

ACC

AC FILE-7

10000/147/2972
(VOL. II)

GENERAL
MAR 1944

10000/14/272
(Vol. II)

GENERAL MISCELLANEOUS
1944 - APR. 1945

SECRET

ALLIED FORCE HEADQUARTERS

C-4 (Nov 6 Tr) 5/18/45

18 Nov 45

Tel: 348000 348

COPY NO 102

Subject: *[Signature]*
 The Use of the Bill of Lading (Army Form 3694, (Rev) 1-1-43) within the MEDIANTEATRE Theatre

Reference Shipping Instruction No 7 - 5/48/GM 5 Dec 44.

1. When MD Stoves are discharged from vessels at Military controlled ports in this Theatre, the endorsement of Bills of Lading will be carried out as follows.

Until such time as conditions permit a tally of cargo by mate at ship's side by Military personnel at Military controlled ports in this Theatre and it is possible to give facilities to ship's Agents to enable them to take an owner's tally, Port Commandants, acting as the Military authority taking delivery of the stoves, will endorse Bills of Lading as a receipt for the cargo. This endorsement will be worded - "A quantity said to be _____, no tally taken at time of discharge."

3. The only exception to this will be in the case of valuable tanks and and MFO special cargo given 'lock up' or 'care of Chief Officer' stowage, when 100% tally at time of discharge will be taken and notice of shortening, in writing, presented to ship and ship's Agents before the vessel sails and, in any case, within seven days of completion of discharge, upon tally to be taken in conjunction with ship's Officer.

Agreed PSIO Ltd, MWR Ltd and WSA.

Ack on form below.

ACZ/SC

DISTRIBUTION / Sheet 2

23 Oct 45
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In lieu of 17-456

2. When TD Stores are discharged from vessels at Military controlled ports in this Theatre, the endorsement of Bills of Lading will be carried out as follows.

Until such time as conditions permit a tally of cargo by means of ship's sign by Military personnel at Military controlled ports in this Theatre and it is possible to give facilities to ship's agents to enable them to take an owner's tally, Port Commandants, acting as the Military authority taking delivery of the stores, will endorse Bills of Lading as a receipt for the cargo. This endorsement will be worded - 'A quantity said to be _____, no tally taken at time of discharge'.

3. The only exception to this will be in the case of valuable cargoes and MTO special cargo given 'look up' or 'care of Chief Officer' certificates. 100% tally at time of discharge will be taken and notice of shortage, in writing, presented to ship and ship's Agents before the vessel sails and, in any case, within seven days of completion of discharge, such tally to be in conjunction with ship's Officer.

3. agreed P3TO Mtd, MTR Mtd and MSA.

4. Ack on form below.

ACT/SC

DISTRIBUTION / Sheet 2

73 April
 Copy sent to #100
 copy to #95
 copy to #96
 copy to #93
 copy to #97
 copy to #101
 G. O'Leary
 (G. O'Leary) General
 for Distribution,
 DIME (MTR & MSA)

3483

To : G-4 (MTR & MSA), MTR.

Receipt is acknowledged of COPY NO(s) _____ of form 5/44 (DIME FORM)

18 Apr 45.

(Signed) _____

(Address) _____

Date: _____

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

/er

Ref: W/7/666/TM6

SUBJECT: Misdeltivered Cargo

TO : G-4 (Nov & Tn)
ATHQ

21 April 45

1. Recent experiences in various Italian ports operated by the military (especially Naples) have shown considerable non-delivery of A.C. cargo to A.C. warehouses from shipside.

2. Customary procedure by A.C. in each military port is for the A.C. Port Liaison Officer daily to inform that Port of desired disposition of discharging cargoes. This he does by means of an S.O.P. which indicates the name and location of the ship, the A.C. cargo, markings, number and type of units, and weight, as well as the warehouse to which said cargo is to be delivered.

3. Apparently AC losses are caused by misdelivery to other depots. Sometimes losses are a part of a general cargo, such as a number of bags of flour, or sugar, or a number of cases soup or milk. At other times, complete cargoes are lost, such as ball bearings, machinery parts, sewing machine supplies, etc.

4. In one instance, the port of Naples was instructed by S.O.P. to delivery a definite number (several hundred) of tons to a named depot. Actually, it seems they delivered more than twice the requested amount. Altho every effort was subsequently made to check port dispatch tickets, it was not possible to prove from port records who received the merchandise and in what quantity. The depot in question was a P.B.S., OM. Depot to whom AC was repaying certain borrowed flour and sugar. Depot records were also inadequate to prove delivery. Part of the cargo was dispatched to port railroad, and there the records broke down completely as they identified cargo only as "rations", not distinguishing between flour, sugar or other foodstuffs. The matter still has not been adjudicated altho the discharge was over three months ago.

5. Part of the difficulty is caused by insufficient advance information, particularly on British ships. Lack of detailed knowledge of...

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delivery of A.C. cargo to A.C. warehouses from shipside.

2. Customary procedure by A.C. in each military port is for the A.C. Port Liaison Officer daily to inform that Port of desired disposition of discharging cargoes. This he does by means of an S.O.P. which indicates the name and location of the ship, the A.C. cargo, markings, number and type of units, and weight, as well as the warehouse to which said cargo is to be delivered.

3. Apparently AC losses are caused by misdelivery to other depots. Sometimes losses are a part of a general cargo, such as a number of bags of flour, or sugar, or a number of cases soap or milk. At other times, complete cargoes are lost, such as ball bearings, machinery parts, sewing machine supplies, etc.

4. In one instance, the port of Naples was instructed by S.O.P. to delivery a definite number (several hundred) of tons to a named depot. Actually, it seems they delivered more than twice the requested amount. Altho every effort was subsequently made to check port dispatch tickets, it was not possible to prove from port records who received the merchandise and in what quantity. The depot in question was a P.D.S., QM. Depot to whom AC was repaying certain borrowed flour and sugar. Depot records were also inadequate to prove delivery. Part of the cargo was dispatched to port railroad, and there the records broke down completely as they identified cargo only as "rations", not distinguishing between flour, sugar or other foodstuffs. The matter still has not been adjudicated altho the discharge was over three months ago.

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5. Part of the difficulty is caused by insufficient advance information, particularly on British ships. Lack of detailed knowledge of number of units, type of units and markings increases the possibility of error.

6. In view of the fact that more and more Ports are now being handed back to the Italian Government under AC control and even in military Ports, certain Areas and Berths are gradually coming under our control; it is requested that wherever possible full shiploads should be made up of Red Cross Relief Supplies,

U.S.R.R.A. and A.C. cargoes. This, together with a more careful despatch of trucks by the Port Authorities, should help to minimise the risk of misdeliveries in the future.

