. n. 4 Casella Postale 378

In ordine alla richiesta contenuta nella Vostra nota dell'11 corr. ed a conferma di quanto abbiamo avuto il piacere di relazionare verbalmente al Sig. Stanluy P. France vi comunichiamo quanto segue:

- 1) - i dipendenti arrestati in seguito alla scoperta del carico clandestino di zucchero trasportato dal camion targato MI 80956 sono:
GUARINI ROMOLO - Funzionario
RONCONE NICOLA - Magazziniere
- 2) - Alleghiamo prospetti dimostrativi dai quali si rilevano la data di introduzione dello zucchero nel Magazzino di Via Brigata Bari.-
In merito al trasporto Vi comunichiamo che sino al 30/9/45 esso è stato effettuato a mezzo camion Alleati; da tale data in poi con automezzi fornitaci dall'E.N.A.C.-
- 3) - dall'inventario fisico eseguito il 4/12/45 in occasione della consegna del carico di magazzino al nuovo magazziniere sono risultati i seguenti quantitativi di zucchero:

Categoria alimentari Q.li 7830,04 contro una risultanza contabile di Q.li 7827,75

Categoria U.N.R.R.A. Q.li 5948,82 contro una risultanza contabile di Q.li 5948,82

Risultano inoltre il seguente quantitativo:

Q.li 49.87.5 di zucchero in cubetti che non trova riscontro nelle rimanenze contabili.-

Tale partita è sotto sequestro dalla Polizia Tributaria.-

./.

T R A N S L A T I O N

AS/fl

Ancona 7 Nov. 1945

Subject : Theft of 25 qls sugar from
Nº. 11 Warehouse (ex Refinery)

We inform you of what our warehouse keeper Mr. Virgili Gastone of Warehouse Nº. 11 said to us:

Controlling one of the warehouses of which he is responsible, on opening the door he found that the storage of sugar had been handled: on counting the sacks he found that there were 1719 instead of 1774. Like controll had been made on the 3rd November and 1774 had been found. From the 3 Nov. personnel of the warehouse has visited the place: the door has always been looked and with the guards on post.

The warehouse is guarded by two sworn private guards of the Safety Institute; two more guards guard the outside of the warehouse and two the inside; there is also in service a head-guard. The warehouse door is guarded by the "Guardie di Finanza" in day time and by the Carabinieri at night.

Since the warehouse is in the port area it is all surrounded by water exept the entrance.

The circumstances seem to indicate that the crooks avoiding the guards have stolen the sugar by way of the sea and with the use of a fase key.

The damadge is of 55 sacks of sugar of 100 lb each equal to a total of 25 qls.

We give you information of the above for the investigation and for the use of the insurance policy.

5495
Federazione Consorzi Agrari
Magazzini Nazionali Ancona
sgd illegible.

W/4
AC/24.1

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI NAZIONALI DI ANCONA VG/Ii

1244

R. QUESTURA DI
ANCONA

Ancona, 7 Novembre 1945.
Piazza Roma, 7 (Pal. Prefettura)
Tel. 2077

per conoscenza :

- - A.C. Transportation S/C - ROMA.
- Federazione It. Consorzi Agrari - Servizio Alimentari - ROMA.
- " " " " - Ufficio Interregionale - ROMA.
- " " " " - Ufficio Trasporti ed Assicurazioni - ROMA.
- Assicurazioni Generali "Venezia" - ANCONA.

DENUNCIA DI FURTO PER L. 25,- ZUCCHERO
DAL MAGAZZINO n° 11 (EX RAFFINERIA) -

Portiamo a Vs/ conoscenza quanto il nostro magazziniere Sig. Virgili Gastone, del magazzino n° 11 ci comunica :

Stamani, verso le ore 11, recandosi a visitare un locale del magazzino di cui è magazziniere responsabile, aperta la porta del locale ha constatato che la stiva di zucchero ivi depositata presentava delle manomissioni: fatto il conteggio dei sacchi poteva appurare che la stiva, anzichè di sacchi 1774 era ridotta a sacchi 1719. Identico controllo era stato fatto il giorno 3 novembre ed il quantitativo risultava quello esatto: cioè sacchi 1774. Dopo il giorno 3 ogni mattina il magazzino era stato visitato dal personale del magazzino: la porta era stata trovata sempre regolarmente chiusa con le guardie di vigilanza.

Come sicurezza del magazzino è predisposto un servizio di due guardie private giurate dell'Istituto di Vigilanza e Guardia del locale dal quale è stato asportato lo zucchero; altre due guardie hanno il compito di sorvegliare tutto il perimetro del magazzino: altre due l'interno; oltre queste guardie presta servizio un capo-guardia. Inoltre di giorno l'uscita del magazzino è controllata da Guardie di Finanza e di notte da Carabinieri.

Tutto il magazzino, essendo nel recinto portuale, è contornato da acqua eccettuato l'ingresso.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

MAGAZZINI NAZIONALI DI ANCONA

seguito della lettera in data 7 Novembre 1945 diretta alla R. Questura di ANCONA - Oggetto: Denuncia di furto per q.li 25,= zucchero dal magazzino n° 11 (ex Raffineria)

Ancona,

Piazza Roma, 7 (Pal. Prefettura)
Tel. 2877

- 2 -

Le circostanze quindi depongono in favore della tesi che i ladri eludendo la sorveglianza delle guardie hanno effettuato il furto per via mare, servendosi di chiave falsa del locale ove lo zucchero è conservato.

Il danno riportato è di sacchi 55 di zucchero da lbs. 100 ciascuno, pari a q.li 25,= di merce.

Tanto portiamo a Vs/ conoscenza per le indagini relative ed agli effetti assicurativi.

Distinti saluti.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
Magazzini Nazionali di Ancona

Laquom

5492

Federazione Italiana dei Consorzi Agrari
FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

UFFICIO INTERREGIONALE DI NAPOLI

Per telegrammi:
FEDERCONSORZI - NAPOLI
Telefono 13177

TO : EN. S/C. HQ. A.C.
(Att. Major R.H. KLEIN)

Depot 676.

NAPOLI 22nd October 1945.
~~XXXXXXXXXXXXXXXXXXXX~~

Ref. Prot. N° 2188 = MB/DR.

SUBJECT : RAIL WAGONS FOR NAPLES WAREHOUSES.

Ref. is yours W2/1636/TM6 dated 15 October 1945.

1. As previously arranged with A. G. Officials, these warehouses have experienced to work - starting from 20 Sept. '45 up to this date - on a loading plan of 60 railcars daily (15 railcars to be switched respectively at Depot 676 and 696 twice daily, that is at 0600 hrs. and 1800 hrs.)

2. The I. S. R. have only supplied the 50 % of the requested wagons, sending to our sidings an average of 30 wagons daily.

3. The forwarding of empties into the sidings has generally been effected with sensible delays on the schedule. Such delays have frustrated all our efforts aimed to increase - according to the arrangements made - the loading operations. We were forced, therefore, to account for the ensuing 24 hrs. part of these railcars which were switched in too late.

4. It appears, thus, clear that due to this reason and also to reasons depending upon the position of the Depots and their concerning rail-sidings, a constant loading rhythm of 60 wagons daily is not realizable, since it requires a coincidence of favourable circumstances which, if sometime it may verify, is on the other end not possibly like to happen with the necessary continuity needed to carry out an ordinary routine of work. On this purpose we like to point out that :

- 2 -

- a) In both Depots 576 and 596, the loading points only allow a limited number of railcars to be put along the sidings (normally 15 at each Depot).
- b) In both Depots 576 and 596, the sidings are in odd position compared with the stock-piles so that many times commodities to be railled are stacked in places far away, and the loading operations require a long carry which naturally interferes with the speed of loading.
- c) In many cases commodities come directly from Ports or are warehoused in other Depots than these two provided with rail-sidings, and must, therefore, be transferred from one to another Depot. This causes, consequently, well known irregularity and discontinuity, unavoidable when transferring goods by truck.
- d) Due to the insufficiency of loading points along the rail sidings, and in order to load 50 rail wagons within the 24 hrs, one switch each 12 hrs is required to pull the loaded out and put the empties in. Such a switch should take place every morning and evening with a perfect timing, so that any loss of working hours - which could not possibly be recovered afterwards - be avoided. This perfect timing was actually never reached.

5. Even for a single switch each 24 hrs, an average of 3 hrs time is lost daily between waiting and manoeuvring. Should the switch be needed twice daily, the loss of time would then be of 6 working hours out of 24. This disfavourable coefficient only is enough to render the loading of 50-64 railcars daily not possible.

6. For these reasons it is evident that the daily number of 50 railcars exceeds at least of one third the loading capacity of the two Depots, and that the maximum number of 40 railcars, as indicated by the Chief of Rail Division, is the nearest to the real maximum capacity of rail-shipping.

FEDERAZIONE ITALIANA DEI CONDOMINI
UFFICIO INTERNAZIONALE
ESTERNO

Doct. MARIO BAGNASCO
Manager.

COPY TO : Economic Section
Food S/C
En. S/C Rail Division

COPY TO : P.H.O., Repion
Fedeconomica
File.

HEADQUARTERS ALLIED COMMISSION
apo 394
FOOD SUB-COMMISSION

HH/1p

Tel : 475807

Ref. 73-6/88 / Food

23 October 1945

SUBJECT : Sheep and Goats

TO : Federconsorzi, Rome

1. 110,021 lbs preserved meat, due to AG/Italian government in exchange for sheep and goats collected by S and T in September 1945, is available for collection at depots to be nominated by HQ CRASC (Supply Units) Casoria, (Naples).

2. Please arrange to collect above mentioned quantity of meat as soon as possible and hold at your Naples warehouse against future allocations by Food S/C.

3. Report completion to this HQ.

V.R.A. COOPER
Major

Acting Director, Food Sub-Commission

Copy to : AF LRS, AFHQ c/o RAAC
G-HQ ^{CR} Branch. Your 32/23/4/27(c) of 9 Oct. refers.
HQ 14 CRASC (Supply Units)
Transp. S/C (Ports and Whse Division)
Ministry of Food, Rome
Federation Warehouse (Depot 676) Naples.

5490

HEADQUARTERS ALLIED COMMISSION
APO 394
FOOD SUB-COMMISSION

HM/au

Tel : 181
Ref. 30-11/91 / Food

23 Oct. 1945

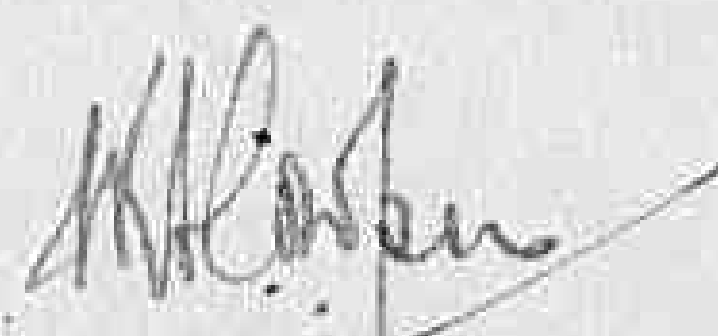
SUBJECT : Repayment of wheat loan ex S/S Rubicone
TO : Federconsorzi, Rome

1. Reference attached copy of this office letter
30-11/132/Food of 6 August 1945.

2. It is now understood that 650 long tons still remain
to be collected of the total amount due, namely 1491 long tons 14
cwts.

3. Please arrange for release of the above mentioned quan-
tity of flour ex stocks blocked for AC at Depot QEN, Sagnoli, un-
der control of FBS. This office letter 40-2/135/Food of 18 Octe-
ber 1945.

4. Completion of collection by SAT should be reported to
this HQ, and the balance of flour moved to Federconsorzi Warehou-
se (Depot 676) Naples.


V.R.A. COWPER
Major

Acting Director, Food Sub-Commission

Copy to :

GHC CMP (SAT) Telephone conversation
Major Haydon-Gap Malcolm) of 22 Oct. 1945 refers.
P.B.S. Depot 35/H Naples Please release above mentioned
quantity of flour to representatives of SAT
GHC CMP
Transportation S/C (Ports and Warehouse Division)
Federation Warehouse (Depot 676) Naples
Ministry of Food, Rome

5489

C O P Y

JDS/sl

HEADQUARTERS ALLIED COMMISSION
APO 394
Food Sub-Commission

Tel: 473907

Ref: 30-11/132/FOOD

SUBJECT: Transfer of Wheat ex B.S. Rubicon

TO: AFHQ. G-5 Section

1. Reference your L-7 dated 30 July 1946.
2. It is proposed that the exchange rate be 80% in view of the fact that the grain is reported in good condition.
3. A release order has therefore been sent for 141 net long tons 14 cwt to complete the transaction.

1804 tons - 13 cwt 80% - 1491 tons - 14 cwt
already released 1350 tons

Balance now released 141 tons - 14 cwt

For the Chief Commissioner:

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

Copy to:

Federation Warehouse 676 Naples
(Release order attached)

5485

2

OCT 161130A

6/1193

OCT 161830A

ROUTINE

FEDERCONSERZI NAPLES

HQ ALCOM FOOD SC, TN SC (RAIL DIV) FOR JEFFREYS

UNCLASSIFIED

At whses 626/696 NAPLES 15 October 45 bld for 16 wagons received
16;

Dist

Action - Food SC 2

Tn SC 2

Info - File



5487

2
SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMG NAPLES COMINT
APO 394

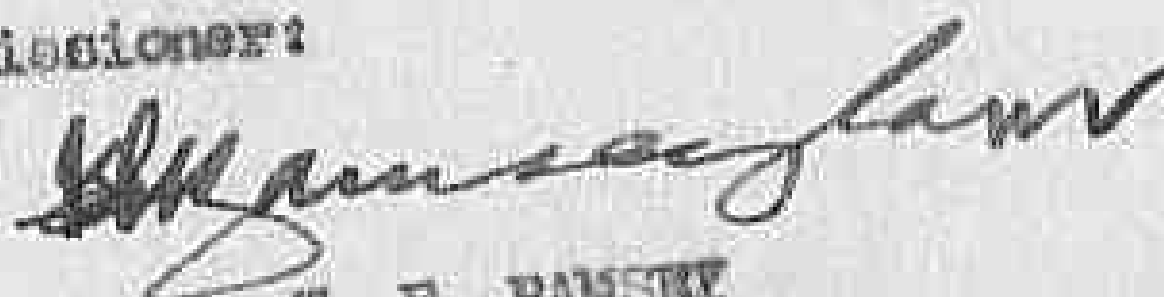
8 October, 1945

SUBJECT: Warehouse Inventories

TO : IOE, Naples

1. Inventories of warehouses 1254, 1284, 1584 and 675 have not been received since their turn back to Italian Government on/about April 1.
2. Please arrange to have prepared immediately and regularly on first of each month thereafter a list of all imported supplies stored in a/m depots, showing import ship of origin, description of commodities and quantity on hand by number and weight.
3. Please prepare also a daily movement report such as is now in use by Federazione showing total tonnage of each warehouse's issued and received each day and balance on hand.

For the Commissioner:



T. E. RAMSEY
Captain, Spec-Ren
Port Liaison Officer

Distr:
To S/C, P & W Div Maj. Klein
Adj. File
PLD File

5486

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB COMMISSION
Port & Warehouse Division

RHK/or

Tel. 478700

16 October 1946

Ref. W/2/1638/Tn6 *file*

SUBJECT : Rail Wagons for Naples Warehouses

TO : ALCON P.L.O. NAPLES (Attn. Capt. Thomas Ramsey)

1. Enclosed herewith is copy of letter Ref. AC/501/KA/Tn4, above subject.
2. Request investigation and immediate report.

For the Director:

ROBERT H. ELBIN
Major, Adm. C.
Port & Whse. Div.

Copy to : Economic Section
Food Sub Commission
Tn. S/C - Rail Division

5485

INTER OFFICE MINUTE

Ref: AC/303/BA/Tn4

SUBJECT : Empty Wagons for Naples Warehouses.
TO : Movements (Rail) Tn. Sub-Commission
(for Major Constable)

Reference your letter 327/62/Tn3 of 1st October.

1. As previously advised special measures have been taken to achieve a full supply of empties to Warehouses 676 and 696, with a "target" of 64 cars per day, which has been quoted as the loading capacity.
2. Daily reports which are now being rendered of the cars supplied and loaded at these places indicate that the normal average loading is, in practice, 30 per day.
3. Chief of the Rail Division has again visited the warehouses and confirms that, not only are they getting sufficient cars, but also that cars remain surplus to requirement.
4. Further confirmation is forthcoming in complaints from ISR that 30 cars remained idle yesterday and that the warehouses are unable to deal with 64 cars daily.
5. In these circumstances it is now necessary to reduce the allotment of empties to 40 per day and it will be appreciated if special attention be given to loading programme and the daily demand in order that the demand shall be limited to the number of cars which will actually be loaded during the ensuing 24 hours.

E/ R.P. MOSE
Chief
Rail Division

Transportation Sub-Commission (Rail Div)
Tel: 845191/9582
12 October 65

Copy to: Economic Section
Food Sub Commission
Ports & Warehouses Tn. Sub-Com.

5484

INTERNAL SECURITY - RAILROADS

Ref: 44-30474-134

SUBJECT : Empty Wagons for Empty Warehouses.TO : Movement (Rail) In Sub-Commission
(for Major Constable)

Reference your letter 357/32/Tr 3, of 1st October.

1. As previously advised special measures have been taken to achieve a full supply of empties to warehouses 676 and 696, with a "target" of 64 cars per day, which has been quoted as the loading capacity.

2. Daily reports which are now being received of the cars supplied and loaded at these places indicate that the normal average loading is, in practice, 30 per day.

3. Chief of the Rail Division has again visited the warehouses and confirms that, not only are they getting sufficient cars, but also that cars remain surplus to requirement.

4. Further confirmation is forthcoming in complaints from ILL that 30 cars remained idle yesterday and that the warehouses are unable to deal with 64 cars daily.

5. In these circumstances it is not necessary to reduce the allotment of empties to 40 per day and it will be appreciated if special attention be given to loading programme and the daily demand in order that the demand shall be limited to the number of cars which will actually be loaded during the ensuing 24 hours.

R. P. Moss

Chief
Rail Division

Transportation Sub-Commission (Rail Div)

Tel: 843491/5582

12 October 45

Copy to: Economic Section

Food Sub-Commission

Wagons & Warehouses Tn Sub-Comm.

5483

V
HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food Sub-Commission

HP/au

10 October 1945

Tel : 761

Ref : 40-21/11/FOOD

SUBJECT : Allocation to Italian Government for UNRRA

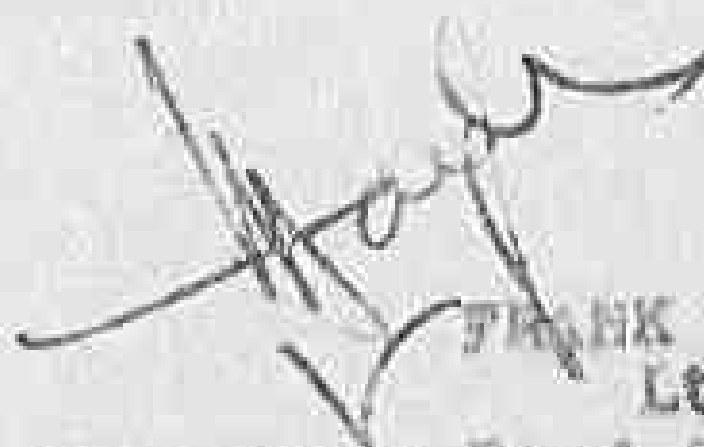
TO : Federation Warehouse Genova (Alcom Depot) (Attn:OI/C)
" " Naples (Depot 676)

1. Further to this office letter 40-21/112/FOOD of 4 Oct. 1945.

2. Reference note to UNRRA of foot of above mentioned letter, para (b) sub para (ii).

3. It has now been agreed that sugar will be included in the " Balance Sheet " now in course of preparation, leaving only Dried Vegetables to be repaid immediately, in kind, to the Italian Government in Rome.

By command of Rear Admiral STONE :


FRANK E. TOSCANI
Lt. Col. F.A.
Director, Food Sub-Commission

Copy to: Transportation Sub-Commission (Ports and Whse Div)
Food S/C Milan office
Ministry of Food, Rome
UNRRA (Italian Mission) Rome (Attn: Lt. Col. Borsari) 5482
Federconsorzi, Rome

2 /
HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Tire Section

GFD/1p

Tel: 489081 Ext. 518

Ref: AG/5095/Commerce

10 October 1945

SUBJECT: Tires, tubes, and batteries.

TO : Alcom P.O.L. Naples,
(Attn. Capt. Ramsey).

1. It is requested that this Sub-Commission be supplied with an inventory of all tires, tubes, and batteries presently stored in your warehouse. Please indicate TOG numbers and names of ships.

H.A. HENT
Major
Director
Commerce Sub-Commission

Copy to:
~~Transportation Sub-Commission~~
(Attn. Major Klein).

5481

2.

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AME NAPLES COMMUNE
APO 394

5 October, 1945

SUBJECT: Warehouse Inventories

TO : Depot 676
Dr. Bagnasco, Mgr.

1. Hereafter please show all spoiled goods under separate classification on your 10 day and monthly inventories and segregate them according to ownership.

For the Commissioner:

T. E. Ramsey
T. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

Distr:
To S/C - P & W Div., Maj. Klein ✓
" " Accts Br.,
Adj. File
PIO File

5480

✓ 17 91
TN
OCT 071300A

G 329
OCT 080900A
ROUTINE

FEDERCON G 21 MAPLES
HQ ALCON FOOD SQ

UNCLASSIFIED

At bases 676/696 MAPLES 6 October 45 old for 60 wagons received
21 short 30 - 9 wagons.

Dist

Action - Food SC 1
Info - Chief Commissioner
Leon Sec 2
Tn SC 2
File 2 Floot

HEADQUARTERS

8 OCT 1945

A. C.

5473

2. INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Message Centre No: G 114

Date/Time of Origin: OCT 051045A

Date Time Rec'd: OCT 051545A

Precedence: ROUTINE

FROM FEDERCONSORZI NAPLES

TO : HQ ALCOM FOOD SC

UNCLASSIFIED

At whses 676/696 NAPLES 4 October 45 bld for 60 wagons
received 45 short 15 wagons.

Dist

Action - Food 2
In SC 2
Info - File



5478

2
SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMG NAPLES COMBATE
APO 394

3 October, 1945

SUBJECT: Number for New Depot

TO : Highway Division
Pensouth T 5 Benton

1. Number is requested for depot located at Piazza Carlo III, Albergo dei Poveri, near central railway station Naples, which is to receive imported mining supplies from Allied Governments.

2. Your usual prompt attention will be appreciated.

For the Commissioner:

T. E. RAMSKY
Captain, Spec-Res
Port Liaison Officer

Distr:
Tn S/C, P. & W. Div., Maj. Klein ✓
ACAI Dr. Bardi
Adj. file
PIO File

5477

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMC NAPLES COMBINE
APO 394

2 October, 1945

SUBJECT: Supplies in Salvage Depot, Italian Port Area

TO : Federazioni, Naples
ICE, Naples

1. A quantity of supplies have been turned in over a period of several weeks to Salvage Depot, under control of Italian Port Superintendent.
2. You should send a representative of your office to identify any imported supplies that were received for account of Italian Government and, if so, to collect, warehouse, and issue receiving report to Allied Commission.
3. You should arrange to have your representatives call regularly once a week to see if additional supplies have been received.

For the Commissioner:

T. E. Ramsey

T. E. RAMSEY
Captain, Spec-Roc
Port Liaison Officer

Distr:
In S/C - P & W Div ✓
Ital. Port Comdt → Col. Sarti
Adj. File
PLS File

5476

2

1

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMG NAPLES COMBINE
APO 394

1st October, 1945

PIO/12

SUBJECT: Guards at Federazione Depots

TO : Federazione, Naples

1. Reference our PIO/12 dated Sept 21 and Sept 24.
2. You are advised that guards are to be withdrawn effective 1800 hrs to-day and no replacements are available.
3. Other arrangements should be made.

For the Commissioner:

T. E. RADINI
T. E. RADINI
Captain, Spec-Res
Port Liaison Officer

Distr:
To S/C P & W Div Maj. Klein ✓
Federazione, Rome
Adj. File
PIO File

5475

~~PW Div~~

SEP 281400A

P 9395

SEP 290900A

ROUTINE

FEDERCONSOE ZI

HQ ALCOM FOR TPTN SC RAIL DIV FOR JEFFERSON ROMA

UNCLASSIFIED

At whses 676/696 NAPLES 27 September 45 bld for 60 wagons
received 12 short 48 wagons.

Dist

Action - Tn 2
Info - Food 2
File

5474

HEADQUARTERS ALLIED COMMISSION
AFG 594
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

File
MMH/PT

Tel. 478700

25 September 1945

Ref. #/E/1591/Tnd

SUBJECT : Guards at Naples Warehouses

TO : Federazione Italiana dei Corsari Avari
Attention: Sig. Miani

1. Confirming 'phone conversation 24 September 1945 Sig. Miani/Maj. Klein, the following is made of record.

2. For more than a year Peninsular Base Section, Naples, has provided Italian Military Guards for the protection of Federazione warehouses in Naples. It is understood that approximately 50 guards have been on duty.

3. These guards are members of the 11th and 12th Companies, 3rd Military Police Battalion, 21st Division of the Italian Army, and have been trained by the American Military Police. These troops were classified as U.S. ITMS. (The other two classes of Italian troops are BR. ITMS and IT. ITMS.)

4. Since these troops came under the control of the American Army, and since they are protecting merchandise which is the property of the Italian Government, the American Army has ordered that they be withdrawn from this duty. We have prevailed upon the American authorities to allow these guards to remain for a short additional time to allow the Federazione to secure other guards.

5. It seems to us that three courses of action are open: first, that through the Minister of the Interior, Guardia di Finanza be furnished; second, through the Minister of War, other Italian troops be furnished; third, through arrangements with the Federazione, private armed guards be furnished.

6. In any event, the matter is one of great urgency and requires immediate attention.

For the Director:

Copy to:
Minister of War
Minister of Interior
Minister of Food
Director, Food Sub-Commission
Economic Section
(Attention: Col. Deamore)

ROBERT M. KLEIN
Major Med. Adm. S.
Food & Econ. Div.

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ANG NAPLES COMMUNE
APO 394

21 September, 1945

SUBJECT: Italian Military Guards at Depot 676

TO : Federazione, Naples

1. Effective 21 September at noon, the company of Italian Military Guards from which assignments are made to your warehouses is being deactivated and no replacements are available.

2. An effort is being made to have the entire company of 150 guards put at disposal of port and warehouses in Naples but it is doubtful that this can be accomplished in the limited period of time available and you should make your own arrangements for guards until this matter can be determined through proper channels in Rome.

For the Commissioner:

T. E. Hamsey

T. E. HAMSEY
Captain, Spec-2es
Port Liaison Officer

Distr:
To S/C, P & W Div. Maj. Klein ✓
Adj. File
PIO File

5472

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMG NAPLES COMMUNE
APO 394

PIO/12

24 September, 1945

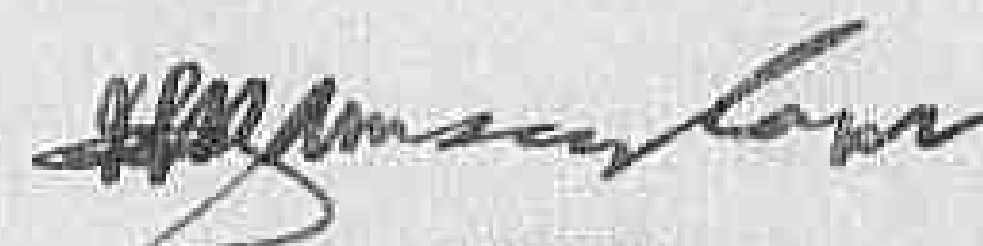
SUBJECT: Italian Military Guards at Depot 676

TO : Federazioni, Naples

1. Reference our PIO/12 dated Sept. 21, in which it was stated a/m guards would be withdrawn to-day at noon.

2. Provost Marshall of U S Army, under whose jurisdiction these guards are, has agreed to extend the time of withdrawal for a further period of a week or two which should give you enough time to arrange for replacements through your offices in Rome.

For the Commissioner:



T. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

Distr:
IN S/C P & W Div., Maj. Klein ✓
Federazioni, Rome
Adj. File
PIO File

5471

TRANSLATION -

From : FEDERCONSORZIO - Food Distribution Section - ROME

To : FOOD MINISTRY - ROME.

Copy to: TREASURE MINISTRY - ROME
TM S/C.
FOOD S/C.

SUBJECT : NAPLES STORES SITUATION.

We reply to your telegram A/XIII/2419 of 8th ins.
and to your note W/2/13/43/Tns of July 28 of the TM S/C, Port &
Wine Division.

As soon as they received the a/m note of the AC, Mag. NIZZI
general business agent of FEDERCONSORZIO, and Mr. TROISI, head of
the Food Distribution Section, investigated the Naples Stores at
once.

Actually they noticed a few faults, but on the whole they
found out that the stores situation was not so bad as depicted in
Maj. Klein's report and they have, therefore, asked for detailed
explanation from Mr. BAGNASCO.

In this respect we deem it right to let you know that
Mr. Bagnasco was engaged by Federconsorzio as a director of the
whole Naples Stores organizations which is formed, as you know,
by the 676, 677, 677, 302 Depots.

Before that, he was a director of S.A. MAGAZZINI GENERALI
of Naples (General Stores) and he was therefore considered entirely
qualified for this charge.

Mr. Bagnasco has justified himself for Maj. Klein's charges
in the report here enclosed.

Apart from that we observe that the Naples Regional Food
Commissioner made, quite recently, some investigations in those
stores and found no noticeable faults in the management.

Anyway we have decided for a shuffle. Mr. Bagnasco will be
substituted and Mr. Benbach and Mr. Scagliarini will be too, as
suggested by the AC.

At present we are about to engage, through our maritime
office of Genoa, new managers quite able to run the Naples Stores.

We suppose that they will be able to get to Naples very soon,
so as to start the new management in a very short time.

While the substitution takes place, Mr. Bagnasco's responsibilities
will be checked so that you will be able to take proper measures.

We remain at your disposal for further explanations.

the Head of the Section
(sgd illegible)

- TRANSLATION -

From : Mr BAGNASCO
To : FEDERCONSORZIO - Food Distribution Section - ROME
Copy to : FEDERCONSORZIO - Interregional Office - NAPLES
SUBJECT: NAPLES STORES SITUATION.

I have received a copy of Maj. Klein's letter, dated July 28, which relates to the a/m subject.
This is in reply to his charges against these Depots' management.

About para 2 - The text of this paragraph conveys the impression that Mr Denbach and Mr Scagliarini, whose merits or shortcomings we do not want to discuss here, were boosted by us from simple clerks, as they were in the former management to the job of directors of the 677 and 696 Depots.

We want you to take notice that this is actually a false impression, as FEDERCONSORZIO did nothing but to engage them in the same task as they had already before, under ^{the} AC management of the Depots.

About para 3 - The Depots' storing place varies according to the outgoings of merchandise and this is not a matter for us to decide, and we would keep in mind, while deciding, future ingoings, but for superior authorities, who decide keeping in mind the country supply needs.

The incoming merchandise are stored where other stuff has just been taken away. Of course it may occur that a new stock must be divided into several ones for want of room large enough to store the whole of it. It may even happen that big lots of goods must be arranged in several depots.

All things considered we do not think however that this is a wrong use of our storage room because our piles are raised as high as the floor can stand. One could, to be true, get extra storage room large enough to store in the same place all goods of the same kind, but we could get this only through a ceaseless work of re-piling and replacing nature. But then to this end we should receive regularly and prior to the goods, accurate and timely informations about the incoming stocks' kind and quantity. At present we are very far from getting them. Moreover this system would require very big expenses owing to the numerous shiftings which it entails, but we think that the improvement derived from this system would be too small indeed compared to the large sums required, and it would be just an aesthetic improvement.

On the contrary it is to be preferred in most cases the ~~new~~ ^{one} piles-for-the-same-kind system because through it ~~can~~ ^{one} get

- 2 -

many unloading fronts, so to say, which make easier our loading and unloading operations. Besides that, this system helps, in most cases, avoiding such annoying jammings as we have very often while handling big stock of merchandise. So, all things considered, we deem it by far better to pile up our goods in different depots.

About para 3b - We are always very careful in what concerns watching our merchandise, but of course we cannot help that, while we are out, the workmen's inborn laziness gets an upper hand and thus some piles, though well started, may look a bit disorderly and this applies especially to goods piled up during night time or in great hurry.

However we miss no opportunity to make them right, except when this requires a too heavy re-piling.

The thefts, dealt with in this paragraph, are unfortunately an evergrowing and spreading evil in this place and they are at present our greatest and acutest worry.

We have therefore devised and applied all means to fight this big nuisance, which is the worst hindrance to our management.

We have equipped all depot doors with locks and sealed up all windows and other openings, through which one could appropriate the merchandise.

We have increased and strengthened our body of watchmen, who are carefully ~~chosen~~^{chosen}. The newly engaged are all ex-policemen or ex-Carabinieri. We have promoted them to the rank of armed guards under oath. We have asked for and been granted the permission to maintain a Finance Guards sentry post for every depot's entrance.

We have increased the administrative control on all movements. We apply the most heavy sanctions and penalties.

In spite of all that, we are far from being sure to have put an end to the pilfering plague, so widespread and deep in this place.

We operate now and then cubic and by-sight inventories and checks, especially when we suspect big losses. But this kind of control is of no use against larceny, because it lacks accuracy, which alone can bring about the discovery of very small thefts. To get at this we should perform re-checking and re-weighing operations of all the goods piled up and this is about impossible in most cases. This is especially true when pile removing is under way or when loading and unloading operations are ~~carried out~~^{carried about}. All cubic or by sight checking is inevitably very inaccurate.

About para 3c - About lard losses caused by cozing.

The summer heat, very strong in this country, melts lard which oozes out through the barrels' fissures.

This occurs in both metal and wooden barrels and in both open air and Depot-stored barrels.

To avoid this, we ~~moisten~~^{moisten} very often our wooden barrels but this is of no use when it applies to smeared wood.

We resort also to barrel refitting and we apply sand and lime to the barrels rings so as to increase their cohesion and firmness but we get small results.

Also to lessen cozing we use to store the barrels on one-row files to place them standing or lying according to their fissures.

- 3 -

About para 3d - The dry milk barrels are generally very brittle and they cannot always stand loading and unloading operations. This is the principal reason why they break so easily.

To repair them we should need skilled workmen and coopers just in the dock area and we hope that the Port Office will be able very soon to find them, but there is a shortage of them at present and we do not expect much.

We have now just half a score coopers, who are employed in three depots and their number is not adequate. But we must observe on the other hand that it would be an anti-economic measure to engage a very large number of them, because they would be idle most of the time, ~~because~~^{as} they are required only during unloading operations.

Anyway all disjoined powdered milk barrels are at present being refitted and repiled.

About para 3e - All we have said about paragraph 3d applies too as regards stock fish barrels.

We want only to bring to your attention that the stock fish which is stored up at present without containers in one of our depots, is the same we received loose from the ship. The storing place we chose for it is the coolest we could find.

We should get enough sacks, so as to be able to deliver it at the right moment. In the meantime the medical authority has admitted that that is the best way to store the fish, as it gives the best airing.

About para 3f - Our flour storing is really faulty, but we are not to blame for it.

When the new management started, the piling system was faulty, but what was wrong with the heaps was that they were baseless, namely without any support to separate them from the ground. We noticed that at once and brought the fact to the attention of both the outgoing manager and of the Ministry.

We foresaw too that the lower sacks would probably rot with an ensuing loss of 12,000 sacks. This was later confirmed by facts.

We tried to buy in this market pine and fir wood, which was necessary to manufacture the supports for the sack piles, if we were to avoid any recurring of the deterioration. At that time we estimated that this purchase would require at least three millions of liras.

Our attempts were of no avail and then FEDECONSORZI addressed itself to the Allied Commission to get enough pine and fir wood from the Sila region. But with little success, we suppose. Only lately the Casoria Depots have received some wood on AC instructions.

To conclude, if we ~~will~~^{can} get sufficient wood, ^{then} we will be able to avoid any recurring of the above mentioned damage.

One thing is sure and this is that flour decay was not our fault. The supportless system chosen by AC is to blame.

5467

- 4 -

More than 180,000 quintals of flour had been piled like that when our management got under way and we have kept on trying to make the faulty piling straight.

The flour incrustation, spoken of in the Major's report, was produced for the same reasons. To be true the squads ought to sack any flour leakage and sweep the remains, but they cannot always do it, especially when there are many trucks on the spot. It may be too that, the very day of Major Klein's visit, they had shirked their duty. In this case we should blame their laziness.

Another prejudicial setback about flour storing is just the depots' unfitness for the job. We cannot absolutely do anything about it, as long as we will be obliged to store the stuff in emergency depots. Those buildings have been bombed and you must keep in mind that they were all built for quite a different use.

There is another evil to bring to your attention.

This is the flour sacks stealing by our unreliable laborers after emptying them on the piles. We must admit that we have not been able, so far, to stamp this evil out. We have increased our careful watch on them, but this is of small use. We must say though that the sack thefts were much more frequent under the AC management.

About para 2g - We proceed very often and whenever possible to the overturning of the powder milk piles. We did it again and again for all Depots 676, 682 piles. We started it also for the 696 piles, but we were obliged later to give it up, because of that Depot's present jamming. Now we have started it again. We must observe though that even a few days after the overturning has been completed, the milk cans may burst inside the piles. This is due evidently to gas generation and is observed only in overturned piles.

About para 2h - We do always our utmost to speed up the loading and unloading operations.

We can prove it through statistics numeration. We have handled in our management as many as 2,000 tons in a single day. Never before was that number attained, as we gather from the old staff of these depots.

The trucks can be unloaded and sent back in short time only when their movement is regulated in a sensible way. On the contrary there will always be jamming and long stays, whenever they send them here by fits and starts, so to say, or by convoys. In such case it is just impossible to unload them all at the same time. Neither can we comply with the local Port Allied Officers' orders, who want them discharged at once and wherever there is room enough to place the merchandise, because after that there would be no more room for the incoming trucks.

About para 3i - The small maintenance of our Depots is up to us and we do it whenever it is required.

- 5 -

The GENIO CIVILE (Civil Engineers) are charged with the general maintenance of our depots, but they must be asked ~~for~~ to do it by Allied Commission Public Works Office.

By the way, while speaking of this maintenance matter, we have been told that the report's charges relating to it were originated by a few ditches which were dug in the west side of 676 Depot. If this is true, we want you to take notice that those ditches were purposedly dug just there in front of the large canal. This was intended as an outlet for rains, but when we began our management it was quite occluded and this caused swashes and floods and eddies. At present ~~has~~ been laid open, at least we hope, but the ditches are still there, so that we may test if the drainage system will work in rain time.

About para 4 - The reference to the letter dated July 7 ref. 53/1/3 Food is quite wrong and it is a misstatement too.

Absolutely none of the rotten goods listed in the above mentioned letter became deteriorated during our management. They went that way during the former AC period. Some of them and the sweepings were transferred to us from other depots, as we can prove in the Receiving Reports here enclosed.

It is clearly unfair that to prove their charges to our management, they should single out those rotten or sweeping stocks, for in this case the fault lies with the AC management or other depots.

About para 5 - To our disparagement we were compared to the Darsona Depots in Genoa harbour.

We do not want to belittle their management, but we must say that if it is true what they told us, then their results are no criterion to judge ours. The Genoa managers have at their disposal large portual stores, which were built just to that purpose. Moreover they were all empty when their management went under way. Quite different were our conditions at the beginning. Our stores were choked full and disorderly at that. Our depots were not built for storing purposes. They are just emergency and bombed buildings.

When you can dispose of empty and large buildings then of course you regulate everything according to a well planned storing system. May be this too will not last long because of future jamnings in incoming operations, but anyway you will be ^{able} at the beginning at least, to get good results and to have an elegant-looking depot.

Quite different was the situation when our management went under way. Our depots were completely full and there was no rational plan. All storing planning had been given up under the strain of ceaseless merchandise incoming, which had been lasting, night and day, for years.

Worse than that, when we started to run the depots we were obliged to use makeshift and bombed buildings, quite unfit to our purposes.

- 6 -

We were compelled therefore to give up any idea of well planned system, because all re-piling and replacing was economically ruinous and practically impossible, ^{and this was much more} if you keep in mind the overwhelming needs of everyday routine work.

(sgnd BAGNASCO)

Spett./
FEDERAZIONE IT. CONSORZI AGRARI
Servizio Distribuzione Alimentari

n. 1164

R O M A
Via XXIV Maggio 43

11 12 agosto 1945

e.p.c. FEDERCONSORZI-Ufficio Interregionale
di

N a p o l i

SITUAZIONE DEI DEPOSITI DI NAPOLI

Mi è pervenuta copia della lettera 28 luglio u.s. W/E/1343/Tn 6 a Voi diretta dal Maj. R.H. Klein della Transp. S/C P.W. Div. all'oggetto emarginato.

In replica alle critiche mosse in tale lettera alla gestione di questi Depositi osservo:

Sul comma 2 - Il contesto di questo paragrafo dà l'impressione che i Sigg. Denbach e Scagliarini, dei quali non vogliamo discutere i meriti o i demeriti, da semplici impiegati quali sembrerebbe fossero presso la precedente gestione, sieno stati da noi passati al ruolo di dirigenti del Dep. 677 e 696.

Teniamo a far osservare, per la esattezza, che tale impressione non risponde al vero, giacchè la Federazione non ha fatto che conservare i predetti signori nello identico ruolo di dirigenti dagli stessi coperto durante il periodo di gestione dei Depositi per conto dell'A.C.

Sul comma 3a - La disponibilità di spazio nei Depositi è fondamentalmente regolata dagli esiti della merce, i quali, sia come titoli di merce sia come quantitativi, non sono stabiliti da noi a seconda della convenienza dei magazzini in relazione alle future ricezioni, ma vengono disposti dalle Autorità Superiori a seconda della esigenze dell'approvvigionamento.

Le merci di nuovo arrivo vengono immagazzinate là dove, in seguito agli esiti effettuati, si è formato spazio disponibile. Perciò capita sovente che la stessa partita debba essere divisa in due o più lotti, non disponendosi di una singola cubatura abbastanza grande per contenerla tutta. Per le grandi partite capita anche che non si trovi loro posto in un solo Deposito ma che debbano essere ripartite fra più Depositi.

Non ci sembra peraltro che questo pregiudichi la economia dei magazzini in modo apprezzabile, del momento che le estaste, piccole o grandi, sono sempre portate, one non difetti la merce, alla massima altezza consentita dalla resistenza dei solai.

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Non ci sembra peraltro che questo pregiudichi la economia dei magazzini in modo apprezzabile, del momento che le cataste, piccole o grandi, sono sempre portate, ove non difetti la merce, alla massima altezza consentita dalla resistenza dei solai.