For the Chief Commissioner :

M.B. THOMAS
Colonel
Deputy Director

Copy to:-

G-5 AFHQ
Movements Division

6481

INTEL - OFFICE MEMO

COM/10

To: Warehouse 676, NAPLES (Attn: Capt. Ramsey)
Warehouse 10 L 40, LYNCHBURG (Attn: Capt. Ramsey & W/Reg. Guy)
Late ALCON Warehouse, ARCONA (Attn: Major Boyd & P/O Lombardi)
Late AC/ANG Warehouse No. 1, CENOSA (Attn: Lt. Lester & L/Cpl. Evans)

From: Transportation Sub-Commission, Administration Division, Accounts Branch.

SUBJECT: Accounts Procedure.

R/A/Ts.i.

10 April 1948

1. A recent examination of accounting documents shows that warehouse accounts reflect are still showing L.O. and AC/ANG as consignees, notwithstanding the fact that supplies are no longer owned by AC or ANG.

2. In the warehouse shown in para 3 below all food supplies and disposable supplies have been transferred to the Federations and L.O.E. respectively. Therefore, when transferring food supplies from one of the U.S. warehouses to another, the Federations must be shown as both consigner and consignee. In order to show the destination of supplies, documents should be made out in accordance with the following examples:-

- (a) Transferred from :- Federations (Late ALCON Warehouse, ARCONA)
Transferred to :- Federations (Late AC/ANG Warehouse No. 1, CENOSA)
- (b) Transferred from :- L.O.E. (Late ALCON Warehouse No. 1 L 50, LYNCHBURG)
Transferred to :- L.O.E. (Late ALCON Warehouse, ARCONA)

In this way, there can exist no doubt as to who owns the supplies and also by whom the freight charges should be paid.

1. This arrangement will apply to:-

Warehouse 676, 496, 677. KATLZ
" 10 L 50, 51, 52, 54, 55, 56 & 57. - LECHORN
Late ALCON Warehouse ARCONA
" ANG 5th Army Warehouse FLORENCE
" 6th " " FORLI
" AC/ANG No 2 Warehouse CENOSA


(L.S. WYATT) Capt. R.A.
Accounts

Copy to: Finance Sub-Commission (Attn: Chief Accountant)
Transportation Sub-Commission (Attn: Major Evans)
Treasury Branch (Attn: Regional Supply Accountant)

1. A recent examination of accounting documents shows that warehouse accounts of food are still showing A.C. and AC/AMG as assignees, notwithstanding the fact that supplies are no longer owned by AC or AMG.

2. In the warehouse shown in para 3 below all food supplies are listed. Warehouse supplies have been transferred to the Federations and I.C.E. respectively. Therefore, when transferring food supplies from one of the warehouse to another, the Federations must be shown as both consignee and consignee. In order to show the destination of supplies, documents should be made out in accordance with the following examples:-

- (a) Transferred from :- Federations (late ALCON Warehouse, ALCONA)
Transferred to :- Federations (late AC/AMG Warehouse No. 1, OESMA)
- (b) Transferred from :- I.C.E. (late ALCON Warehouse No. 1, OESMA)
Transferred to :- I.C.E. (late ALCON Warehouse, ALCONA)

In this way, there can exist no doubt as to who owns the supplies and also by whom the freight charges should be paid.

3. This arrangement will apply to :-

Warehouses 676, 695, 677.	HARLES
" 12 L. 50, 51, 52, 54, 55, 56 & 57.	LECHORN
late ALCON Warehouses	ALCONA
" AMG 3th Army Warehouse	FORLIS
" 5th "	FORLI
" AC/AMG No 2 Warehouse	ALCONA

[Signature]
 (C.S. VYATT) Capt. R.A.
 Accountant.

Finance Sub-Commission (also, Chief Accountant)	
Transportation Sub-Commission (also, Chief Accountant)	
Finance Region	(also, Regional Supply Accountant)
Eastern Region	"
Western/Union Region	"
AMG 5th Army	"
AMG 6th Army	"

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

WGS/C-25

18 April 1945

SUBJECT: Civilian Supplies - Monthly Report - March 1945

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section) (10)
ALCOM Transportation Officer, BARI, c/o Movements EAST ITALY.
ALCOM Port Liaison Officer, BARI.
ALCOM Transportation Officer, NAPLES
ALCOM Transportation Officer, PALERMO
ALCOM Transportation Officer, REGGIO CALABRIA.

1. The attached Tables show Civilian Supplies shipped from all sources to ITALY and SICILY during March 1945. There were no imports into SARDINIA during March. Figures have been extracted from ships manifests where available, or from reliable cables. They represent the best available information at AFHQ as to destinations, and where they have occurred, partial discharges.

2. Table 33 gives a summary of supplies by areas of discharge. Table 34 gives ships and source of shipment.

3. Amendments and Addenda.

(a) OCTOBER

- (i) Delete all mention of the MINUCCI and cargo from SARDINIA section - delete SARDINIA section.
- (ii) Add in EAST COAST section for NAPLES, ex UK in period 28 Sept - 7 Oct, MK 138, SARDINIA with soap, yellow 89.

(b) NOVEMBER

Delete all mention of the GALT. and cargo from SICILY and EAST COAST Sections.

(c) JANUARY

Add in EAST COAST Section for NAPLES, ex UK in period 27 Dec - 5 Jan, MK 161, NAPLES with soap, yellow 29, and cable 8.

(d) FEBRUARY

- Add in EAST COAST Section for NAPLES, ex UK:
- (i) in period 26 Jan - 4 Feb, MK 175, PORT OF SPAIN with soap, yellow 61, and
- (ii) in period 15 - 24 Feb, MK 181, KING JAMES with

1. The attached Tables show Civilian Supplies shipped from all sources to ITALY and SICILY during March 1945. There were no imports into SARDINIA during March. Figures have been extracted from ships manifests where available, or from reliable cables. They represent the best available information at AFHQ as to destinations, and where they have occurred, partial discharges.

2. Table 33 gives a summary of supplies by areas of discharge. Table 34 gives ships and source of shipment.

3. Amendments and Addenda.

(a) OCTOBER

(i) Delete all mention of the BINUCCI and cargo from SARDINIA section - delete SARDINIA section.

(ii) Add in WEST COAST section for N.P.L.S., ex UK in period 28 Sept - 7 Oct, KK 138, SARDINIA with soap, yellow 89.

(b) NOVEMBER

Delete all mention of the G.I.T. and cargo from SICILY and WEST COAST Sections.

(c) JANUARY

Add in WEST COAST Section for N.P.L.S., ex UK in period 27 Dec - 5 Jan, KK 161, H.M.F.T.M with soap, yellow 29, and cable 8.

(d) FEBRUARY

Add in WEST COAST Section for N.P.L.S., ex UK:

(i) in period 26 Jan - 4 Feb, KK 175, FORT SPANIA with soap, yellow 61, and

(ii) in period 15 - 24 Feb, KK 161, KING JAMES with mine posts steel 5.