Ben vero si potrebbe, con continuo lavoro di repilaggio e spostamento di cataste, predisporre spazi sufficienti per immettere in unica catasta le partite uniformi. - Ma a tal uopo occorrerebbe innanzi tutto che ci venissero comunicati con esattezza e sufficiente anticipo genere, tipo e quantità delle merci da ricevere, cosa che oggi è ben lungi dal verificarsi, e, in secondo luogo, ciò importerebbe spese veramente ingenti di maneggi inter-
/...

nà che non sembrano davvero proporzionate al vantaggio ottenibile, di carattere estetico più che pratico.-

Per contro dal punto di vista pratico è molto spesso preferibile alla unicità la molteplicità di cataste anche per partite uniformi, onde avere maggior numero di fronti di carico e scarico, così come, allo scopo di evitare danni congestionali nell'entrata e/o nell'uscita, è di gran lunga preferibile che le grandi partite siano suddivise fra vari Depositi anziché concentrate in uno solo.-

Sul comma 3b - Noi poniamo la nostra maggior cura nel sorvegliare la scaturatura delle merci.- Non escludiamo con questo che in nostra assenza la negligenza, che è un po' imata in questi giornalieri, prenda la prevalenza e talora cataste, anche se bene impostate, possono presentare qua e là, specialmente negli appilaggi fatti di notte tempo o in momenti di gran ressa, una imperfetta disposizione di colli.- Per altro non trascuriamo occasione per far correggere queste manchevolezze, sempre quando, in conseguenza della sovrapposizione di altri strati, ciò non implichi un rimaneggio troppo ingente e quindi un dispendio troppo grave.-

I furti cui si accenna in questo paragrafo sono pur troppo la piaga endemica di questo ambiente e la nostra costante e più viva preoccupazione.-

Noi abbiamo studiato e messo in opera tutti i mezzi per combattere questo gravissimo inconveniente che costituisce il maggiore pericolo per la nostra gestione.- Abbiamo munito di chiavi tutte le porte dei magazzini, tamponato le finestre ed ogni altra apertura che potesse facilitare la esportazione di merce, aumentato e rinvigorito il corpo dei sorveglianti, scegliendo i nuovi assunti fra coloro che potevano dare maggiore affidamento e cioè fra ex appartenenti a corpi di polizia, in ispecie all'arma dei Carabinieri e promuovendo il passaggio di tutti i sorveglianti al rango di guardie giurate armate onde renderne più efficace la vigilanza; abbiamo chiamato, ed ottenuto la istituzione di un posto di guardia degli agenti di Finanza all'ingresso di ogni Deposito, ed il controllo da parte di costoro di tutte le entrate ed uscite di merci; abbiamo aumentato ed intensificato i controlli amministrativi su tutti i movimenti di merci; abbiamo cercato di rendere quanto più rigorosa possibile la applicazione delle sanzioni contro i colpevoli; - ma con questo non ci illudiamo davvero di essere riusciti a reprimere completamente i furti in un ambiente come questo, affetto sino al midollo.-

L'inventario a vista o a cubatura delle cataste viene da noi saltuarmente praticato, sempre quando vi sieno dubbi di sensibili differenze.- Ma questo tipo di inventario non giova per la scoperta e la repressione del piccolo furto, ancorché ripetuto, essendo la sua incidenza sulla consistenza delle cataste assorbita dal margine di approssimazione inerente a tal genere di controllo sommario.- A scoprire il piccolo furto occorrerebbe una vera e propria riconta e ripesa di tutti i colli componenti le cataste, cosa il più delle volte praticamente impossibile.-

La cosa è ancora in movimento e

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questo gravissimo inconveniente che costituisce il maggiore pericolo per
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Carabinieri e promuovendo il passaggio di tutti i sorveglianti al rango di
guardie giurate armate onde renderne più efficace la vigilanza; abbiamo chie-
sto, ed ottenuto la istituzione di un posto di guardia degli agenti di Finan-
za all'ingresso di ogni Deposito, ed il controllo da parte di costoro di tut-
te le entrate ed uscite di merci; abbiamo aumentato ed intensificato i con-
trolli amministrativi su tutti i movimenti di merci; abbiamo cercato di ren-
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propria riconta o ripesa di tutti i colli componenti le cataste, cosa il più
delle volte praticamente impossibile.

Ciò è vero a maggior ragione quando le cataste sono in movimento e
cioè in via di formazione o di dissolvimento (e sono quelli i momenti più
critici per la resa delle partite), perchè in tali periodi le cataste pre-
sentano inevitabilmente delle irregolarità di forma e degli squarci che au-
mentano di parecchio il margine di approssimazione del calcolo a vista o a
cubatura.

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Sul comma 2c - Le perdite di sugna (lard) per collaggio sono dovute essenzialmente a ragioni climatiche. - Il calore estivo delle nostre regioni liquefa la sugna in quale, allo stato liquido, fuori esce dalle connessioni dei barili, mentre questi si presentavano quasi perfettamente stagni finché la sugna era allo stato di emulsione. - Ciò si verifica tanto nei barili che per ordine dell'A.C. vennero immagazzinati all'aperto quanto, sia pure in minori proporzioni, in quelli immagazzinati al coperto e tanto nei barili lignei quanto in quelli metallici. -

L'espedito della bagnatura periodica dei barili di legno è da noi praticato ma è inefficiente perché le fibre del legno, impregnate di grasso, sono rese impermeabili a l'acqua si vola all'esterno senza alcun beneficio. -

La ribaditura dei cerchioni è fatta dai nostri bottai ogni qual volta i barili debbano essere maneggiati e viene fatta precedere da spalmatura delle superfici con calce e sabbia per aumentare l'attrito. - Però anche la ribaditura ha scarsa efficacia perché la lubrificazione della superficie delle doghe e dei cerchioni in dipendenza del trasudamento di grasso è tale che i cerchioni scivolano dopo ^{breve} tempo nella posizione di partenza. -

I barili di lardo ^o metallici, al momento della loro introduzione in deposito, vennero disposti in semplici filari ovunque era del posto disponibile, perché lo stato di collaggio in cui essi arrivavano non consentiva maneggi di appilamento, che avrebbero moltiplicato la dispersione della merce. -

Infine, nel disporre i barili (a biacchiere o caricati) si scelse la posizione in cui il collaggio si presentava minore. -

Sul comma 3 d - I barili di latte in polvere hanno il difetto di essere estremamente fragili e certamente inadeguati ai rudi maneggi del carico e scarico delle navi. - A questo è dovuta l'alta percentuale di scandionatura che si verifica ad ogni sbarco o imbarco di questa merce. -

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La presenza in banchina di bottai molto svelti e pratici che assistono il bottame appena sbarcato e prima che sia caricato sui camion per l'incoltro ai Depositi sarà indubbiamente utilissima e speriamo che l'Ufficio Porto possa presto trovare la occorrente mano d'opera specializzata che a Napoli è per altro assai scarsa, come la nostra esperienza ci insegna. -

Noi abbiamo complessivamente una decina di bottai, ripartiti fra i tre Depositi. - Nel momento dell'arrivo di grandi partite di bottame questo numero, data la forte percentuale di scandionatura che generalmente si presenta, è certamente inadeguato. - Tuttavia occorre tener presente che la assunzione in ruolo del numero di bottai che sarebbe necessario per riparare in pochi giorni, e ciò in pendenza di discarica, centinaia di barili (supposto che si trovassero in piazza la mano d'opera specializzata) sarebbe una misura decisamente antieconomica, in quanto aggraverebbe l'organico di un numero cospicuo di operai.

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I barili di lardo metallici, al momento della loro introduzione in deposito, vennero disposti in semplici file ovunque vi era del posto disponibile, perchè lo stato di collaggio in cui essi arrivavano non consentiva maneggi di appilamento, che avrebbero moltiplicato la dispersione della merce.

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Comunque tutta la massa di barili acondizionati di latte in polvere viene riconfezionata e rimessa in catasta.

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Sul comma 3e - Relativamente ai barili di baccalà non c'è che ripetere quanto dianzi detto circa i barili di latte in polvere.

Notiamo solo che il baccalà che si trova appilato senza recipiente in uno dei nostri Depositi è quello pervenuto sfuso da bordo. - Esso è accuratamente accatastato nel punto più fresco del magazzino. - Al momento della consegna dovranno essere forniti al Deposito i sacchi per confezionare questo baccalà in balle. - Nell'attesa l'appilaggio allo stato sfuso è stato annullato che dal Sanitario Provinciale riconosciuto preferibile a quello imballato in quanto permette una più intensa e diffusa circolazione d'aria.

Sul comma 3f - Lo stivaggio della farina nei nostri Depositi è veramente efficiente, ma non per colpa nostra. - I Depositi presentavano, all'epoca del passaggio di gestione, catasti veramente imprecisabili come appilaggio, le quali avevano per altro il fondamentale difetto di essere poggiate direttamente a terra senza interposto pagliolo. - Tale incongruenza venne da noi subito rimediata e diede luogo sia in confronto con la gestione cedente sia in confronto con il Ministero ad una nostra riserva, prevedendo noi l'avaria o la parziale avaria di circa 12.000 sacchi di farina costituenti il piano di posa di tutte le cataste, previsione che è stata in gran parte confermata dai fatti.

Perché il grave inconveniente non avesse a ripetersi, questa gestione cercò sulla piazza il legname di pino o di abete necessario per appilare i paglioli, almeno per la scuderia. - Il preventivo della spesa, per il solo acquisto del materiale, superava ai prezzi d'allora i tre milioni di lire. - Riuscite vane le ricerche su piazza, la Federconsorzi si rivolse alla Commissione Alleata perché venisse da essa sbloccato ed assegnato allo scopo un congruo quantitativo di pino o abete silano. Ma a tutt'oggi non ci consta che tale proposta abbia trovato accoglienza. - Solo in questi giorni una considerevole quantità di tavolame sta arrivando ai Depositi da Casoria per disposizione dell'A.C. - Se il legname ci giungerà in misura sufficiente, il danno dell'avaria del piano di posa delle cataste sarà in avvenire eliminato.

E' certo comunque che il lamentato danno alla farina per cattivo stivaggio non è dipeso da noi ma dal sistema adottato dall'A.C. dello imponentamento a terra senza pagliolo delle cataste; sistema che noi abbiamo trovato in atto per oltre 180.000 quintali di farina nel momento in cui prendemmo possesso dei Depositi, ed abbiamo in seguito cercato di eliminare.

Allo stesso motivo e cioè alla umidità del terreno è dovuto il formarsi della inestetizzazione di farina avariata a terra che probabilmente costituiva lo strato di 2 o 3 cent. di cui è cenno nei rilievi. - In vero le squadre hanno l'ordine, oltreché di procedere al graduale insaccamento dello spendimento di catasta mano mano che esso si presenta, di provvedere anche alla raschiatura e scopatura del pavimento e alla raccolta della farina

che dal Sanitario Provinciale riconosciuto preferibile a quello imballato in quanto permette una più intensa e diffusa circolazione d'aria.

Sul comma 3° - Lo stivaggio della farina nei nostri depositi è veramente efficiente, ma non per colpa nostra. - I Depositi presentavano, all'epoca del passaggio di gestione, cataste veramente impeccabili come appileggio, le quali avevano per altro il fondamentale difetto di essere poggiate direttamente a terra senza interposto pagliolo. - Tale incongruenza venne da noi subito rilevata e diede luogo sia in confronto con la gestione cedente sia in confronto con il Ministero ad una nostra riserva, prevedendo noi l'avaria o la parziale avaria di circa 12.000 sacchi di farina costituenti il piano di posa di tutte le cataste, previsione che è stata in gran parte confermata dai fatti.

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E' certo comunque che il lamentato danno alla farina per cattivo stivaggio non è dipeso da noi ma dal sistema adottato dall'A.C. dello imballamento a terra senza pagliolo delle cataste; sistema che noi abbiamo trovato in atto per oltre 180.000 quintali di farina nel momento in cui prendemmo possesso dei Depositi, ed abbiamo in seguito cercato di eliminare.

Allo stesso motivo e cioè alla umidità del terreno è dovuto il formarsi della incrostazione di farina avariata a terra che probabilmente costituiva lo strato di 2 o 3 cent. di cui è cenno nei rilievi. - In vero le squadre hanno l'ordine, oltresché di procedere al graduale insaccamento dello spandimento di catasta mano mano che esso si presenta, di provvedere alla raschiatura e scopatura del pavimento e alla raccolta della farina di risulta, man mano che il vuoto di catasta avanza; ma non è da escludersi che o per inconsuete affluenze di mezzi o per deplorevole negligenza del personale questo ordine fosse stato momentaneamente trascurato nel momento della visita del Mag. Klein.

Un altro grave inconveniente che si presenta nello immagazzinamento della farina è quello della inadeguatezza dei locali. - E' anche questo un inconveniente assolutamente indipendente da noi e che non potrà evitarsi che a quando si sarà costretti a far uso di magazzini di fortuna, installati in edifici semi-sinistrati costruiti per tutt'altro uso.

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La sottrazione di sacchi di farina previo svuotamento in catasta del loro contenuto è un pessimo vizio del malfico personale di cui pur troppo si dispone, vizio che ancora non siamo riusciti a reprimere totalmente, nonostante la intensificata vigilanza da noi disposta. - Osserviamo peraltro che nell'intento delle vecchie cataste da noi ricevute in eredità della gestione A.C. i nidi di farina sfusa per asportazione dei sacchi si sono presentati ben più frequenti e numerosi che nelle cataste della nuova gestione. -

Sul comma 3g - Il rivolgimento delle cataste di latte evaporato è da noi praticato semprechè possibile. - Le cataste dei due Depositi 676 e 682 sono state tutte ripetutamente rivoltate. - Il rivolgimento delle cataste del 636, da tempo iniziato, è stato ostacolato dal periodo di intensa congestione attraversato da quel Deposito, ora è stato ripreso ed è attualmente in corso. -

Osserviamo peraltro che, trascorso qualche giorno dopo ogni rivolgimento, si verifica qua e là nell'interno della catasta la esplosione di qualche barattolo, evidentemente per sviluppo di gas, la quale produce la lesione della sottile lamiera costituente l'involucro col conseguente spandimento del contenuto del barattolo, ciò che non abbiamo mai constatato nelle cataste in riposo.

Sul comma 3h - Noi facciamo il possibile per sollecitare il carico e scarico dei mezzi. - Ciò è dimostrato dai dati statistici che segnano punte di movimento sino ad oltre 2.000 Tenn. giornaliere, cifra che il vecchio personale dei Depositi ci dice mai raggiunta durante la gestione precedente. -

Quando l'inoltro dei mezzi ai Depositi viene regolato con un po' di criterio, il loro distirgo avviene abbastanza rapidamente e quasi senza sosta. - Ma le soste si rendono inevitabili se i camion vengono inoltrati ai Depositi a convogli o a folata. - Impossibile in tal caso far fronte alla scarica contemporanea di un numero indefinito di camion perchè le fronti di scarico sono necessariamente limitate. - Né possiamo seguire le pretese dei locali Ufficiali Allenti del Porto che vorrebbero la massa a terra immediata e ovunque vi sia posto, del carico dei camion, pur di liberare i mezzi, giacchè così facendo si creerebbe dopo breve tempo una confusione ed un ingombro tali da rendere impossibile ogni ulteriore manovra dei veicoli. -

Sul comma 3i - La manutenzione minima dei Depositi è da noi curata ovunque se ne presenti il bisogno. - La grande manutenzione è invece di competenza del Genio Civile e deve essere di volta in volta richiesta dall'Ufficio Lavori Pubblici dell'A.C. -

A questo proposito veniamo informati che l'appunto contenuto in questo paragrafo sarebbe stato motivato dalla esistenza di talune fosse scavate da un lato del piazzale occidentale del Deposito 676. - Se così è precisiamo che queste fosse vennero appositamente praticate in corrispondenza del grande canale collettore delle acque piovane che noi, nell'assumere la gestione, abbiamo trovato completamente ostruito, ciò che, in occasione delle piogge, per quanto scarse, avutesi dal marzo ad oggi, ha dato luogo a rigurgiti e inondazione dei piazzali. - Attualmente il collettore è stato, si spera, completamente liberato, ma le fosse non sono state ricolmate in attesa che venga prossima pigliata l'occasione di verificare il risultato dello spurgo effettuato. -

tutta ripetutamente rivolta. Il rivolgimento delle catoste del 636, da tempo iniziato, è stato ostacolato dal periodo di intensa congestione attraversata da quel Deposito, ora è stato ripreso ed è attualmente in corso.

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Sul comma 4 - Il riferimento alla lettera 7 luglio 1945 Ref. 53/I/3 Food è assolutamente erroneo e fuori di proposito.

Absolutamente nessuno dei generi avariati o raccogliatici elencati nella lettera ora citata ha subito l'avaria o lo spandimento dei nostri Depositi. Si tratta invece, senza alcuna eccezione, o di generi a noi trasmessi

./...

avariati dalla precedente gestione A.C. o pervenuti a noi di già avariati o altro stato di scopatura da altri depositi o dal porto, come è dimostrato dai relativi Receiving reports di cui compieghiamo a parte l'elenco."

E' evidentemente ingiunto che, a dimostrazione della fondatezza delle critiche mosse alla nostra tenuta dei magazzini e a conferma delle conseguenze che si dice derivino da tale tenuta, si citino queste partite avariate o raccogliute, il cui deterioramento vicoverna, o si è determinato durante la gestione A.C. o si è verificato altrove e non nei nostri Depositi."

Sul comma 5 - E' stato fatto a nostro danno il confronto con i magazzini della Larsena nel porto di Genova."

Senza voler menomare il merito dei nostri colleghi genovesi, ci si permetta di osservare che se è vero quello che ci è stato riferito e cioè che l'esercizio della Larsena genovese si svolge nei grandi magazzini portuali e ciò destinato ed è stato intrapreso partendo dalla condizione di vuoto, i risultati conseguiti a Genova, almeno in questi primi tempi, non possono equamente essere a criterio per giudicare l'operato della gestione di altri depositi, intrapresa in ben diverse condizioni e cioè non a magazzini vuoti ma a magazzini congestionati e caotici e non in edifici preordinati per l'immagazzinamento delle merci ma in magazzini di fortuna adattati alla meglio nei locali superstiti di stabilimenti industriali sinistrati."

Chi intraprende la tenuta di un deposito partendola vuota e in edifici idonei è naturale che possa proporsi un piano razionale di immagazzinamento, il quale avrà magari durata effimera perchè verrà in prosieguo di tempo scompigliato dal continuo flusso e deflusso delle merci e dalle complesse esigenze di questo movimento, che ben raramente coincidono con quelle della buona economia del deposito, ma almeno in un primo tempo costituirà una buona base di sviluppo e servirà a conferire ai magazzini l'aspetto elegante di un razionale ordinamento."

Ma la situazione è ben diversa per chi succede nella tenuta di magazzini di già zeppi di merce, in cui la razionalità di un iniziale ordinamento, se pur vi è stata, è stata gradatamente obliterata dal fluire e defluire di merci che dura ininterrottamente, notte e giorno, da più anni. - Peggio poi se, come nel caso nostro, i magazzini sono adattati in locali di fortuna parzialmente sinistrati, creati per rispondere a tutt'altri scopi e quindi inadatti a quello specifico cui sono provvisoriamente destinati. - Chi succede trova in questo caso una situazione preconstituita alla quale è costretto ad uniformare ogni sviluppo successivo, a meno di non provvedere ad ingenti rimprovements e spostamento di masse economicamente rovinosi e praticamente impossibili nelle assillanti esigenze dell'ordinario lavoro quotidiano."

P.to. BACCHANO

P.C.C.

1079
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F.to. BACHIASCO

h.c.c.
ghe

DOCUMENTI DI INTRODUZIONE DEI DEPOSITI EX A.C. DI NAPOLI
DELLE AVARIE E RACCOLTURE ELENCALE NELLA LETT/ 7/7/1945 DELLA FOOD S/C.
AL MINISTERO DELL'ALIMENTAZIONE

	Kg. 2114	dalla gest. A.C. Inv. 28 feb.	93 2021 2114
Sweeping dried veg.	2114		294
Sweeping coffee	35	RR. 0415	35
Spoiled flour	412	Receiving Report n° 0425	13
Sweeping Sugar	"	" " " 0426	92
"	"	" " " 0430	3
"	"	" " " 0475	205
"	"	" " " 0484	16
"	"	" " " 0534	78
	412		412
Spoiled milk pow.	816	Receiving Report n° 0507	816
Spoiled lard	4	" " " 0204	4
Spoiled milk evap.	216	" " " 0507	177
"	"	" " " 0520	20
"	"	" " " 0532	19
	216		216
Spoiled eggs dry	3435	Receiving Report n° 0137	372
"	"	" " " 0292	25
"	"	" " " 0416	25
"	"	" " " 0161	3013 (1
	3435		3435
Spoiled mackerel	244	Receiving Report n° 0239	21
"	"	" " " 0303	61
"	"	" " " 0357	41
"	"	" " " 0419	20
"	"	" " " 0326	20
"	"	" " " 0352	61

(1) entrata di Kg. 13810

Spoiled sugar	Kg.	273 Receiving Report n°	0301	91
"	"	"	0143	182
				<u>273</u>
Spoiled pilchards	2211	Receiving Report n°	0442	41
"	"	"	0450	69
"	"	"	0458	61
"	"	"	0459	43
"	"	"	0520	530
"	"	"	0532	41
"	"	"	0574	1825
"	"	"	0356	38
"	"	"	0374	61
"	"	"	0412	21
"	"	"	0419	20
"	"	"	0427	20(en/te Kg. 163)
"	"	"	0435	(us/te 143)
				<u>2211</u>
Spoiled meat	755	Receiving Report n°	0486	608
"	"	"	0485	82 (del 14 GR490)
"	"	"	0508	65
				<u>755</u>
Sweeping flour	1730	Receiving Report n°	0440	1675
"	"	"	0447	105
				<u>1730</u>

5456

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI

AB/amb *Gestione Alimenti Importazione*

MINISTERO ALIMENTAZIONE

ROMA

Per telegrammi:
FEDERALIMENTARI - ROMA

TELEFONI: 43751 - 44190 - 43015

S.P.S.

MINISTERO DEL TESORO = ROMA =

SOTTO COMMISSIONE DEI TRASPORTI
DELL'AC = ROMA =

SOTTO COMMISSIONE DELL'ALIMENTAZIONE
DELL'AC = ROMA =

ROMA 30 agosto 1945

VIA XXIV MAGGIO, 43 - CANTIERE FONTANA N. 1217

SITUAZIONE DEPOSITI DI NAPOLI -

Si risponde al telegramma a mano A/XIII/2419 dell'8 corr. nonché alla nota W/2/13/45 T.M. 6 del 28/7/ c.a. della Sotto Commissione dei Trasporti dell'A.C. - Divisione Porti e Magazzini.-

Non appena ricevuta la su richiamata comunicazione della A.C., il Mag. Mizzi - Procuratore Generale di questa Federazione - ed il Dr. Troini - Capo del Servizio Distribuzione Alimenti - hanno effettuato immediatamente un sopralluogo presso i magazzini di Napoli per rendersi personalmente conto della situazione.-

Pur rilevando qualche manchevolezza, essi hanno potuto constatare che la situazione dei magazzini non era così disastrosa come enunciata nella relazione del Magg. Klein e hanno pertanto richiesto dettagliati chiarimenti al Sig. Bagnasco.-

A questo proposito è opportuno precisare che il Sig. Bagnasco venne assunto dalla scrivente quale Direttore dell'intera organizzazione dei magazzini di Napoli che, come noto, è costituita dai Depositi 376, 677, 682, 696.-

Il Sig. Bagnasco è stato in passato Direttore della S/A Magazzini Generali di Napoli e per le sue referenze era da ritenersi più che adatto per il compito affidatogli.-

Egli si è giustificato per riguardo agli appunti mossi dal Magg. Klein come dalla relazione che si unisce in copia alla presente.-

Indipendentemente da ciò, la scrivente osserva che anche recentemente il Commissario Regionale dell'Alimentazione di Napoli effettuò delle ispezioni presso i predetti magazzini e non ebbe motivo di muovere appunti di una certa importanza per riguardo alla conduzione dei magazzini in parola.-

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
ROMA

Segue lettera in data

30/8/43

(foglio N. 2)

A 1 MINISTERO DELL'ALIMENTAZIONE - ROMA -

Comunque la scrivente ha deciso la sostituzione del Sig. Bagnasco e sta trattando l'assunzione a Genova, per il tramite del proprio Ufficio Marittimo in quella città, di tre persone particolarmente capaci e adatte per la conduzione dei magazzini di Napoli in modo di poter operare la eventuale sostituzione anche dei Sigg. Benbanch e Scagliarini, come suggerito dalla Commissione Allcata.-

Il trasferimento dei predetti funzionari a Napoli si ritiene possa avvenire entro brevissimo termine in modo di poter provvedere al più presto al passaggio delle consegne.-

In occasione di tale passaggio di consegna, potranno accertarsi eventuali responsabilità da parte del Sig. Bagnasco e, se del caso, deliberare quei provvedimenti che codesto Ministero intende vengano adottati.-

Si resta a disposizione per ogni eventuale ulteriore chiarimento.-

Il Capo del Servizio



Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 — SEDE CENTRALE ROMA — REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI

AB/amb *Gestione Alimentari Importazione*

MINISTERO ALIMENTAZIONE

ROMA

Per telegrammi:
FEDERALIMENTARI - ROMA

TELEFONI: 43751 - 43752 - 43753

G.P.C.

MINISTERO DEL TESORO = ROMA =

SOTTO COMMISSIONE DEI TRASPORTI
DELL'AC = ROMA =

SOTTO COMMISSIONE DELL'ALIMENTAZIONE
DELL'AC = ROMA =

ROMA 30 agosto 1945

VIA XXIV MAGGIO, 42 - Casella Postale N. 1317

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Egli si è giustificato per riguardo agli appunti mossi dal Magg. Klein come della relazione che si unisce alla presente.-

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./..

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
ROMA

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Si resta a disposizione per ogni eventuale ulteriore chiarimento.-

Il Capo del Servizio



2
INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 2364
Date/Time of Origin: SEP 1919100

Message Centre No: F/8353
Date Time Rec'd: SEP 201500
Precedence: ROUTINE

FROM: NAPOLI
TO : COMMISSIONE ALLEATA FOR TPTN SC ROME

UNCLASSIFIED.

At whses 676/696 NAPLES 19 September 45 bid for 30 wagons
received 0 up 1700 hours. FIDERCONSORZI.

DIST

ACTION TW SC 2
INFO ECON SEC 2
FOGD SC 2
FILE

ACTION



INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 2564
Date/Time of Origin: SPE 181840

Message Centre No: F/8258
Date Time Rec'd: SEP 192000
Precedence: ROUTINE

FROM NAPOLI
TO : COMMISSIONE ALLEAT FOR TPTN SC ROMA

UNCLASSIFIED.

At whses 676/695 18 September 45 bid for 30 wagons received
28 our sidings could not hold any more.

FEDERCONSORZI



DIST
ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FOOD SC 2
FILE 2
FLOAT

ACTION

5451

Maj. Klux

2. SEP 180925 A

FEDERCONSORZI NAPLES

BQ ALCOM FOR FOOD SC ROMA

F/8107
SEP 181920A
ROUTINE

UNCLASSIFIED

At whises 676/696 NAPLES 17 September 45 bld for 30 wagons
received 29 short 1.

Dist

Action - Food 2
" In SC 2
Info - Chief Commissioner
Econ Sec 2
File 2
Fleet



5450

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

WHS/TF

19 September 1945

Ref. 470790

Ref. W/2/1572/T26

SUBJECT : Spoilage of Milk and Fish

TO : Depot 578 - MARLEX

1. Receipt is acknowledged of the following Warehouse Receiving Reports:

Ship	No.	Date	Commodity	Unit	Weight
MORRILL	0936	Sept. 13	Spoiled Evap. Milk	595 cans	634 lbs.
LORETHAGEN	0937	" "	" "	24 cases	1044 lbs.
MORRILL	0939	" "	" "	38 cases	8511 lbs.
MORRILL	0939	" "	Spoiled Filcherda	28 cases	990 lbs.
MORRILL	0940	" "	" Evap. Milk	4 cases	168 lbs.

2. Further information is requested as to the nature of the spoilage, the date the milk was packed (this information should be stencilled on the cases), and any other pertinent information which may assist in identifying the cause of the spoilage and prevention of further spoilage.

For the Director:

Copy to:

ALONG Port Liaison Officer, Naples
Attention: Capt. T.B. Hanesey
Food Sub-Commission
Director, Transportation Sub-Commission

ROBERT H. KLEIN
Major Med. ADM. S.
Ports & Ware. Div.

SENIOR TRANSPORTATION OFFICER
HEADQUARTERS
ANG NAPLES COMMAVE
AFO 394

14 September, 1945

SUBJECT: Operating Procedure in Italian Port Area

TO: ECU, Naples
Federazione, Naples
Italian Port Commandant, Colonel Sarti

1. You have been notified verbally that effective 17 September at 0700 hrs military transport is to be withdrawn and thereafter it will be necessary to obtain from ENAC transport for port clearance of imported civilian supplies discharged for your account in Italian Port Area.

2. Demand for transport shall be made at least 12 hours in advance of requirements and shall be communicated through Port Operations Officer to a representative of ENAC on duty in the port area or at one of the following offices.

ENAC - Phone Vittoria Puozza 54325 or 50876
UIC - Phone Pisani Guarnicelo 51935 or 53190

ENAC has been advised to give such demands priority over any other requests for transport.

Transport is to be requested for two shifts commencing at 0700 hours and 1900 hours, and shall be dispatched from ENAC to arrive at port at 0630 and 1830 hrs respectively.

Charges for transport shall be borne by receiving agents on basis of dispatch tickets and, inasmuch as all parties concerned represent a branch of the Italian Government, no transport shall be withheld from use for lack of financial arrangements.

3. ENAC will maintain on 24 hour duty a dispatcher both at offices of ENAC and at truck control point opposite Hard 2 in the port area. Upon arrival, all trucks shall report to this truck control point for assignment in the area. Loaded trucks will return to this point for dispatch to depot or backpiles.

4. Personnel of Italian Mercantile Marine will see to it that no vehicle or person enter the port without proper authorization. They will check all vehicles and persons upon departure from port. As military dispatcher is to be withdrawn, they will insure also that vehicles are correctly dispatched and that a copy of dispatch ticket is kept as a permanent record of the port. These records are to be available for inspection at all times. 5443

5. As heretofore, officials of the Italian Mercantile Marine shall be responsible for discharge operations, that no persons are permitted on board ship unless on official business, that tickets of the ship are constantly guarded while supplies are being discharged, that armed guards are made available for escorting trucks from ship-side and that all other measures necessary for the security of the area, including fire prevention, are taken.

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ENAC has been advised to give such demands priority over any other requests for transport.

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Military Police of the U. S. Army will continue to be maintained at the Gate for so long as there is need of military personnel in the area.

For the Commissioner:

T. E. RAMSEY
 Captain, Spec-Res
 Port Liaison Officer

DISTR.

5 Transp S/C HQ AC ✓
 2 AFHQ 3rd Mov & Tr
 1 8th Port Commandant
 1 Mov Naples
 1 WSA Naples
 1 MWI Naples
 1 STO, AMG Naples
 1 Adjutant
 1 PIO

SENIOR TRANSPORTATION OFFICER
HEADQUARTERS
AMG-NAPLES COMLINE
APO 394

14 Settembre, 1945

OGGETTO: Procedura operativa nel Porto Italiano

A : IOE

Fedurazione, Napoli

Comandante Italiano del Porto, Col. Sarti

1. Vi e' stato verbalmente comunicato che a partire dal 17 settembre alle ore 0700 cesseranno i trasporti militari e pertanto sara' necessario ottenere dall'EMAC i trasporti per le operazioni portuali dello nero, civili scaricate per vostro conto nell'area italiana.

2. Le richieste di trasporto saranno fatte al massimo 12 ore prima dell'impiego e saranno comunicate tramite l'ufficiale alle operazioni del porto al rappresentante dell'EMAC in servizio al porto o ad uno dei seguenti uffici:

EMAC - Tol. Vittoria Pecora 54325 o 50876
UIC - " Pisani Guarriello 51935 " 53190

L'EMAC o' stata avvertita di dare a queste richieste la precedenza su qualsiasi altra richiesta di trasporto.

Il trasporto sara' richiesto per i due turni iniziati alle ore 0700 ed alle ore 1900, e saranno destinati dall'EMAC in modo che arrivino al Porto alle 0630 o 1830 rispettivamente.

Le spese per i trasporti saranno a carico degli agenti ricevuti sulla base dei buoni del dispaicio o ad ogni modo poiche' tutte le parti interessate rappresentano una branca del Governo Italiano, nessun trasporto dovra' essere ritardato per deficienza di accordi finanziari.

3. L'EMAC manterra' per tutte le 24 ore un servizio distribuzione sia all'ufficio dell'EMAC che al punto di controllo camion di fronte all'Hard 2 nell'area del porto. Al momento dell'arrivo in porto tutti i camion per l'area dovranno a questo posto di controllo automezzi per la destinazione nell'area. I camion carichi ritorneranno a detto posto per la successiva destinazione a deposito o a banchina.

4. Il personale della Marina Mercantile Italiana vigilara' che nessun automezzo o persona entri in porto senza la prescritta autorizzazione. Essi controlleranno tutti i veicoli e le persone all'uscita del Porto. Poiche' il dispaicista militare o' stato abolito essi cureranno inoltre che tutti i veicoli siano correttamente dispaiciati o che una copia del biglietto di dispaicio sia ritirata per l'archivio permanente del porto. Questi buoni devono essere disponibili per ispezione in qualsiasi momento.

5. Poiche' inoltre gli ufficiali della marina mercantile Italiana saranno responsabili delle operazioni di discaica tutto le misure saranno prese ad evitare che nessuno salga a bordo dei vapori se non per ragioni ufficiali, che lo stive del vapore siano costantemente guardate durante la discaica dello nero, che guardie armate siano disponibili a fianco vapori per la scorta dei camion e che guardie armate siano necessarie per la sicurezza della zona incluso

alle ore 0700 cesseranno i trasporti militari e pertanto sarà necessario ottenere dall'EMAC i trasporti per le operazioni portuali dello merci civili scaricate per vostro conto nell'area italiana.

2. Le richieste di trasporto saranno fatte al massimo 12 ore prima dell'impiego e saranno comunicate tramite l'ufficiale alle operazioni del porto al rappresentante dell'EMAC in servizio al porto o ad uno dei seguenti uffici:

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UNC - " Pisani Guarriello 51935 " 53190

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Il trasporto sarà richiesto per i due turni inizianti alle ore 0700 ed alle ore 1900, e saranno destinati dall'EMAC in modo che arrivino al Porto alle 0630 e 1830 rispettivamente.

Le spese per i trasporti saranno a carico degli agenti ricevuti sulla base dei buoni del dispaicio e ad ogni modo poiché tutto le parti interessate rappresentano una branca del Governo Italiano, nessun trasporto dovrà essere ritardato per deficienza di accordi finanziari.

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5. Poiché inoltre gli ufficiali della marina mercantile Italiana saranno responsabili delle operazioni di discarica tutte le misure saranno prese ad evitare che nessuno salga a bordo dei vapori se non per ragioni ufficiali, che le stive del vapore siano costantemente guardate durante la discarica dello merci, che guardie armate siano disponibili a fiancovapori per la scorta dei camion o che siano prese tutte le misure necessarie per la sicurezza della zona incluso le prevenzioni per incendio.

La Polizia Militare dell'Armata degli Stati Uniti continuerà a manovrare nella zona per quanto sarà necessario il personale militare.

Per il Commissario:

E. E. RAMSEY
Capt. Spec-Res
Port Liaison Officer.

2
INTER OFFICE MEMO

RJC/sl

17 Sept. 45

Tel: 466

Ref: 51-2/3 /FOOD

SUBJECT: Shortage of rail cars at Naples Warehouses

FROM : Food Sub-Commission

TO : Hq. AC Transportation &/C, Attn: Mr. *Wheeler*
Hq. AC Transportation &/C, Attn: Maj. Constable

1. Enclosed is copy of report submitted by Major Curran on his trip to Naples.

2. It is wished to emphasize the following points made in the report:

- a. There is a shortage of cars in the Naples area.
- b. Cars are allotted first to military traffic (to 100% of needs), the leftovers then going to civilian traffic. That is, the system initiated 1 August of accepting bids on the basis of cars to be made available is a failure in the Naples area.
- c. In the past 5 weeks 5,000 tons of food has not moved out of the warehouses because of inability to secure cars.
- d. Failure to move the above tonnage was not due to overbidding nor to failure of the warehouses to take the necessary action to secure the cars.

3. Because of the connection between failure to move supplies to consumption centers and spoilage, we feel it is urgent that some solution be found for the car situation at the warehouses. Your efforts in this regard will be greatly appreciated.

Frank E. Toscani
FRANK E. TOSCANI
Lt. Col., P.A.
Director, Food Sub-Commission 5468

Copy to:

Hq. AC Tn SC, Major Klein
AC Naples Communs, Attn: Capt. Ramsey

REPORT OF MAJOR H.B. CURRAN'S TRIP TO
NAPLES TO INVESTIGATE CAR SITUATION
15 Sept. 1945

1. Car situation at Naples's Warehouses:

In the past 3 weeks the Naples Warehouses have received box cars sufficient to move only 41 per cent of the tonnage accepted for movement. The attached sheets show the number of cars received each day. Below is a summary of the results by weeks:

<u>DATE</u>	<u>Cars Needed for accepted bids</u>	<u>Cars Received</u>	<u>Percentage Received</u>
13-19 August	208	36	27%
20-26 August	182	102	56%
27 Aug.-3 Sept.	185	89	64%
3-9 Sept.	224	102	45%
10-16 Sept.	158	146	100%
TOTAL	875	361	41%

*Six days only

Concerning the above figures, the week 10-16 Sept. was only six-seventeen complete. The bids actually accepted for 3-9 Sept. were for 229 cars but acceptances were reduced in the above figures to 224 which is the loading capacity of the warehouse sidings.

2. Reason of failure to secure cars:

Failure to secure the needed number of rail cars is attributable to a shortage of rail cars in the Naples area and to the priority given to military demands. That is, inability to secure cars is attributable to the complete failure in the Naples Area of the bidding system initiated 1 August under which bids were to be limited to 750 (Approx.) cars per day and the M.R.C. was to provide civilian traffic south of Bologna with that number to be placed where requested.

The fact that there is a shortage of rail cars was confirmed by Major Bowers (Senior Tn Officer), Capt. Parke of the Joint Railway Control Board and Sig. Lughesani, car distributor of I.S.A. Naples Compartment. The shortage has been made worse by orders issued by the Car Distribution Committee (Rome) to the Naples Compartimento to dispatch 100 empties per day to Rome Compartimento.

5445

CONTINUED:

The following figures were given by Capt. Parks as representative of recent experience:

<u>DATE</u>	<u>Cars Short (to meet military & civilian demands)</u>	<u>Cars to be Dispatched Empty to Rome Government</u>	<u>Total Shortage</u>
16 Sept.	147	100	247
14	82	100	182
13	231	100	331
12	190	100	290
11	189	100	289
10	+ 2	100	98

The orders which have been issued to the car distributor/ (confirmed to me by Capt. Parks) is that military needs should be met first, any cars remaining going to civilian needs. Civilian traffic does not get a share of the cars but only the leftovers and so takes the entire impact of a shortage of cars.

Failure of the warehouses to secure cars can not be blamed on their failure to take proper action to secure them. Each day at 1600 hours the warehouses indent in writing on the RFO San Giovanni for the number of cars required for the following day.

3. Conclusions:

The Naples warehouses have been unable to move out their stocks as rapidly as desired and the bids accepted but not fulfilled in the past five weeks amount to 6,000 tons. If there is spoilage in the warehouses, inability to move old stocks may be an important contributing cause.

4. Recommendations:

To remedy the situation at the Naples warehouses the following suggestions are made:

a. The RMA to be ordered by the proper authority to provide cars to meet the needs of the warehouses up to 32 per day, and the IAW and RFO San Giovanni to be ordered to see that the cars when provided go to the warehouses. Or

b. Shipments out of the warehouses to be treated as military shipments and given the same priority in the distribution of cars. This suggestion would be much less effective than (a) because if cars are short at San Giovanni the Military will continue to get the bulk of them because of the prestige enjoyed.

5. To assist AC HQ to follow the situation, it has been arranged that the warehouses will send a daily telegram stating cars requested and cars received. The telegram will go to IN S/C and Ford S/C.

DEVELOPMENT WEEKLY PROGRAMME
(WEEK 13-19 AUGUST 45)

WAGONS REQUESTED	DATE	WAGONS RECEIVED	DATE	LOADED WAGONS		I.C.E.
				U.N.R.R.A.	A.C.	
208 TOTAL	12.8	-	13.8	-	-	-
	13.8	10	14.8	7	-	3
	14.8	5	15.8	-	-	5
	15.8	-	16.8	-	-	-
	16.8	14	17/8	8	3	3
	17.8	10	19.8	6	4	6
	18.8	17		9	4	4
		56		30	11	15

RECAPITULATION

wagons requested, 208
" received & shipped 56
wagons shortage 152

5443

DEVELOPMENT WEEKLY PROGRAMME (WEEK 20-26 AUGUST 45)

WAGONS REQUESTED	DATE	WAGONS RECEIVED	DATE	LOADED WAGONS		I.C.R.
				U.M.R.R.A.	A.C.	
132	19/8	-	20/8	-	-	-
	20/8	18	21/8	2	11	-
	21/8	10	22/8	5	5	-
	22/8	15	23/8	3	9	8
	23/8	15	24/8	3	5	7
	24/8	15	25/8	5	2	8
	25/8	10	26/8		8	18
	26/8	19	26/8	3		
				26	40	36
		102				

RECAPITULATION

Wagons requested	132
" received & shipped	<u>102</u>
" shortage	<u>30</u>

5402

DEVELOPMENT WEEKLY PROGRAMME (WEEK 27 AUGUST-2 SEPTEMBER 43)

WAGONS REQUESTED	DATE	WAGONS RECEIVED	DATE	LOADED WAGONS		I.C.F.
				U.N.R.R.A.	A.C.	
120 TONS AND	26/8	(see programme 20-26/8)	27/8	-	-	-
	27/8	22	28/8	-	3	19
	28/8	17	29/8	3	3	7
	29/8	-	30/8	-	2	2
	30/8	14	31/8	-	-	14
	31/8	10	1/9	-	10	-
	1/9	17	2/9	-	11	6
		80		3	29	48

RECAPITULATION

Wagons requested 120

" received &
shipped 80

Wagons shortage 40

5441

DEVELOPMENT WEEKLY PROGRAMME (WEEK 3-9 SEPTEMBER 45)

WAGONS REQUESTED	DATE	WAGONS RECEIVED	DATE	LOADED WAGONS		
				U.M.R.R.A.	A.C.	I.C.R.
299	2/9	16	3/9	-	-	-
	3/9	15	4/9	-	27	-
	4/9	28	5/9	15	6	-
	5/9	19	6/9	5	23	-
	6/9	25	7/9	1	22	-
	7/9	-	8/9	-	-	-
	8/9	10	9/9	-	10	-
		109		41	68	-

RECAPITULATION

wagons requested	299
" received &	
shipped	109
wagons shortage	190

5448

DEVELOPMENT WEEKLY PROGRAMME (WEEK 10-16 SEPTEMBER 1945)

WAGONS REQUESTED	DATE	WAGONS RECEIVED	DATE	LOADED WAGONS		
				U.W.R.R.A.	A.C.	I.C.E.
155	9/9	5	10/9	-	-	-
TOTAL	10/9	16	11/9	-	-	10
	11/9	4	12/9	-	-	4
	12/9	-	13/9	-	-	-
	13/9	-	14/9	-	-	-
	14/9	-	15/9	Nothing received up to 11 o' clock		
		14				14

RECAPITULATION

wagons requested 136

" received &
shipped 14

wagons shortage 122

2
HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

FM/s1

Tel: 478807

15 September 45

Ref: 43-9/15/FOOD

SUBJECT: Replacement of Midshift Meal

TO : Federazione Warehouse (Depot 676) Naples
(Attn: Capt. RAMSEY, Port Liaison Officer)

1. Further to this office letter 43-9/8/FOOD of 4 Sept. 45 to AFHQ, G-5, copy to you.

2. AFHQ, G-5, now state that Q.M., MTOUSA, instructed Q.M. Pen Base on 15 August to release 2,091,333 lbs flour to Allied Commission at Naples. If this transaction has now been completed, the 938,167 lbs flour due to Q.M. MTOUSA for Midshift Meal replacement up to 31 July 45 (referred to in para 3 of above-mentioned letter) will have to be repaid to Q.M. MTOUSA.

3. Please report to this HQ, copy to AFHQ, G-3 Section, whether above-mentioned transaction has in fact been completed.

4. Release Order for the Dried Veg., and Dehydrated Soup, referred to in paras 2 and 3 of above-mentioned letter, ~~has been~~ *has been* ~~closed.~~ *closed.*
FORWARDED.

By command of Rear Admiral STONE:


FRANK E. TOGGIANI
Lt. Col., P.A.
Director, Food Sub-Commission

Copy to:

AFHQ, G-5 Section:

- a. Your L-7 of 8 Sept 45 refers.
b. Q.M. MTOUSA request for replacement of Powd. Milk, salt, dried yeast, and macaroni, is not understood. Those items are not included in the Heavy Workers (Scale "A") Midshift Meal authorized by AFHQ, and therefore there is no liability on A.C. or Italian Government to replace them.