For the Assistant Chief of Staff, G-5:

J. L. Butcherworth

J. L. BUTCHERWORTH
Colonel, G.S.C.

Chief, Economics & Supply Division

Incls: Tables 33 & 34.

Distribution: as for LGS/C-25 dated 19 March 1945.

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS
IN ITALY FOR ARRIVAL DURING MARCH 1945. (IN D'LONG TONS GROSS)

T.BLM 33 - SUMMARY OF SUPPLIES

COMMODITY	West Coast	East Coast	Total Italy	Sicily	GRAND TOTAL
Wheat bagged	1,419	26,773	28,192	21,441	49,633
" bulk	15,488	-	15,488	-	15,488
Barley	19,960	-	19,960	-	19,960
Flour	7,869	27	7,896	-	7,896
Soup dehyd.	-	795	795	-	795
Milk dried	1,565	2,476	4,041	-	4,041
Kerrings	365	61	426	-	426
Pilchards	120	-	120	-	120
Lard	1,041	217	1,258	-	1,258
Sugar	37	445	482	-	482
TOTAL FOOD	47,864	30,794	78,658	21,441	100,099
Clay white coated backboards	28	-	28	-	28
Compressor parts	88	-	88	-	88
Copper Sulphate	2,982	-	2,982	-	2,982
Crolylite	46	-	46	-	46
Drill Steel hollow	3	-	3	-	3
Hempseed	194	-	194	-	194
M-S powder	3	-	3	-	3
Nettles asphalt spraying	27	-	27	-	27
oil stores	(a)	-	-	-	-
News backboards	28	-	28	-	28
Paint	36	-	36	-	36
Paper white mf	22	-	22	-	22
Paper wrapping	-	5	5	-	5
Phosphates	-	-	-	-	-
Portable flourmills	180	-	180	7,237	7,237
Roofing material	10	-	10	-	10
Seed potatoes	1,624	-	1,624	-	1,624
Textile machinery parts	(b)	-	-	-	-
Units secondary	214(c)	-	214	-	214
Vehicles	2,435(d)	-	2,435	-	2,435
Zinc phosphide	6	-	6	-	6
TOTAL NON-FOOD	7,926	5	7,931	7,237	15,168
GRAND TOTAL	55,790	30,799	86,589	28,678	115,267

(a) 6 ent
(b) 7 ent
(c) 10 in number
(d) 722 in number

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Milk dried	1,565	2,476	4,041	-	4,041
Herrings	365	61	426	-	426
Pilchards	120	-	120	-	120
Lard	1,041	217	1,258	-	1,258
Sugar	37	445	482	-	482
TOT. L FOOD	47,864	30,794	78,658	21,441	100,099
Clay white coated backboards	28	-	28	-	28
Compressor parts	88	-	88	-	88
Copper Sulphate	2,982	-	2,982	-	2,982
Crolylite	46	-	46	-	46
Drill Steel hollow	3	-	3	-	3
Hempseed	194	-	194	-	194
M/S powder	3	-	3	-	3
Kettles asphalt spraying	27	-	27	-	27
LT stores	(a)	-	-	-	-
News backboards	28	-	28	-	28
Paint	36	-	36	-	36
Paper white mf	22	-	22	-	22
Paper wrapping	-	5	5	-	5
Phosphates	-	-	-	7,237	7,237
Portable flourmills	180	-	180	-	180
Roofing material	10	-	10	-	10
Seed potatoes	1,624	-	1,624	-	1,624
Textile machinery parts	(b)	-	-	-	-
Units secondary	214(c)	-	214	-	214
Vehicles	2,435(d)	-	2,435	-	2,435
Zinc phosphide	6	-	6	-	6
TOT. L NON-FOOD	7,926	5	7,931	7,237	15,168
GRAND TOTAL	55,790	30,799	86,589	28,678	115,267

(a) 6 cwt
(b) 7 cwt
(c) 10 in number
(d) 722 in number

6478

SECRET

SECRET

CIVILIAN SUPPLIES SHIP
DURING MARCH. (1)

PERIOD	ORIGIN	DESTINATION	SHIP CODE NAME	Wheat (bagged)	Wheat (bulk)	Barley	Flour	Soup dehyd	Milk Dried	Fish	Lard	Sugar
25 Feb -	U.S.	Naples	NO 12 Jm. L. Watson	464				7,824				
6 Mar	U.S.	Naples	- Florence Crittenden	422								
"	U.K.	Naples	KK 186 Van der Helst									
"	Iraq	Naples	- John Harland			7,000						
"	U.K.	Naples	KK 184 Empire Ortolan									
"	U.K.	Naples	KK 188 Empire Rock									
7-16 Mar	U.K.	Naples	KK 190 Samspeed									
"	U.K.	Naples	- Samcebu									
"	U.K.	Naples	- Fort Grouard									
"	U.S.	Naples	CH 15 Daniel Drake									
"	U.K.	Naples	KK 187 Ocean Vulcan									
"	U.K.	Naples	KK 189 Dallington Court									
"	U.K.	Naples	KK 191 Fort Rupert									245(c)
17-26 Mar	U.K.	Naples	KK 193 Baron Scott									
"	U.K.	Naples	KK 194 Fort Rouille									240(d)
25 Feb-6 Mar	U.S.	Castellammare	- William Bloxham	533	7,785							
7-16 Mar	Iraq	Castellammare	- Knut Nelsen			3,500						
17-26 Mar	U.S.	Castellammare	- Fort Slave		7,703							
7-16 Mar	Iraq	Salerno	- Knut Nelsen			3,811						
25 Feb -	U.S.	Leghorn	- John Lawson						582			957
6 Mar	U.S.	Leghorn	BA 53 John Robins						29			
7-16 Mar	U.S.	Leghorn	BA 70 George L. Curry									
"	U.S.	Leghorn	BA 69 David Houston						497			49
"	U.S.	Leghorn	BA 72 Ames Kendall									
17-26 Mar	U.S.	Leghorn	BA 82 Thomas Lynch				45		428			35
"	U.S.	Leghorn	BA 83 Samuel T. Darling						29			
"	Iraq	Civitavecchia	- Caduceus			5,649						
TOTAL WEST COAST				1,419	15,488	19,960	7,869	-	1,565	485	1,041	

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SICILY & SARDINIA FOR ARRIVAL
OTHERWISE SHOWN)

Copper	Cray-	Drill	Hemp-	R.S.	Kettle
Sulph-	lite	Steel	seed	Powder	asphalt
ate		Holl-			Spray-
		ow			ing
				3	
			94 100		
	46	3			27
2,982					
2,982	46	3	194	3	27

ICILY & SARDINIA FOR ARRIVAL
THERWISE SIGHT)