Q.M., MTOUSA
Economic Section, Hq. AG
Tn 3/C (P.W. & S. Div) —
Federconsorzi, Rome

5438

(a)
SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

19/415
Tel: 53395

13 September 1945

SUBJECT : Transport for Italian Port clearance.

TO : Director H.N.A.C. Naples

1. Military transport for clearance of the Italian civilian port of Naples is being withdrawn at the end of the current week.
2. While endeavours are now being made to secure an allotment of 110 Italian Government trucks to be employed solely on this work, it is necessary for us to take such steps as are necessary to ensure that the clearance of the port continues uninterruptedly. This is a military necessity.
3. To this end therefore, you are hereby instructed as follows:
You have assured me that you have available approximately 30 civilian owned trucks.
All these trucks will be prepared to go to work in the civilian Port at 0700 hrs Monday 17 Sept. 45.
The number of trucks required will be phoned to you from the Port, at least 12 hours ahead of time required.
You will have all available U.T.C. vehicles ready to go to work on the night shift, commencing at 1900 hrs Monday 17 Sept. This includes outlying agencies.
The approximate number of U.T.C. vehicles available, is as follows:

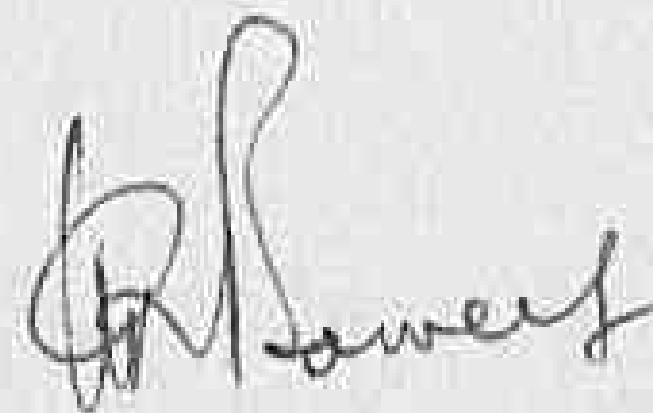
Naples	25 - 30
Benevento	5
Avellino	15
Salerno	10

- 2 -

4. You will maintain a dispatcher on duty day and night at U.T.C. garage Naples, and also at the port.

5. It must be understood that the clearance of Naples Port must take precedence over all other transportation requirements; whether foodstuffs or not, until alternative transport has been secured.

For the Commissioner:



V.R. BOWERS
Major
Senior Transportation Offr.

Copy to: Commissioner A.M.G. Naples Comune
Transportation Sub Commission:-

- (1) Roads Division
- (2) Shipping "
- (3) Ports and Warehouses Division ✓
- (4) Port Liaison Officer, Naples
- Director U.T.C. Naples
- G.4. Mov. & Transportation A.B.H.Q.
- Adjutant's File
- S.T.O.'s File
- File

VRB/og

5426



2.
ISTITUTO NAZIONALE
PER IL COMMERCIO ESTERO

N. 4047 - I/1/a
DA CITARE NELLA RISPOSTA

Napoli 4 September 45

To: T.E. RAMSEY
Capt. Spec. Rew.
P. L. O.

Ref. your letter d/d 1 September 1945
we notify that our checker has been on the same date
at the Depot 290 from 7 a.m. to 5 p.m. waiting for trucks
and crane necessary for loading the 6 boxes of salvage
machinery. This is confirmed in a statement by our agent
Ievoli Salvatore on duty for this purpose at 290. In
this statement, herewith copy enclosed, is shown that
no trucks arrived at the a/m Depot on the 1st September.
Our checker states also that an american soldier arrived
at w/hse and was very disappointed because no trucks
were there.

We notify also that ENAC trucks are not
fit for loading the a/m cargo as the boxes are too heavy.
For this reason it's impossible to make arrangement for
transport. We hope by your precious intervent to avoid
any difficulty in the settling down of this matter, and
we beg you to ask for military transport to be dispatched
to 290 depot.

Yours truly

UFFICIO I.C.E. -NAPOLI
(Andrea Luciani)

Andrea Luciani

Distr :
Tn S/O - P&W Div
Adjutants file
I.C.E. -ROMA

Bon/pi

Io sottoscritto Ievoli Salvatore ,
agente dell'Istituto Commercio Estero dichiaro che il giorno
1° Settembre alle ore 7 ero di servizio al Deposito 290
per il ritiro di n°6 colli macchinari. Recatomi sul posto
mi presentavo al Deposito, dove sono stato sino alle ore 17
senza costatare l'arrivo dei camion e della gru americana
per la ricarica sui detti dei colli in questione.

Dichiaro quanto sopra sotto la mia
diretta responsabilità.

Napoli, 2 Settembre 1945 .

L 'Agente

F/to Ievoli Salvatore

P.S. - Sul posto è venuto un soldato americano il quale si
è infastidito non avendo trovato i mezzi per la ricarica dei
colli. -

Ievoli Salvatore

5424

SEMI-TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AND NAVAL OFFICERS
APO 394

30 September, 1945

SUBJECT: Needs Clearance of Civil Caravan in Italian Operated Area
of Port of Naples

TO: Transportation 3/0, HQ Allied Commission
Attn: Major Lawrence

1. Reference AG/515/29/24/3 and AG/100/59/In 5 dated 31 August and
9 July respectively.

2. I have discussed the matter of transport for port clearance of
civil supplies with representatives of IMAC, and made a survey of transport
requirements during the past three months.

3. IMAC reports that present supply of transport is inadequate to
meet demands for movement from warehouses to port for outloading operations,
inter-warehouse movements, and short hauls within the Naples area. They have
402 trucks of 20 to 40 quintals capacity and 119 trucks of more than 40 quintals
capacity now in operation. They state that in June, July and August requests
were received for 23,200 trucks, of which they were able to satisfy only 19,130.
Their shortage is most pronounced for trucks of 20 quintals capacity. They
estimate that about 50% of trucks loading more than 20 quintals are immobilized
for repairs or lack of tires and parts.

4. Amount of transport required if IMAC were to undertake the additional
task of port clearance depends on anticipated volume of imports and, inasmuch
as that is an unknown factor, we must rely upon the experience of the past few
months to obtain the answer. In this connection, our survey is limited to the
Italian Port Area, as no segregation of transport used for civil supplies from
military port section is available. The following figures are helpful, however.

	Daily Average Trucks used (Ital Port Area)	Volume of Civilian Imports (Italian Port Area)	Volume of Civilian Imports (Military Port Area)
June	27	22,117 tons	19,233 tons
July	22	10,416 "	10,139 "
August	10	7,149 "	4,723 "

For all practical purposes, twice the daily average trucks in use in
Italian Port Area should have been made available if ships were discharged at
maximum capacity and, as indicated above, this amount would be approximately
doubled during the months in question by movement of civilian supplies from the
military port section. It is the experience of military authorities that an
additional 20 percent should be allowed for replacement of vehicles immobilized
for maintenance and repairs, but this percentage doubtless would be higher under
civil maintenance conditions.

1. References 10/515/23/24/3 and 10/190/23/24/5 dated 31 August and 9 July respectively.

2. I have discussed the matter of transport for port clearance of civil supplies with representatives of MIAO, and made a survey of transport requirements during the past three months.

3. MIAO reports that present supply of transport is inadequate to meet demands for movement from warehouses to port for outloading operations, inter-warehouse movements, and short hauls within the Naples area. They have 401 trucks of 20 to 40 quintals capacity and 115 trucks of more than 40 quintals capacity now in operation. They state that in June, July and August requests were received for 23,200 trucks, of which they were able to satisfy only 19,350. Their shortage is most pronounced for trucks of 20 quintals capacity. They estimate that about 50% of trucks leading more than 20 quintals are immobilized for repairs or lack of tires and parts.

4. Amount of transport required if MIAO were to undertake the additional task of port clearance depends on anticipated volume of imports and, inasmuch as that is an unknown factor, we must rely upon the experience of the past few months to obtain the answer. In this connection, our survey is limited to the Italian Port Area, as no segregation of transport used for civil supplies from military port section is available. The following figures are helpful, however.

	Daily Average Trucks used (Total Port Area)	Value of Civilian Imports (Italian Port Area)	Value of Civilian Imports (Military Port Area)
June	27	21,117 tons	19,223 tons
July	24	10,416 "	10,139 "
August	10	7,149 "	4,713 "

For all practical purposes, twice the daily average trucks in use in Italian Port Area should have been made available if ships were discharged at maximum capacity and, as indicated above, this amount would be approximately doubled during the months in question by movement of civilian supplies from the military port section. It is the experience of military authorities that an additional 10 percent should be allowed for replacement of vehicles immobilized for maintenance and repairs, but this percentage doubtless would be higher under civil maintenance facilities.

5. Altogether, it is estimated that about 100 to 125 trucks would need to be allocated to MIAO to accomplish dock clearance of civil supplies, as long as military transport can be provided, and we are having less difficulty since the end of the war in the Pacific to secure such transport, it is believed inadvisable to attempt to supply deficiencies in military transport by use of MIAO trucks. No doubt we will be given some notice when military authorities intend to withdraw their transport and warehouse can work on a program for supplementing it entirely by efficient allocation of trucks to MIAO.

Director
En C/O- Ports & Ware Division ✓
" Roads Division
Finance C/O
MIA, Naples
MIA

For the Commander:
[Signature]
M. R. R. R.
Captain, Spec-Res
Port Liaison Officer

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

WHA/rf

Tel. 472700

16 September 1945

Ref. W/S/1514/Tn3

SUBJECT : Naples Warehouse Inventory

TO : Federazione Italiana dei Consorzi Agrari
Attention: Sig. Mizi

1. It is noted on the Inventory of Federazione Port Warehouses Naples that there are on hand, as of 1 September 1945, 11,500 tons of miscellaneous foodstuffs, which have been allocated to the Italian Government.

2. Naples warehouse situation has improved greatly, but it is imperative, in order to maintain the better position achieved, that these 11,500 tons mentioned above move quickly.

3. The availability of rail wagons is excellent and almost all recent accepted bids have been met in their entirety.

4. It is therefore of urgent importance that plans be effected to move this tonnage from Naples warehouses immediately.

For the Director:

Copy to:
Food Sub-Commission
Attention: Major Bayén
AICOM Port Liaison Officer - Naples
Attention: Capt. T.E. Ramsey
AICOM Depot 876 - Naples
Ministry of Food
Attention: Sig. Mola

WHA/rf
Major Med. Adm. G.
Ports & Whse. Div.

5452

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

REK/rf

Tel. 478700

10 September 1945

Ref. W/2/1513/TNS

SUBJECT : Daily Movement Reports
TO : ALCOM Depot 676 - NAPLES

1. It is noted that copy of your Daily Movement Reports is being sent to Lt. Imrie.
2. This copy may be omitted inasmuch as there is no Lt. Imrie with the Allied Commission.

For the Director:

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

5431

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

file 2
SERVIZIO DISTRIBUZIONE ALIMENTARI

WAREHOUSES MANAGEMENT

Per telegrammi:
FEDERCONSORZI-ROMA

TELEFONO: 43291 - 41190

TO : HQs. ALLIED COMMISSION APO 394
Transportation Sub-Commission
Ports and Warehouse Division
(Attn. Maj. R. H. KLEIN)

Ref. N° 1203 = MB/DR = Depot 676.

RRMXX Naples, 14th August 1945.
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SUBJECT : MINING RELEASES.

1. We refer to yours w/2.1/1404/Tn6 of 9th August 1945.
2. We have again and again and persistently requested the ACAI Depot at Naples to collect the items in question from the warehouse 676.
5450
3. Lawyer Bardi, manager of the above Depot, states he is unable to arrange for any collection of stores, owing to the precarious condition of stability of the depot. He adds that he is awaiting the allocation of a new depot, for which the necessary arrangements are in process.
4. In this connection we point out that other nine items of stores, belonging to Mining Division, are shown on S.O.P. of 13th inst. as to be stored at 676. Said items should have dispatched to ACAI Depot. This will make the situation still worse, but we deem that it is due to the same reason of the bad condition of stability of that Depot.

4.+ ex S/S EMPIRE BARRIE

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
UFFICIO INTERREGIONALE DI NAPOLI
GESTIONE DEPOSITI
IL DIRETTORE

[Signature]

*For Information
Parts & where
D.T. TMS/g*

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WGP/ls

Ref: AG/352/2/TM.5

30 August 1945

2

SUBJECT: Imported A.C. vehicles in U.N.R.R.A. motor pool Naples.

TO : Capt. T.E. Ramsey, ALCOM Port Liaison Officer, Naples.

54.9

1. May we be informed as to the circumstances whereby vehicles imported by AC for Italian civilian supply were released to U.N.R.R.A. for operations not authorized by this Headquarters.

2. Some of these vehicles, subsequently, were deposited in the U.N.R.R.A. motor pool, Naples, and systematically stripped.

3. Please comply with para 1 indicating:

- a. Who authorized U.N.R.R.A. to withdraw the trucks?
- b. Who accepted the trucks for U.N.R.R.A. and what instructions did he receive?
- c. How many vehicles were so released?
- d. What specific vehicles were so handled?
(Identification by vehicle registration number if such records are available)

For the Chief Commissioner:

George G. Cross, Jr.
GEORGE G. CROSS, Jr.
Chief,
Roads Division.

MODULARIO
C. - Teleg. - 03

INDICAZIONI DI URGENZA

Il Governo non è responsabile in conseguenza del servizio della telegrafia.
Le cause rimangono, in ogni caso, per ritardo o rifiuto o irregolarità del destinatario.
Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnare la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamo in caso di ritardo della consegna.

Mod. 30 - (1914)

Ricevente

Ricevente



La ora si contano sul meridiano corrispondente al tempo medio dell'Europa Centrale e per telegrammi interni o con vari paesi esteri di scambiale non necessitate all'altra.
Nel telegrafo impressi a caratteri romani. Il primo numero dopo il punto del luogo di origine rappresenta quello del telegramma, il secondo quello della parola, gli altri la data, l'ora e i minuti della presentazione.

QUALIFICA

DESTINAZIONE

PROVENIENZA

NUM.

PAROLE

DATA DELLA PRESENTAZIONE
Giorno e mese Ore e minuti

VIA E INDICAZIONI
EVENTUALI D'UFFICIO

D ROMA

NAPOLI

11634

25/20

30 22

sta. Telegrafica Roma - D.O.

= BARRELS, BARRELS DRIED FISH DESPATCHED CONSAGER -

ROMA 1000973/45 CASES 152 102374/7 BARRELS

DRUMS 55 CASES 3 SALE 1 = FEDERICO SORZI

54.8

Fatevi correntisti postali.

PAGAMENTI E RISCOSSIONI IN TUTTE LE LOCALITÀ DEL
RECNQ - TRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI
MEDIANTE POSTAGIRO SONO ESEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

1.1.15

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

T.V. S/C

SENTI IL PRIMO CHE MI DAL DUE
CITTO NON EPI HUI ABBELLALO

TELEGRAMMA

9670/10112
LENTA WAREHOUSE
DIVISION ROMA

WAREHOUSE MANAGEMENT.

TO : HEADQUARTERS ALLIED COMMISSION

A.S. 394

For Sub-Commission

(At. Maj. J. D. Sinclair)

COPY TO Federconsorzi, Aliment. & Import.

Rome

Federconsorzi, Serv. Alimentari
Uff. Interregionale - Naples.

COPY TO : Maj. R. H. Klein
Hqs. A/C, APO 394, S/C
Ports & Whse Division

Ref. No 1363 - MB/RR - Depot 576.

XXXX Naples, 20th August 1945.
~~XXXXXXXXXXXXXXXXXXXX~~

SUBJECT : PRESERVED MEAT.

1. Reference is made to yours 73-6/43-Food of 16th inst. 27
2. 103.065 lbs. of Preserved Meat, as per letter referred
to above, are in process of storage.

3. We point out that it is an item of Meat which evidently is very old and apparently repacked with chance packaging.

4. Some cases having been checked, many rusty cans, some of them swollen, were disclosed, what mean that a process of decomposition of the contents is being starting. This is also confirmed by a disagreeable smell, springing from the cases.

5. We deem, therefore, that this item may not withstand a further warehousing and we hasten to recommend you to arrange for a quick disposal of said commodity, on the purpose to avoid a complete waste of the item.

FEDERAL BUREAU OF INVESTIGATION

OFFICE OF THE DIRECTOR

WASHINGTON, D.C.

14 DIRECTOR

[Handwritten signature]

CONFIDENTIAL

HEADQUARTERS
PENINSULAR BASE SECTION
G-4 DIVISION
APO 782

CEA/dvg

FBS 30660

25 August 1945

AG 540 BPGDS

MEMORANDUM: Diversion of Shipping - List #12

TO: See Distribution

1. The following vessels are scheduled to discharge at port indicated:

<u>Vessel</u>	<u>Number</u>	<u>Priority</u>	<u>Diversion</u>
WILLIAM A. GRAHAM	BA-365	1	AIOL
HAYM SOLOMON	HR-712	2	AIOL
LELAND STANFORD	BA-359	3	AIOL
WILLIAM B. TRAVIS	BA-367	1	DUKO
BRET HARTE	BA-366	2	DUKO
ZACAPA (reefer)	HR-709	3	KALE/DUKO
ELIJAH COBB	HR-657	4	HOCU/DUKO



EDWARD T. FOSTER
Colonel, G.S.C.
A. C. of S., G-4

DISTRIBUTION:

AG, PBS	Surg, PBS (2)
AES, PBS	Tpn, PBS (6)
Cml, PBS	CS, PBS
Engr, PBS	ARC, PBS (Attn: Mr. Isenberg)
Ord, PBS (2)	ARC, PBS SO DIST (Attn: Mr. Brady)
QM, PBS (10)	G-4, PBS SO DIST (15)
POL, PBS	Tpn, PBS SO DIST (3)
Sig, PBS	G-4, PBS (4)
SSO, PBS	

INFO CYS TO:

AFHQ (3)
MTOUSA (4) (2 cys Attn: Capt Mulhauser)
AAFSC/MTO
ALCOM (2) (1 cy Attn: Maj Klein)
MRS (Attn: Lt Flannigan)
WSA
5/A

CONFIDENTIAL

ALCOM INV NO 30055

(Organization)

26 Aug 1945

(Date)

I hereby acknowledge receipt of documents bearing the following
registry numbers: 30660

Signature ----- Rank -----

Organization ----- Date & Time -----

NOTE: Sign and expedite to HEADQUARTERS PENINSULAR BASE SECTION, AG Message
Center, Adjutant General's Office, APO 782, immediately.

545

61st Q. M. BASE DEPOT
A. P. O. 782
Supply Division

SHIPPING ORDER

C- 2115

ARMY NO.

B.D. No. 2

DATE 26 August 1945

TN. S/c

Ship the following to

To be delivered by

ALLIED COUNTRIES COMMISSION

MAIL TO A-174

ITEM

UNIT

SHIP

SHIPPED

How and when
last sub.

1b
1b

2,091,253
405,000

WEIGHT: 1133.52

TO BE LOADED TO CASES FOR MAIL

PACKED TO BE LOADED TO MAIL

LOADED TO MAIL

5424

1131.53

57474

For the Supply Officer: R. S. OGDEN
Deputy: R. J. G. G.
Class 2 M Lock.

TH DE LAMPA 10 CASE RE DEL.
KLEINER DE DE LAMPA IN RAL
LATE IN TRACK.

SUPPLY OFFICE
ALCOM WAREHOUSES
NAPLES

24 August, 1945

SUBJECT: Tires and Tubes.

TO : HQ., ALCOM, Transportation S/C
Ports and Warehouse Division,
(Attn: Major Klein)

1. Ref. your letter W/2/1436/Tn6 dated 18 August 1945.
2. After investigating, the following information was obtained from 676 Alcom Depot - Naples

- (1) The records show that Release Order TT-123-1365 was 15 tires, size 1200 x 20 short, because the 84 tires, size 1200 x 20 received from the S.S CAPE CORWIN had already been issued on Release Orders -

a.	TT-125-1367	-	30 tires
b.	TT-111-1353	-	12 "
c.	TT-113-1371	-	9 "
d.	TT-123-1365	-	33 "
	Total		84 Tires

- (2) Release Order TT-123-1365 was also 12 tubes, size 600 x 16 short because 12 tubes size 600 x 16, had been issued on the 14 May 1945 on I.C.E. Release Order No 131. These tubes also came from the S.S. CAPE CORWIN.

Harry J. Laiole
HARRY J. LAIOLO
1st LT. CAV.
Supply Officer.

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI
WAREHOUSES MANAGEMENT.

Per telegrammi:
FEDERCONSORZI-ROMA
TELEFONI: 43251 - 46198

TO : HQs. ALLIED COMMISSION APO 394
Sub-Commission
Port & Warehouse Division
(Attn: Maj. R. H. KLEIN)

COPY TO : O/C, ALCOM Port Depot, GENOA
(Attn: Maj. Boyd)

Capt. T. E. RAMSEY, P.L.O.
Naples

Ref. N° 1229 = MB/DR = Depot 6768

~~XXXX~~ Naples, 16th August 1945.
VIA XXIV MAGGIO, 43 - Casella Postale N. 1311

SUBJECT : CARGO OF THE SCHOONER "VERI AMICI".

1. We refer to our letter of 10th inst., N° 1143/MB/DR/Depot 676.

2. The physical inventory of the stacks of Evaporated Milk has been done. The result gives a rather small surplus of the type of 43.1/2 lbs. in comparison with the other stacks of the types 40 1/2 and 39 lbs. This would seem to exclude the shipment of the type of 43.1/2 lbs., instead of the type of 39, as Genoa informed. 542

3. We point out, however, that, especially when the warehousing of said commodity happened during the night, the distinction of the three types was not always possible for our checkers, and this particularly when the loading of the trucks was all mixed up, i. e. the trucks arrived at the depot with a loading containing all the three types mixed up altogether.