Apparatus	Grey-lime	Drill-steel	Hemp-seed	KMS-flour	Kettles-asphalt	Paint	Paper	Phosphates	Portable-flour	Roofing-material	Seed-potatoes	Textile-machinery	Units-Secondary	Vehicles	Zinc-phosphide	Total Non-Food
											847					847
									180		577					577
				3								(a)				180
				94												3
				100												94
						27				10						100
	46														6	37
		3														52
											200					3
982																200
																2,982
								22(e)					214(g)	349(h)		613
														466(i)		466
														982(j)		1,018
						36										28
														614(l)		702
														24(n)		24
982	46	3	194	3	27	36	22	-	180	10	1,624	-	214	2,435	6	7,926

SECRET

Kettles Asphalt Spray- ing	Paint	Paper	Phos- phates	Port- able Flour Mills	Roof- ing Material	Seed Pot- atoes	Textile Mach- inery Parts	Units Second- ary	Veh- icles	Zinc Phos- phide	Total Non- Food	TOTAL
												8,268
												422
						847					847	847
												7,000
						577					577	577
				180							180	180
							(a)				3	3
											94	94
											100	100
27					10						37	37
										6	52	52
											3	3
						200					200	1,445
											2,982	2,982
												240
												8,318
												3,500
												7,703
												3,811
			22(c)					214(g)	349(h)		613	2,189
												29
									466(i)		466	466
	36								982(j)		1,018	1,564
											28	28
									614(1)		702	1,210
									24(n)		24	53
												5,619
27	36	22	-	180	10	1,624	-	214	2,435	6	7,926	55,790

SECRET

TABLE 34 (cont'd)

SECRET

PERIOD	ORIGIN	DESTINATION	SHIP		Wheat (bagged)	Wheat (bulk)	Barley	Flour	Soup Dehyd.	Milk Dried	Fish	Lard	Sugar
			CODE	NAME									
25 Feb-	U.S.	Bari	HR 125	Layo Bros								217	
6 Mar	U.S.	Bari	BA 490	Sanhope	8,472								
"	U.S.	Bari	HR 133	Ethan Allen	51			27(c)		109			445
7-16 Mar	U.S.	Bari	BA 500	Fort Laskeyac	7,870								
"	U.S.	Bari	HR 162	Abraham Clarke						824			
"	U.S.	Bari	HR 145	James Duncan						235			
17-26 Mar	U.S.	Bari	HR 191	Wigstall Agency					27	1,236			
"	U.S.	Bari	HR 179	Israel Putnam					766	72			
"	U.S.	Bari	EA 800	Sandauntless	2,000								
25 Feb-6 Mar	U.S.	Brindisi	LL 161	Empire Gazelle							61(d)		
17-26 Mar	U.S.	Brindisi	HH 70	Fort MacMurray	3,750								
"	U.S.	Crotone	BA 780	Harlesden	4,297								
25 Feb-6 Mar	U.S.	Ancona	-	Benalder	333								
TOTAL EAST COAST					26,773	-	-	27	795	2,476	61	217	445
25 Feb-	N.A.	Porto Empedocle	-	Arcia									
6 Mar	N.A.	Porto Empedocle	-	Lenshurst									
17-26 Mar	N.A.	Porto Empedocle	-	Katinjo Hadjipateras									
7-16 Mar	U.S.	Palermo	BA 66	Chatham C. Lyon	8,903								
17-26 Mar	N.A.	Palermo	-	Katinjo Hadjipateras									
7-16 Mar	U.S.	Messina/Catania	EA 580	Fort Clatsop	8,538								
17-26 Mar	U.S.	Catania	BA 780	Harlesden	4,000								
TOTAL SICILY					21,441	-	-	-	-	-	-	-	-
GRAND TOTAL					49,633	15,488	19,960	7,896	795	4,041	546	1,258	482

(a) 7 cwt.
(b) 6 cwt. AT stores
(c) Pilchards 120)
Herrings 125)
(d) Herrings
(e) Paper white mf.

(f) Clay white coated
(g) Ten in number
(h) 120 in number
(i) 142 in number
(j) 244 in number
(k) News backboards

(l) 208 in number
(m) Compressor parts
(n) 8 in number
(o) Includes wheat and flour
(p) Paper wrapping.

Barley	Flour	Soap Dehyd.	Milk Dried	Fish	Lard	Sugar	Total Food	Back- Board	Comp- ressor Parts & MT spares	Copper Sulph- ate	Grey- Lite	Drill Steel Holl- ow	Hemp- seed	KMS Powder	Kett Asph Spr
					217		217								
	27(o)		109			445	8,472								
			824				632								
			235				7,870								
	29		1,236				824								
	766		72				235								
							1,265								
							838								
							2,000								
				61(d)			61								
							3,750								
							4,297								
							333								
-	27	795	2,476	61	217	445	30,794	-	-	-	-	-	-	-	-
							8,903								
							8,538								
							4,000								
-	-	-	-	-	-	-	21,441	-	-	-	-	-	-	-	-
19,960	7,896	795	4,041	546	1,258	482	100,099	56	88	2,982	46	3	194	3	2

- (1) 208 in number
 (m) Compressor parts
 (n) 8 in number
 (o) Includes wheat and flour, bagged, 6.
 (p) Paper wrapping.

1449

er	Grey- lite	Drill Steel Holl- ow	Hemp- seed	KES Powder	Kettles Asphalt Spraying	Paint	Paper	Thos- phates	Port- able Flour Mills	Roof- ing Water- ial	Seed Totat- oes	Textile Mach- inery parts	Units Second- ary	Veh- icles	Zinc Phos- phide	Tot No Foot
-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	1,
-	-	-	-	-	-	-	-	984	-	-	-	-	-	-	-	1,
-	-	-	-	-	-	-	-	1,363	-	-	-	-	-	-	-	2,9
-	-	-	-	-	-	-	-	1,960	-	-	-	-	-	-	-	7,
-	-	-	-	-	-	-	-	2,930	-	-	-	-	-	-	-	15,
-	-	-	-	-	-	-	-	7,237	-	-	-	-	-	-	-	7,
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,
2,982	46	3	194	3	27	36	27	7,237	180	16	1,624	-	214	2,435	6	15,

SECRET

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

[illegible]

ATTN: 002

HEADQUARTERS ALLIED COMMISSION
AT 304
Transportation Sub-Commission

6 April 1945

AO/505/4/Tr-3

SUBJECT : Use of Port of Ravenna

TO : Regional Commissioner,
Baltic Region.

The following message dated 4 April '45 has
been received from G-4 (Nav & Tr) A.P.O.D. :

" Port of Ravenna can now take vessels drawing
not more than 14 feet. It is not intended to use this port for
military purposes. It will probably be used later for civilian
traffic under Allied joint action arrangements."

The chief difficulty is going to be port clearance,
in the absence of rail facilities.

Can you therefore let this Headquarters know
what V.T. is likely to be available for port clearance by road.

By command of Rear Admiral Stone :

M.B. THOMAS,
Colonel,
Deputy Director.

Copy to:- Transportation Officer
Baltic Region.

copy to Mr. Pegg
CPT W. J. W. W. W.
19 Apr
6475

*File
no 7*
RESTRICTED

AG 461 BPGDS (7 Apr 45)

3rd Ind

CEA/pjp

Headquarters Peninsular Base Section, APO 782, U.S. Army 17 April 1945

TO: Headquarters Allied Commission, APO 394
(Attn: Transportation Sub-Commission, Port & Warehouse Division)

1. Reference paragraph 2 a, five (5) copies of Section XXIX, Circular No. 68 are attached.
2. Reference paragraph 2 b, desired distribution is noted.
3. Reference paragraph 2 c, Annex "E" will be converted to read 2 for DUKE. However, it has been past practice to send copies of Ocean Manifests to ALCOM for all ALCOM shipping arriving at any MITE port.

FOR THE COMMANDING OFFICER:

Incl: a/s

C. J. Zucker
C. J. ZUCKER
CAPTAIN, A. G. D.
ASS'T ADJ. GEN.

6474

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5249

54/16/4

AG 461 BPGDS (7 Apr 45)

1st Ind.

CEA/it

Headquarters Peninsular Base Section, APO 782, U.S. Army 11 April 1945

TO: Headquarters Allied Commission, APO 394
(Attn: Transportation Sub-Commission, Port & Whse Division)

1. Supply Memo #93 has been rescinded and republished as part of PBS Cir #68. Copies of Supply Memo #93 are not readily available. However, stencils are on file.

2. Two copies of Section XXIX, PBS Cir #68, are attached. This document contains essentially the same procedures as outlined in #93. Due to the elimination of certain information of higher classification, this reprinting has allowed a much wider dissemination of the "Cargo Movements SOP".

FOR THE COMMANDING OFFICER:

1 ENCL
"Cargo Movements SOP" (2 cys)

C. I. ZUCKER
Captain, AGD
Asst Adj Gen

HEADQUARTERS
13 APR 1945

Ref : #7/671/TK6

2nd Ind.

14 April 45

HQ. ALCCM TN.S/C. Port & Warehouse Division, APO 394, U.S. Army

TO : HQ. PBS, APO 782, U.S. Army

1. Receipt is acknowledge of 2 copies of Section XXIX, PBS Cir. No. 68.

2. Request:

- a) five (5) additional copies
- b) this HQ be put on your mailing list for 8 copies of all circulars on similar subjects
- c) that distribution list of Reproduced copies of Ocean Manifests (Annex "B" A/M circular-364m (26 Mar 45) be changed to include 2 copies of manifests for ALCCM on ships destined for DUKO-manifests to be forwarded to this HQ.

6473
ROBERT H. MEYER
Major Med. Adm. C.
Port & Whse. Div.

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SECTION XXI

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CARGO MOVEMENTS SOP

- File 17*
- A - DISPOSITION OF CARGO ARRIVING BY WATER
 - B - MOVEMENT OF CARGO WITHIN ITALY
 - C - MOVEMENT OF CARGO FROM ITALY
 - D - MOVEMENT OF CARGO BY AIR
 - E - CARGO SECURITY AND GENERAL MOVEMENT REGULATIONS
 - F - MISDELIVERED, DIVERTED OR MISSING CARGO

A. DISPOSITION OF CARGO ARRIVING BY WATER

1. Documents.

a. The Transportation Officer will take vigorous action to insure the timely arrival and distribution of Ocean Manifests and War Department Shipping Documents.

b. One of the advance copies of the Ocean Manifests of incoming ships from the Zone of the Interior will be retained by the Transportation Officer and two copies forwarded to the A.C. of S., G-4. One of the latter will be extracted and appropriate parts distributed to the Services concerned. Ocean Manifests for ships loaded in Mediterranean ports will be delivered by Transportation Officer to Services concerned. Each Supply Service will study these manifests and inform A.C. of S., G-4 (Operations Section) of the desired disposition and priority of discharge using form shown as Annex "A".

c. Additional copies of Ocean Manifests of ships from ZI will be reproduced by Transportation Officer upon receipt of stencils and distribution will be made as indicated by schedule shown as Annex "B".

d. One copy of Supply Manifests (the Ocean Manifests plus appropriate War Department Shipping Document) will be delivered to each interested PES Service approximately 10 days prior to arrival of vessel from the ZI. An additional copy will be furnished by Transportation Officer to each interested Supply Service upon arrival of the vessel.

e. The Supply Service Chiefs are responsible that pertinent information contained in Ocean Manifests and War Department Shipping Documents is disseminated to all concerned and used:

(1) To effect advance planning for the most efficient disposition of stock.

(2) To replace incoming tallies whenever practicable.

(3) To assist in determining whether all cargo manifested on each vessel actually arrives in depots.

(4) To post latest corrections on "due-in" stock records.

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f. Five (5) days prior to arrival of each convoy, A.C. of S, G-4, will publish Diversions of Shipping notice as determined by analysis of information furnished by Services and current Port operations.

2. Discharge.

a. Transportation Officer will notify consignor port and interested Services upon arrival of vessels stating name and/or number, date, time and place of arrival. Services will also be notified as to expected time of starting Service discharge. When consignor port is in the ZI, notification of arrival cables will be forwarded to KTCUSA.

b. Transportation Officer will discharge supplies and deliver items to depots as requested by Services except that all Force Marked organizational equipment will normally be held in Port Intransit Depot pending disposition. Force Marked vehicles will be delivered to appropriate PMS Service for assembly and/or servicing.

c. Transportation Officer will accomplish cargo loading tally on form indicated in Annex "C" for each truckload of cargo as it is discharged from ship. This check is most important as it is the basis for determining the arrival of cargo in the Base Section and must be accurate as to quantity, type of cargo, and vessel from which discharged. Cargo tally slip will be verified as to type of cargo and that there is no apparent discrepancy in count at either Port Motor Dispatch Office or Port Railhead Office before M/T Dispatching Orders or Tally-Dispatch Orders are accomplished. Cargo Tally slip will be stapled to Port copy of M/T Dispatching Order or Tally-Dispatch Order.

d. When cargo is dispatched by truck, the M/T Dispatching Order will be accomplished in triplicate in form of Annex "D". The white (original) copy will be retained by Port dispatcher as a record of cargo dispatched. The pink and green copies will accompany the driver to the actual point of discharge. Services receiving shipments by truck will require depot checker to properly and legibly receipt the green and pink copies of the M/T Dispatching Orders, returning the pink copy to the driver to be surrendered to the Port dispatcher. The green copies of M/T Dispatching Orders will be retained by the Depot checker to be returned by consignee Supply Service directly to the Port Highway Office within 24 hours to be matched with white copy for discrepancies. Each return will be covered by a memorandum of transmittal showing by serial number the total number of Dispatch Orders enclosed.

e. When cargo is dispatched by rail, Tally-Dispatch orders in form of Annex "E" will be accomplished in quadruplicate. Two copies of the Tally-Dispatch will be fastened on the inside of the rail car. The other copy will be sent by the most expeditious means to the consignee. Original copy of Tally Dispatch will be retained at Port Rail Office.