4. For this reason we deem that some packages of different type may be found in the body of the same stacks and this means that the figures of the inventory may not be completely correct, as far as the ascertainment of a probable mistake of issue is concerned.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
UFFICIO INTERREGIONALE DI NAPOLI
GESTIONE DEPOSITI
IL DIRETTORE

[Signature]

TRANSLATION

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

SUBJECT : Unloading Report - S/S APFLEGATE - Taranto

TO : Commissione Alleata
Transportation S/C - Port & Whse. Div. ROME

Ref. your letter dated 3 August. showing the discrepancies between the quantities unloaded from the a/m vessel checked at ship side and the quantities checked by the Consorzio Agrario-Taranto at arrivals at Depots.

We have sent to Taranto one of our employees in order to check further into the matter.

We can assure you that strong action will be taken in order to avoid further losses.

Il Procuratore Generale

5421

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI

AB/amb *Gestione Alimenti Importazione*

COMMISSIONE ALLEATA

Sotto-Commissione dei Trasporti
Divisione Porti e Magazzini

R O M A

Per telegrammi:
FEDERALIMENTARI - ROMA

TELEFONI: 43251 - 44100 - 43840

e.p.c.:

-COMMISSIONE ALLEATA
Food Sub-Commission

-CHIEF ACCOUNTANT
Sotto Commissione Finanze

-MINISTERO DELL'ALIMENTAZIONE
R O M A

ROMA 8/8/'45

VIA XXIV MAGGIO, 45 - Casella Postale N. 1317

RAPPORTO DI SBARCO S/S "APPLEGATE" NEL PORTO DI TARANTO -

Ci riferiamo alla Vostra lettera del 3 corr. con la quale ci fate notare le differenze rilevate fra i quantitativi sbarcati dal piroscafo a margine accertati sotto bordo e i quantitativi controllati dal Consorzio Agrario di Taranto all'atto della introduzione a magazzino.-

Abbiamo disposto l'invio a Taranto di un nostro Funzionario con l'incarico di compiere una accurata indagine.-

Vi assicuriamo altresì che saranno prese tutte le misure necessarie per i provvedimenti del caso, allo scopo di evitare il ripetersi, in avvenire, di inconvenienti del genere.-

5420

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
Il Procuratore Generale
(Reg. Consorzio Agrario)

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI

Gestione Cereali Farine Paste

Per telegrammi:
FEDERALIMENTARI - ROMA

TELEFONI: 43251 - 44100 - 43845

Ds/Ad

COMMISSIONE ALLEATA
Transportation Sub Commission

ROMA
Via Veneto

ROMA 8 agosto 1945

VIA XXIV MAGGIO, 43 - Casella Postale R. 1317

ORGANIZZAZIONE UFFICI FEDERAZIONE

Allegati alla presente si rimettono n.4 grafici dai quali
codesto Ministero rileverà tutta l'organizzazione dei servizi cen-
trali nonché periferici di questa Federazione.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
Il Procuratore Generale
(Reg. Cons. Agr. 1934)

54.9

Allegati

File

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

RMK/rf

18 August 1945

Tel. 478700

Ref. W/2/1436/TNS

SUBJECT : Tires and Tubes

TO : ALSCM Depot 676 - NAPLES
Attention: Lt. Laiolo

1. Enclosed herewith is letter ref. AO/5095/Commerce, dated 13 August 1945, which is self-explanatory.

2. Request this matter be investigated and complete report made to this Headquarters with the least practicable delay.

For the Director:

1 encl.
As per para 1 above

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

5448

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Tire Section

GFD/ls

Tel: 489081 Ext. 518

Ref: AC/5095/Commerce

13 August 1945

SUBJECT: Tires and tubes.

TO: ☒ Transportation Sub-Commission, Ports and
Whse Division, (Attn. Maj. Klein)

1. Your inventory reference W/85/826 TN6 dated
4/5/45, refers.

2. The above mentioned inventory listed the fol-
lowing tires and tubes ex Cape Corwin held at your ware-
house 676 Naples:

a. Tires.

<u>Size.</u>	<u>Quantity</u>
1200 X 24	100
1200 X 20	84
900 X 20	576
T O T A L	<u>760</u>

b. Tubes.

<u>Size.</u>	<u>Quantity</u>
600 X 16	108 boxes containing 2031 tubes.

3. Upon receipt of the above mentioned inventory,
the following release orders were immediately dispatched
to your office covering the entire stock which also inclu-
ded three tires size 750x20 from the previous stock ex

- 2 -

George Davis.

a. Release orders dated 9 June 1945.

<u>R/Os No.</u>	<u>Item</u>	<u>size</u>	<u>Quantity</u>
TT-111-1353	Tires	1200x20	12
" " "	Tires	900x20	23
" " "	Tubes	600x16	75
TT-113-1371	Tires	1200x20	9
" " "	Tires	900x20	27
" " "	Tubes	600x16	75
TT-115-1357	Tires	1200x24	35
" " "	Tires	900x20	5
" " "	Tubes	600x16	20
TT-117-1359	Tubes	600x16	10
TT-119-1361	Tires	1200x20	20
" " "	Tires	900x20	6
" " "	Tubes	600x16	100
TT-123-1365	Tires	1200x24	24
" " "	Tires	1200x20	39
" " "	Tires	1200x20 used	9
" " "	Tires	900x20	271
" " "	Tires	750x20	3
" " "	Tubes	600x16	1350
" " "	Tires	900x20	194
TT-125-1367	Tires	1200x24	21
" " "	Tires	1200x20	15
" " "	Tires	900x20	50
" " "	Tubes	600x16	190
TT-127-1370	Tubes	600x16	110.

4. Column 1 of the following sub-paragraph, indicates the tires and tubes to be shipped to the Commerce S/C warehouse at 41 Via Assisi on Release Order TT-123-1365; column 2 indicates total received and column 3 indicates balance due by Depot 676.

- 3 -

<u>ITEM</u>	<u>SIZE</u>	<u>TOTAL INVENTORY</u>	<u>TOTAL RECEIVED</u>	<u>TOTAL DUE</u>
Tires	1200x24	24	24	=
Tires	1200x20 new	39	33	6
Tires	1200x20 used	9	0	9
Tires	900x20	465	465	=
Tubes	600x16	1350	1338	12

5. Your para.4 of letter ref. 821/DR/Depot 676 Naples, dated 27 July 1945, states that you are unable to complete delivery because the stock is exhausted. This Sub-Commission is unable to accept this as a satisfactory explanation. It is requested, therefore, that an investigation be made immediately to determine the location of the 18 tires and 12 tubes undelivered on Release Order TT-123-1365.

H. A. Gent
H. A. GENT

Major

Director

Commerce Sub-Commission

54.5

BTLS/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

10 August 1945

397/56/Tn 3

SUBJECT : Shortage of wagons - Naples

TO : Ports & Warehouse Division

1. Reference your W/2/1376/Tn 6 of 2 Aug. '45.
2. This question has been taken up with Rail Division and the following reply has been received :-

"The failure to move traffic from Naples Depots, in wagons which had been programmed and requisitioned as part of the 800 wagons per day promised for Civil Traffic, can only be attributed to the failure of MRS to meet their commitment.

The clearance of imports at Naples is a military responsibility distinct from that mentioned in para 2 but that failure to supply underlines the fact that Civil Traffic will not get the wagons while MRS cannot meet military demands. 5414

A definite attempt is being made to balance Civil Loadings in order that what is loaded in an area will as far as possible be equal to the unloadings in that same area. Steps are also being taken to get daily reports of shortages from each Compartimento in order that such may be followed up at once."

3. The matter is being pursued through the Wagon Control Committee.

For Chief Movements Division

C.R. Worthington
C.R. WORTHINGTON,
Major

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMG NAPLES COMMUNE
APO 394

15 August, 1945

SUBJECT: Tarpaulins for Use of Italian Port Area, Naples

TO: Transportation Sub Commission, Allied Commission HQ
Attn: Mr. Gilardi, Port Operations Branch

1. Requisition was made on a temporary loan basis of 30 days for 150 tarpaulins, size 20' x 30', to be used by the Italian Port Authorities for covering supplies stored in backpiles. 50 of these tarpaulins were issued by Depot 1150, TC, PBS, and the remainder are on call at such time as needed.

2. It is requested that appropriate steps be taken to transfer this equipment on a permanent sale basis through the ANLC to Italian Government, Ministry of Marine.

For the Commissioner:

T. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

Distr

Transportation S/C- P&M Div
Italian Port Commandant- Col Sarti
PLO file
Adj file

54.3

713/ab

MEMORANDUM FOR THE CHIEF OF STAFF
AFM 394
Transportation Sub-Committee

13 August 1945

File: Art. 318

463/49/Tr.2.

SUBJECT: Movement of Civilian Traffic by Rail - In Naples Warehouse and/or Port.

TO : Director General, Italian State Railways, Rome
(Attn. & Servizio, Servizio Movimento, Ufficio Circolazione Veicoli)

1. In view of the lack of information concerning the arrival of shipping at Naples sufficiently in advance to permit normal loading procedure, the present practice is to take all supplies into warehouse and subsequently via for full movement to cover final distribution.

2. This system involves a considerable amount of work as far as warehouse records are concerned and also necessitates double handling of a very large tonnage which may otherwise be avoided.

3. It has, therefore, been agreed that Federazione Italiana dei Comuni Agrari will continue to bid as at present for traffic to be despatched from warehouse, but, if suitable stores are at the time being discharged from a ship in Naples Port, the Federazione will cancel their demand for wagons at Caserta and will request that an equivalent number of wagons be made available in the Port area for direct consignment to the destinations. This will, of course, necessitate modification of the wagon distribution in the Naples area but provided the Federazione gives the longest possible notice to the Capo Compartimento there should be no great difficulty in meeting their demands.

4. It has been agreed that alterations in the destinations of traffic can also be accepted on the understanding that such alterations will not entail movement of wagons over lines North or North West of Bologna.

5. Wagons diverted from warehouse loading to Port loading cannot be considered as Port clearance but must be taken from the daily allocation to the Naples Compartimento for the movement of Civilian traffic in Italian Government Territory on the mainland of Italy.

6. It is requested that you issue the necessary instructions to the Capo Compartimento at Naples.

For the Chief Commissioner.

[Signature]

1. In view of the lack of information concerning the arrival of shipping at Naples sufficiently in advance to permit normal bidding procedure, the present practice is to take all supplies late warehouse and subsequently bid for rail movement to cover final distribution.
2. This system involves a considerable amount of work as far as warehouse records are concerned and also necessitates double handling of a very large tonnage which may otherwise be avoided.
3. It has, therefore, been agreed that Federazione Italiana dei Consorzi Agrari will continue to bid as at present for traffic to be despatched from warehouse, but, if suitable stores are at the time being discharged from a ship in Naples Port, the Federazione will cancel their demand for wagons at warehouse and will request that an equivalent number of wagons be made available in the Port area for direct despatch to ultimate destinations. This will, of course, necessitate modification of the wagon distribution in the Naples area but provided the Federazione give the longest possible notice to the Capo Compartimento there should be no great difficulty in meeting their demands.
4. It has been agreed that alterations in the destinations of traffic can also be accepted on the understanding that such alterations will not entail movement of wagons over lines North or North West of Bologna.
5. Wagons diverted from warehouse loading to Port loading cannot be considered as Port clearance but must be taken from the daily allocation to the Naples Compartimento for the movement of civilian traffic in Italian Government Territory on the mainland of Italy.
6. It is requested that you issue the necessary instructions to the Capo Compartimento at Naples.

For the Chief Commissioner.

[Signature]
J. H. TAYLOR, Lt. Col.

Sent to: Senior Transportation Officer, AIR Naples (Dunn)
Food Sub-Commission
Rail Division (M.A.)
Ports & Warehouse Division (M.O.) ✓

CONFIDENTIAL

HEADQUARTERS
PENINSULAR BASE SECTION
G-4 DIVISION
APO 782

CEA/dvg

AG 540 BPGDS

PBS 29580

6 August 1945

MEMORANDUM: Diversion of Shipping - List #9

TO: See Distribution

1. The following vessels are scheduled to discharge at port indicated:

Vessel	Number	Priority	Diversion
KINGSTON VICTORY	BA-340	1	ALOL
S S CODY VICTORY	MO-13	2	ALOL

Edward T Foster
EDWARD T. FOSTER
Colonel, A.G.D.
A.C. of S., G-4

DISTRIBUTION:

AG, PBS	Surg, PBS (2)
AES, PBS	Tpn, PBS (6)
Cml, PBS	CS, PBS
Engr, PBS	ARC, PBS (Attn: Mr. Isenberg)
Ord, PBS (2)	ARC, PBS SO DIST (Attn: Mr. Brady)
QM, PBS (10)	G-4, PBS SO DIST (15)
POL, PBS	Tpn, PBS SO DIST (3)
Sig, PBS	G-4, PBS (4)
SSO, PBS	

INFO CYS TO:

AFHQ (3)
MTOUSA (4) (2 cys Attn: Capt Mulhauser)
AAFSC/MTO
ALCOM (2) (1 cy Attn: Maj Klein)
MRS (Attn: Lt Flannigan)
WSA
5/A

Shipping have copy

54.1

To. P.W. Hse Div

CONFIDENTIAL

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
OFFICE OF CHIEF OF TRANSPORTATION
AFU 512

JJM/jmc

8 August 1945

MEMORANDUM TO: ALL CONCERNED

Following vessels have sailed from United States: (subject to change)

<u>Ship Number</u>	<u>Ship Name</u>	<u>Sailed U.S.</u>	<u>Destination</u>	<u>Remarks</u>
NY	A J CERMACK	4 August	PIREUS	
	CALEB STRONG (fitted to return 550 plus 30%) (troops from Naples)	4 August	MALTA	Commercial
BA	DAVID G FARREAGUT (fitted to return 550 plus 30% troops from Naples)	5 August	CASABLANCA	
TC	ISAAC COLLS (fitted to return 350 plus 30% troops from Naples)	5 August	CASABLANCA	
NY	JOEL C HARRIS (fitted to return 550 plus 30% troops from Naples)	5 August	MITE	Commercial
PH	JOSEPH HOOKER (fitted to return 550 plus 30% troops from Naples)	6 August	MITE	
NY	LOVE STAR	4 August	PIREUS	Built 1919
MO	LOUIS MARSHALL	4 August	CONSTANZA	
	R NEY McNEELY	6 August	MITE	
PH 242	R WALTON MOORE	6 August	MITE	
	RUFUS CHOCATE	6 August	HUNG	
HR 708	SANTA BARBARA (fitted to return 434 plus 30% troops from Naples) (585 loton tons sand ballast aboard)	7 August	MITE	XAK C2
HOU	THOMAS HEYWARD	4 August	CONSTANZA	
BA	WILLIAM A GRAHAM (fitted to return 550 plus 30% troops from Naples)	6 August	MITE	

ADDITIONAL INFORMATION:

WEST POINT, HR 706, sailed 6 August with 158 passengers for MITE.

USA at Algiers desires vessel HAROLD WILSON at ALGERS/TUNIS. Also vessel WILLIAM NORDICA at ORAN/PHILIPVILLE.

TC	ISAC COLES (fitted to return 350 plus 30% troops from Naples)	5 August	CASA BLANCA	
NY	JOEL C HARRIS (fitted to return 550 plus 30% troops from Naples)	5 August	MITE	Commercial
PH	JOSEPH HOOKER (fitted to return 550 plus 30% troops from Naples)	6 August	MITE	
NY	LOWE STAR	4 August	PIREUS	Built 1919
MO	LOUIS MARSHALL	4 August	CONSTANZA	
	R NEY MCNEELY	6 August	MITE	
PH 242	R WALTON MOORE	6 August	MITE	
	RUFUS CHOCATE	6 August	HUNG	
HR 708	SANTA BARBARA (fitted to return 434 plus 30% troops from Naples) (585 loton tons sand ballast aboard)	7 August	MITE	XAK C2
HOU	THOMAS HEYWARD	4 August	CONSTANZA	
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ADDITIONAL INFORMATION:

WEST POINT, HR 706, sailed 6 August with 158 passengers for MITE.

NSA at Algiers desires vessel HAROLD WILSON at ALGERS/TUNIS. also vessel WILLIAM NORDICA at GRAN/PHILIPVILLE.

H. D. Mc Kenzie
K. D. MCKENZIE, *FX*
Colonel, T. C.,
Chief of Transportation.

9 AUG 1948

CONFIDENTIAL

CONFIDENTIAL

DISTRIBUTION:

1 - CG 5th ARMY
3 - TPN OFF 5th ARMY
1 - CO PDS
10 - TPN OFF PDS
1 - CO AERIAL TAC BASE COMMAND
5 - TPN OFF AERIAL TAC BASE COMMAND
1 - CG MTOUSA
3 - TPN OFF MTOUSA
1 - G-1
1 - G-3 MTOUSA
2 - SURGEON MTOUSA
1 - DIAE
1 - AFSS/MTO
1 - MAF
1 - MEDBO (SHIPPING ROOM)
1 - US NAVY - H-4
3 - G-5 MTOUSA
1 - COMNAVANT (ATTN: POSTAL)
1 - PSTO
1 - GING MED.
4 - G-4 M & TN.
1 - Q (PLINT)
1 - G-5 IC & SUPP. DIV.
1 - Q (AL)
1 - D TN (B)
1 - ENG AFM
1 - AG POST L AFHQ
1 - PET SECTION
1 - AG M & D
1 - LES MTOUSA
3 - ORD MTOUSA
3 - ENG MTOUSA
2 - TLNS SUB COM - HQ AC (ATTN: MAJOR KLEIN) SP 507 (U-62)
1 - MOV HQ - LAND FORCES & MILITARY LIAISON (GREECE)
1 - G-4 MTOUSA
1 - CG REPLACEMENT COMMAND MTOUSA
1 - AG STOCK RECORDS
1 - CG DELT. BASE SECTION
10 - TPN OFF DELT. BASE SECTION
1 - DMS (ITALY)
1 - CG COLONEL MTOUSA
5 - TPN OFF COMECHO MTOUSA
1 - 60th INF
10 - TPN OFF PEN SOUTH
1 - 56th ACS
1 - 1 AGO APO 526
1 - G-4 (S & R)
1 - USA AGERS
1 - USA OCH
1 - USA MARSEILLES
1 - USA B.F.T.

1 - FOS
1 - LST
1 - 15th AFSS
1 - 267th INF. REGT (OSS)
4 - G-4 MTOUSA
1 - CH MTOUSA
1 - SUP MTOUSA
1 - SSC MTOUSA
5 - 603rd AIRBORNE, D.C.
5 - USA WASHINGTON, D.C.
1 - MURK.
5 - BALTIMORE PORT OF EMBARKATION
5 - PHILADELPHIA PORT OF EMBARKATION
5 - NEW ORLEANS PORT OF EMBARKATION
1 - USA TRIESTE
5 - CHARLESTON PORT OF EMBARKATION.
1 - USA CAIRO
1 - USA ANCONA
1 - USA GALLIARI
1 - TPN OFF WESTERN TOWN COMMAND
1 - TPN OFF NORTH AFRICAN SERVICE COMMAND

1 - SURGEON HTOUSA.
1 - DME
1 - AFSC/MC
1 - MAF
1 - MEDRO (SHIPPING ROOM)
1 - US NAVY - M-4
1 - CAS HTOUSA.
1 - COMNAVANT (ATTN: POSTAL)
1 - PSTO
1 - CINC MED.
1 - G-4 H & TM.
1 - Q (ALINT)
1 - G-5 EC & SUPP. DIV.
1 - Q (LD)
1 - D TW (D)
1 - ZMC AFHQ
1 - LG POST L AFHQ
1 - PET SECTION
1 - LG M & D
1 - LBS HTOUSA
1 - ORD HTOUSA
1 - ENG HTOUSA
1 - MILANS SUB COM - HQ LC (ATTN: MAJOR KLEIN) SP-507 (11-60)
1 - NOV HQ - LAND FORCES & MILITARY LIAISON (GREECE)
1 - ON AFHQ COL SECTION.
1 - CG REPLACEMENT COMMAND HTOUSA
1 - LG STOCK RECORDS
1 - CG DELT. L-SE SECTION
10 - TPN OFF DELT. L-SE SECTION
1 - DME (ITALY)
1 - CG COZONE HTOUSA
1 - TPN OFF COZONE HTOUSA
1 - 60TH TRU
10 - TPN OFF PEN SOUTH
1 - 56TH ...CS
1 - 1.320 APO 528
1 - G-4 (S & R)
1 - VSA. AGERS
1 - VSA. OUN
1 - VSA. HRSILLES
1 - VSA. DRI
1 - VSA. HAPLES
1 - HMT MED (CASERT. OFFICE)
1 - HAPTON HOLS PORT OF EMERKATION
1 - NEW YORK PORT OF EMERKATION
1 - VSA. ROME
1 - VSA. LECHORN
1 - VSA. AFHQ
1 - VSA. ATHENS
1 - VSA. CASABLANCA

CONFIDENTIAL

Tel. 543

VD/CP/hh

Ref. AG/5655/IND

12 August 1945

SUBJECT : Caustic soda.
TO : ~~Finance Sub-Commission.~~
FROM : Industry Sub-Commission.

1. Herewith for your information copy of letter 18516 dated 4 August 1945 from I.C.E. (Istituto Commercio Estero), giving details on imported caustic soda unloaded at Naples.

V. DORKOVICH

for A.H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission

Copy to : -
Economic Section
Transportation S/C
(Attn.: Ports & Warehouses Div. -
Maj. Klein)

Encl. : -
as above

5409

C O P Y

ISTITUTO NAZIONALE PER
IL COMMERCIO ESTERO

Roma, 4 Agosto 1945

N. 18516

Uff. Re. Imp.

Pos. 273/339

OGGETTO : Soda caustica.

Si ritiene opportuno riepilogare qui di seguito gli arrivi e i movimenti di soda caustica alleata verificatisi nel porto di Napoli nei decorati mesi di giugno e luglio:

- 1) Dall'11 al 22 giugno sono stati sbarcati dal piroscafo "Samholt" n. 3856 fusti. Durante lo sbarco n. 5 fusti sono caduti in mare e pertanto risultarono depositati sulla banchina n. 59, in attesa della rispedizione a Genova, n. 3851 fusti.
- 2) Dal 22 al 28 giugno sono stati sbarcati dal piroscafo "Port Le Havre" n. 1.897 fusti, che furono depositati al Back. Pile 42 (Vigliena). Durante il trasporto mancarono n. 11 fusti, che sono scomparsi insieme al camion che li trasportava. E' stata sporta regolare denuncia al P.O.L. e alla Military Police di Napoli.
- 3) In data 10 luglio sono stati caricati sul piroscafo "Capo Mele" con destinazione Genova, n. 5.281 fusti prelevati dalle due partite precedenti.
- 4) In data 17 luglio sono stati introdotti nel magazzino 676 di S. Giovanni a Teduccio 1.456 fusti che risultavano tuttora giacenti nel porto di Napoli.