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Within 24 hours of receipt of each car, the receiving Service will return a receipted copy of one of the Tally-Dispatch Orders to the Port Rail Office for matching with original copy for discrepancies.

f. When it is necessary to back-pile cargo in the port, piles will be segregated so as to identify vessel from which discharged to facilitate complete and correct accomplishment of Dispatching Orders when delivery is made.

g. The Transportation Officer will notify all interested Services and local representatives of other interested Agencies upon the completion of discharge of each ship, stating whether complete delivery has been effected or whether back-pile exists. In the event it is desired to overcarry cargo so that certain ships may make certain convoys, the matter will be referred to A.C. of S., G-4, for clearance with G-4, MTOUSA, prior to departure of ship from port.

h. The Transportation Officer will notify MTOUSA by appropriate cable of overcarried cargo stating the type and quantity of supplies overcarried. Information copy of this cable will be sent to all PBS Services and local Agencies having cargo overcarried.

B. MOVEMENT OF CARGO WITHIN ITALY (Other than Port clearance)

1. Bidding.

a. Movement of supplies within Italy, other than local movements, will be bid weekly by PBS Supply Services and other interested Agencies using form shown as Annex "F". Bids will be submitted so as to reach Transportation Officer not later than 1200 hours each Thursday covering all tonnages the movement of which is desired during the week starting on Monday, 11 days thereafter. Information copy of Annex "F" will be submitted to A.C. of S., G-4. Items to move on MTOUSA Shipping Order number need not be bid. Bids will indicate priority of movement by the following letters:.

- (1) "A" - Supplies needed to fill Army and Air Force requirements.
- (2) "B" - Supplies needed to fill Base Section and local requirements.
- (3) "C" - Supplies needed to balance PES levels in various areas.

b. The Transportation Officer will determine method of transportation; using rail to the maximum. He will consolidate the rail bids received and represent PBS at AFHQ/MTOUSA P.O.M. meetings. From rail allocations made to PBS at P.O.M. meetings, the Transportation Officer will publish data not later than 1200 hours on Thursday, seven days after bids are submitted by PBS Services, showing tonnages

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scheduled to be moved daily during the week starting on the following Monday. The Transportation Officer will arrange motor transport or water lift for all "A" and "B" bid items shut out from rail movement. "C" bids will be moved if transportation is available. Otherwise, such items will be rebid by interested Services during future bid periods.

2. Rail.

a. Transportation Officer will spot empty rail cars at proper depots for loading.

b. When cars are spotted at a railhead within a depot area, Supply Services will inspect rail cars for suitability and load shipments so as to be available to Transportation Officer as shown on Transportation Officer's schedule but in no case more than 24 hours prior to scheduled dispatch.

c. When cars are spotted at a Transportation Corps railhead, the Transportation Officer will accept responsibility for cargo at the depot by receipting the original Tally-Dispatch Order (Annex "E"). Transportation Service will inspect rail cars for suitability and load shipments in accordance with schedule.

d. When Motor Transport arrives at a railhead, three copies of Tally-Dispatch Orders, in form of Annex "E", will be received. The loading checker will receipt one copy of the Tally Dispatch Order to be returned to the consignor depot and fasten two copies in an appropriate place within the rail car. The loading service will seal rail box cars and prepare a certificate of seal (Annex "G") to be used as a warrant for movement. Cars containing "highly pilferable" cargo will be grouped together to the degree practicable.

e. The Transportation Officer will maintain a file of car seal certificates for a period of six (6) months. The Transportation Officer will label rail cars with destination and arrange for expeditious movement. PBS responsibility is not relinquished until rail cars are received from PBS installation.

f. Transportation Officer will notify appropriate consignee upon arrival of rail shipment and spot rail cars at proper depots for discharge. Responsibility is transferred to PBS when rail cars are spotted within PBS installations.

g. When cars are spotted at a railhead within a depot area, Supply Services will unload cars without delay except where the external appearance of the car indicates that pilferage has occurred. In such instances the receiving Service will immediately call on the office of the Provost Marshal to make an investigation accompanied by a representative of MRS.

h. When cars are spotted at a Transportation Corps railhead, the Transportation Officer will unload cars without delay and clear railhead in same manner as port clearance.

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i. Contents of rail cars will be checked against inclosed tallies and notations regarding car seal and any discrepancies made on both copies of tally. One set of the tallies will be immediately receipted by the unloading Service and returned direct to the consignor, the other set will remain in the possession of the unloading Service.

3. Motor Transport.

a. When "bid cargo" is to be transported by motor transport, movement will be under the direction of the Transportation Officer. Otherwise, motor transport including that spotted by Transportation Officer for use of the Supply Service for local hauls will move under the direction of the consignor Service.

b. Services will load shipments to effect a minimum of truck delay. Tally-Dispatch in form of Annex "E" will be accomplished in quadruplicate. The original will remain with the consignor Depot and three copies will accompany the motor transport driver or convoy commander to the actual point of discharge.

c. Consignee service will require depot checker to properly and legibly receipt all three copies of the Dispatch Tallies, returning one to the driver or convoy commander to be surrendered to dispatcher at point of origin (See (1) below), two copies will be retained by the Depot checker - one to be returned by consignee Supply Service directly to the Dispatching Depot within 24 hours to be matched with original for discrepancies (See (2) below), the other to be retained by consignee Service.

(1) In event motor transport is returning to a Transportation Dispatch Control Point rather than to depot of dispatch, Tally will be surrendered by driver to the Transportation Dispatcher who is responsible for forwarding Tally without delay to Dispatching Depot.

(2) Two copies of Tally accompany all rail shipments and return of one copy to consignor is not effected until rail car arrives at destination.

4. Express Service.

a. Special Express Van service operates every even numbered day between NAPLES and LEGHORN to carry less than carload lot of high priority cargo. Service chiefs may bid such cargo to the Transportation Officer using form shown as Annex "H" in duplicate. Cargo accepted will be delivered to and picked up from Transportation terminals. Tally-Dispatch in form of Annex "E" will be accomplished in quadruplicate and will be processed as any shipment between depots.