Il Capo della Sezione ~~8408~~
Commerciale

fto B o r d o n i

AC.HQ.
Industry Sub-Commission
(Attn. Mr. Opatowski)
R O M A

e p.c.

UFFICIO ASSICURAZIONI
S E D E

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI
WAREHOUSES MANAGEMENT.

Per telegrammi:
FEDERCONSORZI-ROMA
TELEFONI: 43251 - 44190

TO : ALLIED COMMISSION
Transportation Sub-Commission
(Attn: Capt. ALIEN C. RAMSEY
P. L. O., Leghorn)

COPY TO : Capt. T. E. Ramsey, P.L.O.
Naples.

Ref. N° 1139 = MB/DR = Depot 676.

RMMA Naples, 10th August 1945.
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

SUBJECT : OUTTURN REPORT PL/15 OF 26th JULY 1945.

1. Reference is made to the Outturn Report PL/15, dated 26th July 1945, signed by Capt. Alien C. Ramsey, Port Liaison Officer, Leghorn, concerning the shipment of 3 wagons of Meat made from Depot 676, Naples, during the week from 8 to 15 July 1945.

2. Please note that the manifested weight is GROSS, whilst the receipted stated weight is NET. On this depend almost all minus discrepancies resulting from the Outturn Report in question.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
UFFICIO INTERREGIONALE
GESTIONE DEPOSITI
IL DIRETTORE

[Signature]

5407

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

RRK/rf

9 August 1945

Tel. 478700

Ref. W/2/1400/Tn6

SUBJECT : Transfer Notes

TO : ALCOM Depot 576 - NAPLES

1. It is noted that separate Transfer Notes are being sent on each wagon load that goes by rail, even though going to the same consignee and shipped on the same order number.

2. This is an unnecessary duplication of work. All merchandise shipped to the same consignee and on the same order number should be put on a single Transfer Note.

For the Director:

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

5466

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI
WAREHOUSES MANAGEMENT.

Per telegrammi:
FEDERCONSORZI-ROMA
TELEFONI: 43251 - 44190

TO : HQs. ALLIED COMMISSION APO 394
Transportation Sub-Commission
Ports and Warehouse Division
(Attn: Maj. E. H. KLEIN)

COPY TO : Capt. T. E. Ramsey.

Ref. No 771-MB/DR = Depot 676.

ROMA Naples, 24th July 1945.
~~AVKXLY WAKOYO GSKYCKSKHKBKATYKXKATYK~~

SUBJECT : WAREHOUSES RECEIPTS. = MINING DIVISION SHIPPING ORDERS.

1. We refer to yours W/2/1313/Tn6 dated 21st July 1945.
2. It is goods arrived at our warehouses together with A.C. supplies, as often happens. In these cases the truck cannot be sent back again as on it there are loaded also, or for the most part, supplies addressed to us.
3. What would be appreciated is that these confusions in loading the trucks should be avoided.
4. At present a great number of items, belonging to Mining Division and allocated to Azienda Carboni Italiani (as per Shipping Orders Nos. 3, 12, 16, 25 and 26) are warehoused.
5. In compliance with your instructions, we have again and again invited said Firm for the collection of the stores in question, but this collection has not yet been effected, as the above Firm has stated that its warehouses are completely overfilled with supplies and there is no more space for further receipts.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
UFFICIO INTERREG. SUD-E. RAPOLI
GESTIONE DEPOSITI
IL DIRETTORE
[Signature]

2
SENIOR TRANSPORT TION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMC NAPLES COMBINE
APO 394

5 August 1945

SUBJECT: Newsprint for Algiers

TO: Milan Office, Allied Commission
Commerce Sub-Commission
Attn: L. v. R. White, Director

1. Reference AC/3066/2/Commerce dated 19 July, 1945.

2. According to our records, the entire allotment of 282 tons of newsprint was shipped on SS Edera to Algiers and there should have been no deficiency unless part of the cargo was lost in transit. Transfer notes of our Depot 676 show that a total of kg 283,076 of newsprint were delivered to the port for loading, and manifest of the ship indicates that 940 rolls weighing approximately 282 tons were on board ship at departure from Naples.

3. If, under the circumstances, it is desired to make good the deficiency from this end, please authorize an additional quantity to be released from our warehouses.

For the Commissioner:

T. E. Ramsey

T. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

5404

Distr
To S/C- Major Klein ✓
AFHQ G-5 Ref P-1 23 July
ICE Naples
Adjutants file
PIO file

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
APO NAPLES COMBINE
APO 394

31 July, 1945

SUBJECT: Monthly Report for July

TO: Senior Transportation Officer, APO Naples Combine
Attn: Major Powers

1. Volume of imported civilian supplies received from the record levels of the preceding two months, ^{and} transshipments by rail and sea were at an accelerated pace with the result that congestion in local warehouses was relieved considerably. Much of supplies imported were disposed for port clearance by rail, but wagons were in short supply for civil allocations and bids for approximately 4,000 tons of cargo were unfilled in the last week of the month.

2. Operations in the Italian port section improved immeasurably by the adoption of a systematic procedure for control of trucks, labor and coordination of depot acceptance, but it is still difficult to secure as many military vehicles for port clearance as are allocated for ships working in the military port or as many as are needed to work ship to capacity. Most ships carrying civil supplies ^{or cargo} are now berthed in the Italian port, and generally ships with mixed cargo will be moved there after discharge of military cargo.

3. In the military port, arrangements were made during July for ships' agents to effect a tally of civil supplies, a procedure that has been in effect in the Italian port since June 1, and this tally is to be regarded as the official record of a ships' discharge. Discrepancies between manifest quantities and quantities reported to be received by agencies of the Italian Government have been practically eliminated by the installation of this procedure.

For the Commissioner:

F. E. Ramsey

F. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

5403

To Major Klein
Transp etc POW Div
AC HQ

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

2
SERVIZIO DISTRIBUZIONE ALIMENTARI
WAREHOUSES MANAGEMENT.

Per telegrammi:
XXXXXCONSORZI-ROMAX
XXXXXXKORONAXXXXX

TO : HQs. ALLIED COMMISSION, APO 394
Transportation Sub-Commission
Ports and Warehouse Division
(Attn: Maj. R. H. Klein)

COPY TO : Capt. F. E. Ramsey
P. I. O., Naples.

Ref. No 983 = MB/DR = Depot 6761

XXXXX Naples, 2nd August 1945.
XXXXXXMASSIXXXXXX XXXXXXXXXX XXXXXXXXXX

SUBJECT : SEALING OF RAIL CARS.

1. Reference to yours W/2/1357/Tm6 of 31st July 1945, addressed to P. I. O., Naples.

2. The rail cars leaving our warehouses are, without any exception, duly wired and sealed.

3. As per strict instructions of Italian State Railways, no loaded rail cars can be accepted by the Railways if it is not duly sealed.

4. It is the duty of the chiefs of the trains to ascertain themselves of such a regular closing of rail cars before dispatching them.

5. If rail cars arrived at Ancona unsealed, this means that their seals were mishandled during the travel 6402

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
UFFICIO CENTRALE
SEGRETERIA
AL DIRETTORE

[Signature]

INTER-OFFICE MEMO

RHL/rt

Tel. 478700

2 August 1945

Ref. T/E/1376/Tn6

SUBJECT : Rail Movements at Naples Warehouses
Week of 23 - 29 July

TO : Movements Division
Attention: Lt. Col. Baker

1. During the period 23 - 29 July, merchandise covered by accepted rail bids totalling approximately 2,000 tons failed to move from ALCOM Naples Depots, due to the shortage of rail wagons.

2. Furthermore, in excess of 2,000 tons of civil supplies failed to move by rail from the Port of Naples because of insufficient rail wagons during the same period.

3. The situation has become critical. The constant inability of I.S.R. to furnish sufficient wagons to cover the accepted bids results in aggravating an already serious warehouse problem.

4. It is urgently recommended that some measures be taken to relieve the acute situation.

Copy to:
ALCOM Port Liaison Officer - Naples
Attention: Capt. T. Amzey
Senior Transportation Officer - Naples
Commune, Attention: Major Bowers

ROBERT H. KLEIN
Major Med. Asst. C.
Ports & Whse.

5401

File

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

RHK/rf

Tel. 478700

31 July 1945

Ref. W/2/1357/Tn6

SUBJECT : Sealing of Rail Cars

TO : AICOM Port Liaison Officer - NAPLES
Attention: Capt. T. Ramsey

1. Ancona reports that rail cars arriving from Naples are wired but unsealed.

2. All rail cars should be sealed. If you do not have a supply of seals on hand, RTO should be able to provide them.

For the Director:

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

5466

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

RHK/rf

Tel. 478700

31 July 1945

Ref. W/2/1355/Ta6

SUBJECT : Advice of Ship's Loading and Departure

TO : ALCON Port Liaison Officer - NAPLES
Attention: Capt. T. Ramsay

1. Complaints have been received from Genoa that advices are not being received promptly at all times on cargoes loaded for water shipment to Genoa.
2. As a case in point, they state that no advice was received from you at the time the RENAUD FUGALE left Naples, indicating what cargo remained aboard or what cargo was discharged in Naples. This makes checking on their part difficult, if not impossible.
3. Genoa also states that Transfer Notes are not being received from Naples, covering schooners loaded direct at Naples Port.
4. Another complaint from Genoa indicates that the evaporated milk shipped on the Schooner VARI AMICI at Naples is billed by Naples on the Transfer Note at 39 lbs. per case, whereas the Federazione dei Consorzi Agrari at Genoa claim that the net weight was 43½ lbs. per case.
5. Request investigation of the various points above. Further request that response be made by letter to Major Boyd, Officer in Charge ALCON Port Depot, Genoa, via ADLS, with copy to this Headquarters.

For the Director:

5399

ROBERT H. ELKIN
Major Med. Adm. U.
Ports & Whse. Div.

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

RHK/mvm

Tel. 478700

31 July 1945

Ref. #/2/1350/Tn6

SUBJECT: Inventory - Depot #676

TO : Food Sub Commission

1. Inventory of 20 July 1945 from Naples warehouse #676 indicates the following merchandise on hand allocated to the Italian Government and not yet withdrawn:

Over 2000 tons of evaporated milk
Over 1000 tons of powdered milk
Over 2000 tons of soup
Over 1300 tons of sugar.

2. Any assistance which you might render for quick disposal of this merchandise would be exceedingly helpful in the warehouse situation.

For the Director:

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

5398

file 2
HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

[Signature]
rhk/rf

Tel. 478700

23 July 1945

Ref. W/O/1322/Tn6

SUBJECT : Insurance of Imported Civilian Supplies
TO : ALCOM Port Liaison Officer
Attention: Captain T. E. Ramsey

1. Receipt is acknowledged of your letter of 18 July 1945, enclosing copy of a letter from ICE on the subject above shown.
2. The matter is being investigated and you will be advised of any action taken. In the meantime it is unnecessary for you to do anything in this regard.

For the Director:

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

*Cpt Ramsey
advised by
in person to
take no action
27 July 45*
5397

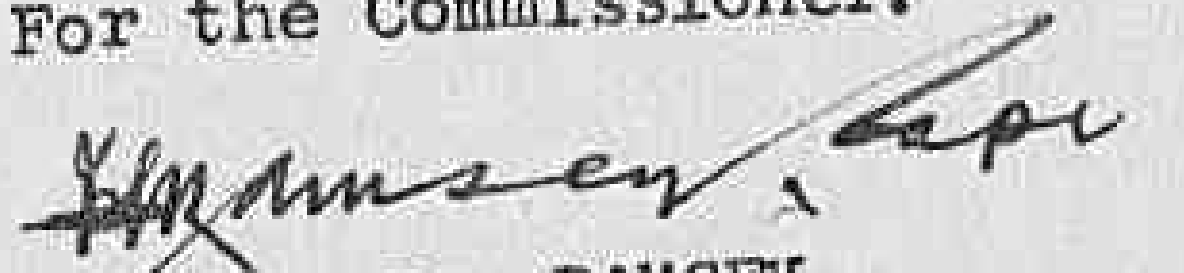
HEADQUARTERS
AMG NAPLES COMMUNE
SENIOR TRANSPORTATION OFFICER
APO 394

18 July, 1945

SUBJECT: Insurance of Imported Civilian Supplies
TO: Transportation S/C- Port & Warehouse Division
Attn: Majr Klein ✓

1. Reference is made to attached letter from ICE paragraph B, sub-title 1, dated July 5, 1945.
2. Please advise if this office is to assume any responsibility in connection with this matter.

For the Commissioner:


T. E. RAMSEY
Captain, Spec-Res
Port Liaison Officer

Distr

Flin S/C- Attn Chief Acc't
Adjutant- AMG Naples
PLO File

5356



file I.C.E.
TRANSLATION

ISTITUTO NAZIONALE
PER IL COMMERCIO ESTERO

ROMA, 5 Luglio 1945
5th July , 1945

N. 14725
DA CITARE NELLA RISPONDA

ENSURE OFFICE

SUBJECT: Insurance of all merchandises
for export & import.

We inform you that this Istituto has provided to ensure all supplies for export & import to cover all under mentioned risks by general policies fixed with all Italian Ensure Companies & handled for the a/m Companies by General Ensure Co. of Venice (Assicurazioni Generali di Venezia) on the general Agency in Rome under control of entitled Ministry.

control of entitled Ministry.
To settle ensure business, it was entitled a
special Ensure Office attached to I C E.
Insurance concerns all merchandises for expo

special Ensure Office attached to I C E.
Insurance concerns all merchandises for export
& import except those belonging Federazione Italiana dei Consorzi
Agrari and ENDIMEA (National Unit to allot medicinals for Allies)
Insurance against risks of fire & pilferage of all

A) Insurance against risks of fire & pilferage of all warehoused merchandises for import & export.

The two policies to cover the a/m risks runs from the 1st May 1945 and concern all goods warehoused in the area belonging that office; these policies afford security to these merchandises except those which, although belonging I C E, are in warehouses handled by Fedeconsorzi.

To avoid misunderstanding, we specify they get same shelter, further the goods in warehouses handled by that office, also those belonging other forwarding-agents and consignee Firms & which are warehoused in depots not handled by Fedeconsorzi. Consequently we beg your office to signal promptly to forwarding-agents, consignee Firms and everybody who has warehoused goods belonging I C E,



ISTITUTO NAZIONALE PER IL COMMERCIO ESTERO

N. continued
DA CITARE NELLA RISPOSTA

./.

to do not provide insurance against a/m risks on the purpose to avoid expenses which I C E supports already.

Because the consignee Firms should have provided directly to ensure goods belonging I C E, will you advice them to cancel contracts dating from 1st May 1945 or beginning from time you will have them acquainted about present letter.

Will you inform us about settling of these business, forwarding in such cases a goods-list under insurance until a/m time and an expenses-list.

Will you take care forward every ten days to Ensure Office attached to this Directorate two copies of warehouses' situation sent already to export office.

B) Insurance against transport-risks.

1. Goods for import:

a) Transport of goods from deck or ship-side to warehouses or transport means for interland travelling.

Because merchandises for import are covered by general policy of I C E since from source, and of course during offloading and transport operations to Port warehouses & until last destination, that office will take care every loss or average pre-existing at delivery time of goods, be tallied in cross-examination before one Allied Representative, the local Ensure Co. Agent and, if it's necessary, before carrier. In the case of this last one's responsibility, shall you make a claim by recommended letter.

Because the ensurance against transport-risks covers also any loss and average caused by fire, pilferage, breakage, leakage ecc. happened during discharge operations, they shall be noted all incidental losses and averages happened during these operations from the withdraw-time until delivery-time to warehouses or loading-time up transport-means to forward goods to channels, on account and risk of I C E.

./.



ISTITUTO NAZIONALE PER IL COMMERCIO ESTERO

N. continued
DA CITARE NELLA RISPOSTA

./.

On the purposes of insurance, will you send promptly to Ensure Office of I C E all details in connection to withdrawal of merchandises and their removal until warehouses in arrival Port area and, occurring the case, until last destination by rail, trucks, m/schooner, vessels, air, using the enclosed form.

For travels by sea and air, you are requested to signal us the travel before it begins and, as possible, same time before, supplying in these cases, summary details too, but reserving to specify them in future.

b) Transfer of goods by land, sea or air from arrival ports (from w/hses or directly from ship-side) to other Italian localities. During same transfers, merchandises are covered by insurance against transport risks (fire, pilferage, breakage, leakage, ecc.)

Therefore, occurring the case that merchandises arrive damaged in the locality where is that office, will you call immediately the local Ensure Co. Agent for ascertainment of damages and right acquaintance of them, and further it will be requested a cross-examination before carrier who, if responsible, will receive your claim by recommended letter. As Notification Note to the Ensure Office, will you use the enclosed form as above at para. a) ==

2. Merchandises to export

The general policy provides to cover shipment of all merchandises since from withdrawal-time until delivery-time to foreign consignees. Therefore, occurring the case in which withdrawal happens in interland place, merchandise will be under insurance during travel by land, sea or air until w/hses of Port area or airfield for export. On the contrary, if the withdrawal happens in the Port area or at airfield for shipment, the insurance will be limited on the export travel only. In regard to internal travels until the Port or airfield

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ISTITUTO NAZIONALE
PER IL COMMERCIO ESTERO

N. continued
DA CITARE NELLA RISPOSTA

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for shipment or frontier station, single exporters can cover them by I C E policy which provides favourable money-prizes, but I C E will be free from any responsibility for averages or losses happened during same transports if exporters refuse this shelter.

Any way, either for sea transport covered automatically by I C E (for merchandises withdrawn by it) either for transport ensured on exporters' request, that office will have sent us all details already forwarded in regard of merchandises for import as at the s/m form, in conformity with further rules specified already in regard of same goods.

It will be appreciated very much any your courteous ensuring replay.

CHIEF
COMMERCE DIVISION

SIGNED doct. B o r d o n i

Translated by
Bini

(2)

~~Deposits~~

TN-SUB Commission
AC

6632

6632

LRGT WELSH 22

T 1134 21373

FROM ALCON BERRY GIBSON BOND

TO ALCON WPT LARLEY FOR HASTLEY

INFO ACCT BOND AND BARRINGHAM LTD KENT AS TO ACCTS BOND

COAST T

ACT GRAY T

REMOVED COLLECTED LISTS OF COMMODITIES DISCHARGED NAPLES IN 33

SEA BOND IN NUMBER OF UNITS AND EXTENT IN LONG TONE

AT THE 1724

SCAT 212847 22 JOE 31

MRD CTR 1822 AT 1512 AS K

6632

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO DISTRIBUZIONE ALIMENTARI WAREHOUSES MANAGEMENT

Per telegrammi:
FEDERCONSORZI-ROMA
TELEFONI: 43251 - 44190

TO : HEADQUARTERS ALLIED COMMISSION
APO 394 = Transportation S/C.
Ports and Warehouse Division
(Attn: Maj. R. H. KLEIN)

COPY TO : Capt. T. E. Ramsey.

Ref. N°469/MB/DR = Depot 676.

~~XXXX~~ Naples, 12th July 1945

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

SUBJECT : WAREHOUSE STOCK REPORT = 30 June 1945.

We refer to yours W/2/1279/Tn6 dtd 7th July 1945.

1. Our item N° 210 = We are going to solicit the warehouse 1285 for the collection of this commodity.

2. Item N° 284 = This item was collected from Hqs. 14 CRASH (Supply Units) of Casoria by Federazione Italiana dei Consorzi Agrari and at present is in the warehouse at disposal of the latter, as per Col Legg's letter ref. 30=11/68/Food dtd. 19/5/45.

3. Item N° 172 = Soldier Giulio Milano of Transportation S/C has been asked by us to insist with Depot 675 on the prompt collection of this item. Our previous requests made directly to said Depot got no result.

4. Item Nos. 268, 273, 274, 275 = No Shipping Order concerning these items is in our possession.

5. We note your information and are awaiting instructions from Food Sub-Commission.

6. Item N° 153 = We are going to hasten the Depot 1285 for the collection of this item.

5390

7. Items 208, 143, 158 = The same as per para 6 above.

a) Item N° 265 = This item has been wholly allocated and must be forwarded by rail. As a large quantity is involved (more than 133 tons), the transportation of which to Depot 1285 would require a considerable expense and a large number of trucks, it is suggested to suspend the transfer of same to Depot 1285, until we receive the allocation of wagons, in order to arrange for the forwarding to the consignees directly from Depot 676. In this way a considerable economy both of money and means of transportation would be realised.

= 2 =

8. Items 48, 187, 172, 73 = Sgt. Miller was instructed by Maj. Sinclair to arrange for P. P. S. to collect these items. It seems that Sgt. Miller's steps got no result whatsoever. Soldier Giulio Milano of Transportation S/C has now been requested by us to take care of this matter.

9. Item N° 175 = We are in possession of the Shipping Order N° 430 issued to Public Health S/C, but the consignee didn't appear hitherto for collection.

10. Mr. White's visit and your instructions have been noted.

11. We have noted your instructions about the call of a representative of ACAI.

12. Item N° 213 = As per your instructions, we are arranging for the accounting transfer of this item.

13. a) Items from N° 171 to N° 154 = As per your instructions, we are arranging for the accounting transfer of these items. We note your instructions.

b) Item N° 99 = No Shipping Order concerning this item was received by us.

c) Item N° 157 = We are going to hasten the warehouse 1285 for the collection of this goods.

d) Item 301 = Against order signed by Capt. T. E. Ramsey, we have already delivered N° 24 cases of Printed forms to A. F. Hqs., G-5 Section, APO 512, Capt. L.D. Melotte, on 395 cases totalling the whole items, including other quantities warehoused in July. You could apply to said Section in order to get information about the contents of the packages. We point out that the packages are constituted of old cases with old markings (i.e. G-5 AFHQ Naples, Attn. Lt. Comdr, SD, WE I SS BUCH) and that no new markings are shown, except the letters "D.P." written in bleu pencil. Hereto attached we are sending three samples of the printed forms in question, taken from broken cases, but we are not sure whether there are some other kinds of forms in other cases.