5. Shipping Information.

a. The consignor Service is responsible for furnishing consignee

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with an itemization of the contents of each rail car or motor transport making up a shipment.

b. Upon dispatch of a movement directed by MTCUSA S/O, the Transportation Officer will send the consignee a priority cable stating MTCUSA S/O number; train or convoy number; date, time and place of departure; car initials and number or vehicle number; DWLT; and consignee; with an indication as to whether shipment is complete, partial or final.

c. Upon arrival of a movement directed by an MTCUSA S/O, the Transportation Officer will send the consignor a routine cable stating MTCUSA S/O number, train or convoy number; date, time and place of arrival; car initials and number or vehicle number; DWLT; and consignor.

C. MOVEMENT OF CARGO FROM ITALY

1. MTCUSA "Shipping Orders".

a. Upon receipt of MTCUSA Shipping Orders, the consignor Service or Agency will bid cargo to the Transportation Officer (Freight Division) using TC Form 50 (see Annex "H") in quadruplicate completely accomplished. Special mention will be made of any individual pieces weighing over 5,000 pounds or measuring over 6 ft. in length, height, or width, the weight and measurements being given. Notation will also be made of security items to be shipped in care of Cargo Security Officer and items requiring special stowage such as acids, toxics, calcium carbide, explosives and other inflammable or dangerous cargo.

b. When available cargo for shipment is sufficient to justify a request for a ship, the Transportation Officer will take necessary action to have the vessel nominated and will inform consignor Services, the name of the vessel, berth assignment and time that loading of shipment will start, method of transport to the port and desired rate of movement to Port.

2. Theater Shipping Documents.

a. Upon receipt, Services will process TSD's in accordance with MTCUSA Supply Directive #20, dated 9 March 1945, and will prepare items for movement.

b. Upon receipt of TSD copies #5 through #12, the Transportation Officer will make necessary arrangements for receipt of items and will notify consignor Service of the name of vessel, berth assignment, time that loading will start, method of transport to the Port and desired rate of movement to the Port.

3. Movement.

a. Supply Services will insure that sufficient personnel are on

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hand to load supplies, prepare tallies and move supplies to Port area in accordance with Transportation schedule. Tally in form of Annex "E" will be accomplished by all consignors of general cargo, wheeled vehicles and other items to be moved to the port for shipment by water. Tally must include the TSD number or Shipping Order number corresponding to the document covering the entire shipment. When cargo is transported to the Port, the procedures outlined in Sec. B (Rail or Motor Transport) will obtain. A certificate in form of Annex "I" will be securely fastened to the windshield of wheeled vehicles and a copy of the certificate will be appended to the vehicle tally.

b. Consignor will inform Transportation Officer at least four (4) hours in advance of the estimated time of completion of cargo loading at depot so that loading of other Services may be planned and coordinated.

c. Port will check all tallies against appropriate TC Form or TSD to insure that all cargo has arrived at shipside and will immediately notify Transportation Section (Freight Division) if discrepancies exist. If necessary, the Transportation Officer will contact consignor to resolve discrepancies.

3. Shipping Information.

a. Transportation Officer will process TSD's in accordance with MTOUSA Supply Directive #20 and prepare a supply manifest using TSD Copy #10 to forward with each vessel in custody of the Cargo Security Officer. Four copies, using TSD #8, #9, #11, and #12 of each such manifest, will be airmailed to consignee. For movements directed by MTOUSA Shipping Order, Transportation Officer will prepare Ocean Manifests to be forwarded with each vessel. Thirty (30) copies of Ocean Manifests will be dispatched by Air Courier to consignee.

b. Transportation Officer will notify consignee by most expeditious means of all departures. Message will state shipping order number; name of craft; date, time and place of departure; DWLT; and destination - with an indication as to whether shipment is complete, partial or final.

c. Transportation Officer will notify consignee on delays, giving information as specified for report of departure plus reason for delay and estimated new shipping date.

d. Upon completion of shipment, Services will forward TSD (Copy #13) to appropriate PBS AG with notation "Air Service Required". No cover letter is required. Envelope will be addressed -

CG, ASF, Washington, D.C.
Attn: Director of Distribution Division

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SECTION XXIX

4. A Cargo Security Officer will be placed on all vessels carrying critical and/or pilferable cargo. The Transportation Officer will fully instruct the Cargo Security Officer on his duties and responsibilities.

D. MOVEMENT OF CARGO BY AIR.

1. The basic policy of Air Movements requires that Air Shipment be authorized only when the movement of cargo is necessary for the prosecution of the War and only when the need is so urgent that transportation by air is essential. Services requesting authority to send or receive cargo by air will include in their request a complete justification for the necessity of using Aircraft and state the time delivery at destination must be accomplished.

2. The following procedure will obtain upon receipt of shipping orders to move cargo by air:

a. Consignor Services and Agencies will submit to the Transportation Officer (Air Division) TC Form 50 (Annex "H") in duplicate completely accomplished, including the basis for air movement, time and date cargo must arrive at destination.

b. Transportation Officer will arrange for space and consignor will be notified when and to what airport and plane cargo is to be delivered for shipment.

c. Services will insure that sufficient personnel are on hand to load supplies, prepare tallies and move supplies to Airport in accordance with transportation schedule. The packing used will be light in weight yet durable enough to withstand normal handling. Shipments packaged in heavy wrapping paper will be securely bound with cord, wire or baling material. Each package will have attached two (2) standard completed Air Freight Shipping Tags in form of Annex "K" including gross weight in pounds, measurement in cubic feet, and shipping order number in space marked "Delivery Ticket No. ____". Standard Air Freight Delivery Ticket in Form of Annex "L" will be accomplished in quadruplicate including shipping order number in space marked "Ticket No. ____". Three copies will accompany cargo to Airport where one copy will be receipted and returned to consignor.

d. Transportation Officer at point of departure will promptly notify consignee by operational priority cable of all items leaving by air transport. Cable will include shipping order number, aircraft number, date, time and place of departure, number of pieces, total weight in pounds, description of items, priority, airwaybill number and destination of plane.

e. Transportation Officer at point of destination will promptly notify consignee of all items arriving by Air Transport. Upon such

RESTRICTED

SECTION XXIX

notification consignee Service will immediately make arrangements to pick up shipments at the airport.

f. Transportation Officer will report daily to MTOUSA on SCS Air Transportation Form Number 3, a complete record of receipts and departures of air freight.