14 = Item N° 293 = Yours instructions have been noted.

15 = Item N° 214 = do. do. do.

16 = Items 101, 139, 101 (again) = These are ex Port Salva ge items that ICE refuses to take on charge, as same are not shown on S.O.P. Will you please instruct us.

ENCLOSURES : N° 3 forms.

FEDERAZIONE ITALIANA
UFFICIO INTERREG
GESTIONE
MAIL DIREZIONE
YOU

A. E. F. ASSEMBLY CENTER REGISTRATION CARD

1. (Registration number)				2. (Family name)		3. (Other given names)	
M. ☐				F. ☐		4. Date: .	
5. (Claimed nationality)		6. (Sex)		7. (Age)		8. (Arrival)	
9. (Assigned billet number or address)							
B. DESTINATION OR RECEPTION CENTER							
(Name or number)		(City or village)		(Province)		(Country)	
C. REMARKS							

A.E.F. D.P. REGISTRATION RECORD										For coding purposes																		
Original ☐ Duplicate ☐										A.	B.	C.	D.	E.	F.	G.	H.	I.	J.									
(1) REGISTRATION NO.																												
(2) Family Name <i>Margaretha Rudolph</i>										(5) Claimed Nationality <i>Italiana</i>																		
Other Given Names										(8) Number of Accompanying Family Members																		
(3) Sex										(4) Marital Status																		
M. ☐ Single ☐ Married ☐										F. ☐ Widowed ☐ Divorced ☐																		
(6) Birthdate										(7) Religion (Optional)																		
(9) Number of Dependents										(11) Full Maiden Name of Mother																		
(10) Full Name of Father										(12) DESIRED DESTINATION																		
(13) LAST PERMANENT RESIDENCE OR RESIDENCE JANUARY 1, 1938.																												
City or Village										Province																		
Country										City or Village																		
Province										Country																		
(14) Usual Trade, Occupation or Profession										(15) Performed in What Kind of Establishment																		
(16) Other Trades or Occupations																												
(17) Languages Spoken in Order of Fluency										(18) Do You Claim to be a Prisoner of War																		
a. b. c.										Yes No																		
(19) Amount and Kind of Currency in your Possession																												
(20) Signature of Registrant:										(21) Signature of Registrar:																		
Date:										Assembly Center No.																		
(22) Destination or Reception Center:																												
Name or Number										City or Village																		
Province										Country																		
(23) Code for Issue	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
(24) REMARKS																												

Form CA/d 12

A.E.F. D.P. FREE ISSUE VOUCHER

Issue Articles Enumerated Below to:—

Voucher No. _____

NAME _____

Registration No(s) _____

Nationality _____

Name and Location of Centre _____

CODE NO.	ARTICLE	QUANTITIES		CODE NO.	ARTICLE	QUANTITIES	
		REQ'D	ISSUED			REQ'D	ISSUED
1	Shoes or Boots (prs)			21	Cotton Blanket		
2	Shirt			22	Cotton Cloth (Meter length)		
3	Trousers			23	Wool Cloth (Meter Length)		
4	Skirt			24	Rayon Cloth (Meter Length)		
5	Jacket			25	Knitting Wool		
6	Sweater			26	Eating Utensils		
7	Wool Dress						
8	Other Dress						
9	Underpants or Undershirts						
10	Undervest or Undershirt						
11	Socks or Stockings (prs)						
12	Petticoat or Slip						
13	Corset or Suspender Belt						
14	Gloves or Mittens (prs)						
15	Hat, Cap or other Headcovering						
16	Overcoat						
17	Towel						
18	Layette						
19	Sleeping Garments						
20	Wool Blanket						

5386

Approved by: _____

Received by: (as per issued column) _____

NO	ARTICLE	REQD	ISSUED	NO	ARTICLE	REQD	ISSUED
1	Shoes or Boots (prs)			21	Cotton Blanket		
2	Shirt			22	Cotton Cloth (Meter length)		
3	Trousers			23	Wool Cloth (Meter Length)		
4	Skirt			24	Rayon Cloth (Meter Length)		
5	Jacket			25	Knitting Wool		
6	Sweater			26	Eating Utensils		
7	Wool Dress						
8	Other Dress						
9	Underpants or Undershirt						
10	Undervest or Undershirt						
11	Socks or Stockings (prs)						
12	Petticoat or Slip						
13	Corset or Suspender Belt						
14	Gloves or Mittens (prs)						
15	Hat, Cap or other Headcovering						
16	Overcoat						
17	Towel						
18	Layette						
19	Sleeping Garments						
20	Wool Blanket						

5986

Approved by:

Received by: (as per issued column)

Name

Rank

Name of recipient

Date

Issued by: (as per issued column)

Date

Name

Rank

Original — to CFA
Duplicate — File Copy

Date

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

RHK/rf

Tel. 478700

7 July 1946

Ref. W/2/1279/TAG

SUBJECT : Warehouse Stock Report, Period June 1946
Naples Warehouses

TO : ALCOM Depot 676 - NAPLES

1. Reference your no. 210, binder twine, 3.315 tons. This should be delivered to Depot 1285, Cancellio.
2. Your item 264, 30.857 tons corned mutton, has been released and warehouse release order should be in your possession. If there is any question about this item, please advise us.
3. Your item no. 172, 397 tons medicinals, is included amongst the food items. We do not understand why, for if this is AC medicine, it should be delivered to Depot 675. If it is an UNRRA item, it should be included in their merchandise.
4. Your item no. 288, pumpkin jam, .014 tons, was ordered to be shipped to Genoa by release order given you by Major Sinclair. Same comment applies to your items nos. 273, 274, 275, covering respectively dehydrated hominy 17.636 tons, dehydrated rutabagas 41.812 tons, dehydrated cabbage .006 tons. Request this be shipped to Genoa at the earliest opportunity. If order is not on hand, please advise.
5. Food Sub-Commission is checking all the other food items and will write you directly on them.
6. Your item 153, covering 1.195 tons fish hooks, should be delivered to Depot 1285. We so advised you a month ago and do not understand why this item is still on hand. Please dispose of it accordingly.
7. All items listed under Agriculture Materials, your nos. 208, 266, 148, 158, covering belting leather, cotton thread, cotton twine, and copper sulphate sweepings, should be delivered to Depot 1285. It is requested that such disposition be made at once.

Release orders are not necessary as this merchandise should have been delivered to Depot 1285 originally.

8. It is presumed that those supplies belonging to the Quartermaster PBS, and included under that title as well as your title "Supplied Armed Allied Forces", either have been or will be properly returned to the Quartermaster through the system already in effect. If action has not been taken, request that necessary action be taken at once.

9. Your item no. 175, covering 89.872 tons of blankets, is indicated as allocated to AC. Request information why this has not been shipped.

10. Mr. White, of the Commerce Sub-Commission, will be in Naples in the near future and will check all those items listed on your inventory under the heading "I.C.E. Commerce S/C." Mr. White is authorized to release any and all of this merchandise and you are requested to follow such orders as he may give you.

11. A representative of ACAI will shortly call at the warehouse to check all of those items listed under the heading "Mining Division." He is authorized to give you release orders upon any and all of this merchandise. You are requested to respect such orders.

12. Your item no. 215, potash salt, indicated as owned by Southern Region, is, in fact, merchandise of the Agriculture Sub-Commission, who are sending you release order for same. If this is not received in the near future, you are requested to advise us.

13. Your list of items indicated as not allocated is incorrect. Proper allocation of these items is as follows:

Item No. 171	H.T. Stores, Transportation Sub-Commission	
" " 158	Equipment Spares, Transportation Sub-Commission	
	(Capt. Peterson of the Transportation S/C	
	will shortly send a representative to your	
	Depot to inspect these items and give	
	disposition.)	
Item No. 144	Will be inspected by Mr. White, of the	
(paper)	Commerce S/C, to whom the item properly belongs.	
Item No. 276	Comforters	) These items are all-) Commerce S/C items) and should also be) called to Mr. White's) attention when he) visits.
" " 101	Clothing	
" " 175	Blankets	
" " 101	Flannel	
" " 298	Pencils	
" " 101	Stockings rayon	
" " 139	Used military shoes	
" " 139	Shoes	

- 3 -

Item No. 171 M.T. Stores mining post) These items belong to
" " 132 Packs lifting post screw) the Mining Division
" " 157 Cord flexible) and should be called to
" " 157 Magnet wire) the attention of the ACAI
" " 154 Spuds female couplings) representative when he calls

Item No. 99 Ball bearings - Was released by Warehouse Release Order No. 14, of the Mining Division. Actually the 5 cases covered by that release order are all inside the 1 case you have on hand. Request that release be made as ordered.

Item No. 157 Gang saws - Should be delivered to Depot 1285.

Item No. 301 Printed forms - Insufficient information for us to make allocation. You have been previously requested and we again request that you give us additional information on these forms; markings on cases if that is sufficient, or in the absence of that, open the cases and if necessary, send samples to this HQ.

14. Public Works and Utilities Sub-Commission will give you disposition of item no. 293, Rotary Sweeper Tractor Unit. If such disposition instructions are not received in the near future, it is requested you advise us.

15. Industry Sub-Commission will shortly give you disposition on your item 214, Textile machinery parts. If such disposition instructions are not received in the near future, it is requested you advise us.

16. It is noted that your general category of food includes the following:

Item No. 101 Used clothing
" " 139 Shoes
" " 101 (again) Clothing

These items belong under the category of Commerce Sub-Commission, I.C.E.

For the Director:

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

27/1/54
Still
HERE

HEADQUARTERS ALLIED COMBINE IN
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouses Division

NRG/rt

Tel. 47-900

Ref. 2/8/1443/Tad

28 July 1943

SUBJECT : Naples Warehouses Situation

TO : Federazione Italiana dei Consorzi Agrari

1. As a result of an inspection on 27 July of Depots 676, 677, 683, and 686, now operated by the Consorzio Agrario in Naples, the following remarks are made:

A. The general situation of stores in the warehouses is highly unsatisfactory. Indications are that there is no one in the Federazione organization in Naples who is qualified warehouse operator. Numerous officials are employed, some of whom are excellent in the performance of their duties. However, these duties are accounting, handling of rail wagons, handling of water shipments, warehouse maintenance, etc. Sig. Magagnoli, the chief of the entire organization, by his own statement is not a warehouse operator. Sig. Deabach and Sig. Scagliarini who are the chiefs of warehouses 677 and 686 respectively, were former employees of Magagnoli Generali and were considered by us to be mediocre in their abilities. They were employed by the Federazione at the time of the change-over because, we were told, the Federazione at that moment did not have time to supply other or more efficient personnel. This was several months ago.

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

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

5382

- 2 -

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

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

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

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

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

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

- 3 -

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

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

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

j. There is a lack of coordination between the Naples warehouses and the other warehouses in the vicinity operated by the Federazione or by IGH. The statement was made by the managers of Federazione Depot 1885 in Casale and by the Depot managers of 1884 and ACAI in Naples that the warehouses were full and they could accept no more merchandise. Upon inspection of each of these warehouses, it was immediately observed that the warehouses were not full and that all three could accept considerably more merchandise by efficient storage of their contents.

k. Reference is made to letter of 7 July 1945, ref. 33-1/3/FCSP, addressed to the Ministry of Food, copy to Federazione Italiana dei Consorzi Agrari, in which a list of spoiled feedstuffs in Naples is indicated. It is our firm belief that this quantity of spoilage is extremely high and unnecessary. It is out of proportion to the experience elsewhere and is due to the factors listed above.

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

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

For the Director:

5380

Copy to:
High Commissioner for Food
Food 5/8
Director, Transportation S/C
Mr. Transportation Officer, Naples Commune
ALOM F.L.C. Naples - Attn: Capt. T. Canney

ROBERT E. KILPATRICK
Major Gen. Adm. C.
Ports & Ware. Div.

AMG NAPLES COMMUNE AMG ANCONA DEPOT 12 L 50 LESHORN ALCON PORT
 DEPOT NO 12 VENICE 6/6 86 AREA ALCON PORT DEPOT GENOA
 2519 25 JULY 45 ROUTINE

RESTRICTED PD

PARA ONE PD COMMENCING FIRST AUGUST FOLLOWING ACCOUNTING PROCEDURES
 WILL BE INITIATED PD WAREHOUSE RECEIVING REPORTS AND TRANSFER NOTES
 ONE COPY OF EACH TO MAJOR KLEIN AND ONE COPY OF EACH TO FOOD SUB COMM
 ATTN MAJOR SINCLAIR PD FOR UNRA SUPPLIES CONTINUE TO SEND ADDITIONAL
 COPY DIRECT TO UNRA AS HITHERTO PD NO REPEAT NO COPIES TO CAPT WYATT
 PD NO LONGER NECESSARY FORWARD COPIES TO REGIONAL SUPPLY ACCOUNTANT
 EXCEPT IN CASES OF TRANSFERS TO AMG KENNEDY AUSTRIA GMA AND TRIESTE
 AND AMG ARMIES PD IN ALL SUCH CASES EXISTING PROCEDURE CONTINUES AND
 COPIES FORWARDED TO CAPT WYATT AS USUAL PD NOTE THIS DOES NOT REPEAT
 NOT APPLY TO SHIPSIDE RECEIVING REPORTS FOR WHICH EXISTING PROCEDURES
 CONTINUE PD

PARAH TO AMG NAPLES COMMUNE FOR RABBIT TO AMG ANCONA COMMUNE FOR DEL-
BERICO TO DEPOT ONE TWO LOVE FIVE ZERO LESHORN FOR RABBIT TO ALCON FOR
DEPOT NUMBER ONE TWO VENICE ONE OF EIGHT SIX AREA FOR MARTIN TO ALCON
PORT DEPOT GENOA FOR BOYD FROM HQ ALCON CITY ACTT PARAH

PARA TWO PD RAIL AND SEA SHIPPING ADVISES PD ONE COPY MAJOR KLEIN
 ONE COPY FOOD SUB COMM ATTN MAJOR CURRAN PD MAJOR CURRAN REQUIRES
 THESE ADVISES ON FOOD SHIPMENT ONLY PD NO COPIES TO CAPT WYATT PD

2519(Cont'd)2

PARA THREE PD DAILY AND TEN DAY INVENTORIES CONTINUE AS USUAL PD
NO COPIES TO CAPT WEATT PD

PARA FOUR PD PARA ONE TWO AND THREE ABOVE GIVE ALL ACCOUNTS DOCUMENTS
REQUIRED COMMENCING FIRST AUGUST PD DETAILED LETTER FOLLOWS PD

COPY TO : TRANSC SC FOR KLEIN

FOOD SUB COMM - FOR CURRAN

" " " - " SINCLAIR

5378

TRANSPORTATION SC

478305

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

HEADQUARTERS
AMG NAPLES COMMUNE
SENIOR TRANSPORTATION OFFICER
APO 394

21 July, 1945

SUBJECT: Handling of Civilian Imported Supplies

TO: ICE, Naples
Federazione, Naples

1. Henceforth, it will be necessary to furnish only Exhibit A for imported civilian supplies, and to reserve Exhibit B for supplies received from other sources.

2. All of the information now contained on Exhibit A and Exhibit B should be consolidated on Exhibit A, and report handed to this office not later than 3 days following completion of discharge of ship.

3. Excuses for failure to turn in receiving reports as outlined above no longer will be acceptable, as our Headquarters must have information promptly for accounting purposes.

For the Commissioner:

T. E. Ramsey
T. E. RAMSEY
Captain, Spec-Res

Distr

Transportation S/C ACHQ - Acc'ts Br & P&W Div. ✓
Finance S/C- ACHQ Attn Chief Acc't
Adj File
PLC file

5377

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

RHK/rt

Tel. 478700

21 July 1946

Ref. W/E/1313/Ta6

SUBJECT : Warehouse Receipts

TO : Depot 676 - NAPLES

1. Your Warehouse Receiving Report No. 0643, dated 16 July, indicated the receipt of 65 cases (1.326 tons) of pork and gravy at Depot 696.

2. It is not understood why, despite all the previous correspondence on similar subjects, the Naples Warehouse continues to receive Army supplies which are not intended to be stored at any depots except Army QM Depots. It is thought that by this time your employees should be able to differentiate between Army markings and AG/AMC civil supplies markings so that receipts of Army cargo and subsequent nuisance of its proper dispatch could be avoided.

3. It is requested that these 65 cases be turned over to the QM Class I Depot, FDS Naples.

For the Director:

Copy to:-

ALCOM Port Liaison Officer - NAPLES
Attention: Capt. T. Ramsey

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

5376

HEADQUARTERS
AMC NAPLES COMBATE
SENIOR TRANSPORTATION OFFICER
APO 394

July 13, 1945

SUBJECT: Operating Procedure in Italian Port.

TO : I.C.E., Naples.
Federazione, Naples.

1. Italian Port authorities have agreed to keep an Operations officer on 24 hour duty in office of Italian Port Superintendent opposite berth 59, telephone 12066, extension 424.

2. Upon arrival of a ship with civil supplies from Allied sources, this officer is to contact ships' agents and make arrangements, confirmed in writing, with stevedores for discharge of ship. Similar arrangements with stevedores are to be effected for out-loading operations. Details of these arrangements are to be notified immediately to representatives of ICE and Federazione who are located in Office of ALCOM Port Liaison Officer, dial 50460, extension 258, or 52031, or 11756.

3. Prior to commencement of discharge and not later than 1400 hours each day while ship is working, representatives of ICE and Federazione will advise Operations officer of their requirements for trucks and special equipment during the next 24 hour period. Demand for total number of vehicles as well as special gear should be made on military port authorities through Italian Port Liaison Officer or else directly with Port Highways in event of emergency.

4. Transport will be allocated only by port Operations officer through CIP Master, Area 5 dispatch control opposite berth 57. Armed guards will be instructed by Operations officer to report at this point. It will be his duty to see that guards arrive on time and are adequate.

5. ICE and Federazione will be responsible to provide sufficient shore labor so that all trucks assigned to them will be kept working continuously at capacity, and costly delays in discharging cargo avoided. Unless cargo cannot be accepted at depots or arrangements are made to tranship from this area by rail or sea, there should be no occasion for backpiling. In no event should cargo be discharged alongside ship working.

6. When there are not enough trucks to keep shore labor fully occupied or if labor is inadequate for trucks working, gang foreman will report promptly to Operations Officer. In no case will shore gangs be allowed to leave port without consent of this officer. He will make sure that no idle trucks are available or that they will not become available before releasing shore labor. Special attention must be paid to all operations an hour or so before quitting time to see that both trucks and labor stay on the job until work period is completed. Trucks (drivers) shall be loaded to end of shift, at which time driver may be released and loaded truck held over in Area 5 Dispatch control point.

All assignment orders and reassignment orders for trucks and labor are to be given only through Operations officer.

7. Representatives of ICE and Federazione shall be held responsible for

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All assignment orders and reassignment orders for trucks and labor are to be given only through Operations officer.

7. Representatives of ICE and Federazione shall be held responsible for keeping their warehouses in readiness to receive cargo being sent to them from all sources, including military port area. Only by intelligent coordination of port operations with warehouse operations can efficiency be achieved, and that is what all parties concerned should strive for.

Contribution:

- 1- 8th. Port Commandant
- 5- Tptn. S/C HQ AC
- 10- Italian Port Commandant, Col. Sarti
- 1- Adjutant, AMG Naples
- 1- P.L.O. File

For the Commissioner:

[Signature]
 T.E. RAMSEY
 Captain, Spec-Res.
 Port Liaison Officer.

HEADQUARTERS
AMG NAPLES COMMUNE
SENIOR TRANSPORTATION OFFICER
APO 394

July 8, 1945

SUBJECT: Future Activities of Port Liaison Office

TO: Commissioner, AMG Naples Commune
Attn: Colonel Warren, Deputy Commissioner

1. This is in response to your request.
2. In my opinion, port liaison activities will be required upon about the same scale as at present until military control over the port is relinquished and for so long thereafter as is necessary to restore somewhere near peace time shipping operations. Satisfactory progress has been made in the area turned back to the Italian Government on May 1, considering limited supervisory personnel and equipment at the disposal of Italian port authorities. In June, a larger volume of civil supplies was handled in the Italian port area than in the military section of the port and, while many problems arose which required assistance of port officials as well as our own, it is believed that Italian authorities demonstrated at least a capability to assume control of a larger area when the time comes for them to do so. In the meantime, emphasis is to be placed upon strengthening organization and developing a procedure to undertake the larger tasks ahead. Naples now is receiving the bulk of civil supplies for all of Italy, but it may be expected that Genoa will rapidly assume its former position as a port when, if ever, mine fields are cleared from that area.

3. While warehouses have been turned over to agencies of the Italian Government and their operations require little supervision at present, liaison must continue in order to properly coordinate depot acceptance of imported supplies and to arrange and give impetus to programs for distribution by road, rail and sea.

At present, Federazione acts as warehousing agent for UNRRA, as well as for themselves, ICE, and American Red Cross. Approximately 30% of goods stored in warehouses are for account of UNRRA, and it is understood their program calls for about 14,000 tons per month with a limited distribution program in view. When imports of UNRRA supplies first arrived in Italy, UNRRA had neither personnel nor facilities for handling them and arrangements were made by Allied Commission to perform this function. These conditions no longer prevail, and UNRRA should be in a position now to undertake reception, warehousing and distribution of their supplies. It is recommended that separate warehousing facilities should be obtained by UNRRA.

Delivery of imported civilian supplies is now accom-

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4. Delivery of imported civilian supplies is now accomplished at ship-side, but the procedure is in need of further refinement in the military port and changes are necessary to put on a pre-war basis. Until the integrity of receiving agencies may be accepted without question and goods continue to be received on a lend-lease basis, it will be desirable to have representatives who can see to it that interests of Allied Governments are protected. This protection should be maintained locally where the supplies are received.

For the Commissioner:

Distr:

Transp S/C AC HQ - Maj Klein
Finance S/C " - Chief Acc't Captain, Spec-Res
STO File Naples
Adjutant File - Naples
DFO File

T. E. HAMSEY

Port Liaison Officer