E. CARGO SECURITY AND GENERAL MOVEMENT REGULATIONS.

1. The prevention of loss of cargo enroute is of paramount importance. This will be accomplished by application of the following regulations in conjunction with all cargo movements.

a. Cargo will be properly loaded to insure prevention of loss enroute. Special security measures will be taken to protect "sensitive" cargo such as post exchange items, food, clothing, gasoline in five (5) gallon cans, medical supplies, etc.

b. All motor vehicles will be dispatched to a definite depot and a specific route will be prescribed. Only cargo pertaining to one Service will be loaded on any one vehicle. Vehicles will be formed into convoys whenever practicable. At no time will truck or cargo be left unguarded. Drivers of loaded vehicles will not pick up hitch-hikers nor stop at unauthorized places. Armed guards will ride in the bodies of "sensitive" cargo trucks in daylight if available. Guards will ride such trucks during hours of darkness. Guards will be provided by Service responsible for the Motor Transport move. In the event guard personnel available to the responsible Service are not sufficient to meet demands, application for assistance will be made to the Provost Marshal.

c. All Rail Cars will be sealed by loading Service as indicated in Annex "M". Dispatch will be to a definite depot, railhead or other installation. All readily pilferable or "sensitive" supplies will be shipped in closed box cars, having sound floors, roofs, and sides. Rail cars will not be loaded in excess of stenciled capacity. In order to clear tunnels and bridges on rail lines, the maximum width of shipments must be less than 8' 11" and maximum height must not exceed 12' 6" above top of rail.

d. The Provost Marshal will make frequent spot checks of loaded vehicles to verify dispatch and to detect variation from authorized routes.

2. The proper accomplishment of forms is the responsibility of all Services and Agencies concerned. In addition to pertinent information in the foregoing sections, the following instructions will apply:

a. All Dispatch Orders will be carefully printed. Complete information is essential, including origin of load, number of packages, type of cargo and identity of driver and guard when applicable. All tallies will be serially numbered on all copies to facilitate checking. 6468

RESTRICTED

SECTION XXIX

b. Services receiving shipments will take immediate action to clear all vehicles and rail cars upon receipt, making an accurate check on cargo unloaded against cargo tally, receipting by full signature and a distinctive stamp or symbol on each tally, stating count, entering other pertinent information for which spaces have been provided on all copies, and by properly disposing of tallies.

(1) CAUTION. Circulation copies of dispatch orders are carbon copies. Any indication that erasures or changes have been made will immediately be reported.

(2) The reverse side of Dispatch Orders will be used to call attention to items needing correction such as delay of truck in arriving, action of driver while awaiting unloading, poorly loaded or mixed loaded trucks, etc.

(3) Each Service will maintain a set of distinctive rubber stamps to be used in unpredictable rotation when receipting tallies, as a guard against forgery. Transportation Section will be previously notified when change in receipting rubber stamp or symbol is made.

3. Prompt action taken at the time discrepancies are first noted is the foundation for resolving errors or losses.

a. The first checker to disclose a major discrepancy, either in count or type of cargo or in method of receipt will detain the truck and contact the preceding check point. Discrepancy will be cleared prior to release of truck.

b. Each Depot and/or Agency will notify the appropriate PBS Provost Marshal daily of any and all irregularities, using form shown as Annex "N". Copy of each report will also be forwarded to the parent Service or Agency of the personnel involved. Major incidents will also be reported immediately by telephone to the Provost Marshal giving information called for on report.

c. All officer personnel are reminded of their responsibility in safeguarding Government property. In this regard, the following are some of the check points:

(1) Investigate circumstances of cargo vehicles stopping at unauthorized places, traveling on apparently incorrect routes and picking up unauthorized persons.

(2) Investigate reasons for sudden large money amounts in possession of personnel under their control.

(3) Conduct unannounced showdown inspections of all troops. When such inspections disclose illegal possession of Government property or illegal disposition of Government property, strict

RESTRICTED

SECTION XXIX

disciplinary action will be taken. Publicity programs will be instituted which will effect a wide dissemination to the troops of the results of such disciplinary action.

4. Complete shipping information is a prerequisite for cargo security. All services and Agencies in complying with preceding instructions will be guided by the following:

a. Wherever "Cable" is mentioned, - courier, TWX, or other means may be substituted if considered more efficacious, but in all cases notification of shipment or arrival must be accomplished without delay.

b. MTCUSA will be furnished an information copy of all movement cables or other notices if shipment is accomplished on an MTCUSA shipping order.

VI. MISDELIVERED, DIVERTED OR MISSING CARGO

1. Misdelivered Items: Each Service upon receipt of "foreign Cargo" in any of its depots will report such cargo to the pertinent consignee. "Foreign Cargo" is any cargo not belonging to the Service which received it. The rehaul of misdelivered cargo is the responsibility of the Service for whom the cargo was properly intended. If the consignee Service cannot move the items with one vehicle of 2 1/2 ton capacity, Transportation Service may be called upon to redeliver the cargo. The provisions of cargo security and dispatch will fully apply.

2. Diverted Items: When the diversion of ships results in supplies consigned to one Base Section arriving in another, all cargo will be unloaded and except as specified below, will be placed in depot stocks.

a. Supplies and equipment consigned to a specific unit or organization or Force Marked Equipment (FME). (These items will normally be held in Port Intransit Depot pending disposition instructions).

b. Special project marked equipment.

c. Machine repair and spare parts.

d. Supplies covered by MTCUSA S/O issued concurrently with unloading.

e. Special Service supplies.

3. REPORTS: To obviate the necessity of frequent searches by the depots, each Service will report to the G-4 General Staff Division (Operations Section) as of the 15th and last day of each month to the effect that:

a. No "foreign cargo" is currently in their depots, or **6467**

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SECTION XXIX

such cargo which has been reported in paragraph 1 above, but which has not been lifted.

b. No items listed in paragraph 2 b, c, and e, above are currently in depots, or list such items showing marking, weight, cubage, and any other pertinent information that will assist in disposition.

c. No Force Marked Equipment is on hand which has not been identified, or list such items showing marking, weight, cubage and any other pertinent information that will assist in disposition.

4. Missing items:

a. In the event that search for missing critical items is deemed necessary, PBS units or Services will submit a request to appropriate G-4 Staff Division stating complete description of item, quantity, markings on containers, vessel from which discharged, if appropriate, and any other information which would assist in search.

b. G-4 Memorandum "Request Search of Depots" to Services will normally be answered within 10 days unless other time limit is specified. Negative reports will be submitted if applicable.

No. 785021

SUBJECT:

Date _____

1.70

Extracts from Ocean Manifests are forwarded for your information. Request information required below be provided and this form returned not later than hours.

2. TO: G-4 Staff Division (Attn: Opn Sec)

Following is the desired diversion and priority of discharged for the listed ships.

(2)	(3)	(4)	(5)	(6)

6466

RESTRICTEDDISTRIBUTION OF REPRODUCED COPIES OF OCEAN MANIFESTS

	<u>Number of Copies</u>	
	<u>ALOL</u>	<u>DUKO</u>
Port	7	7
G-4	0	1
Chemical Warfare	2	2
Engineer	6	6
Ordnance	7	3
Quartermaster	5	3
POL	3	2
Signal	4	4
Surgeon	3	2
Transportation	6	3
Army Exchange	2	2
Special Service	2	2
AFSC/PTO	6	4
ALCEE	2	0
ARC	2	2
HIS	0	2

ANNEX "B"

304m (26 Mar 45)

RESTRICTED

CARGO LOADING TALLY

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	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80	81	82	83	84
85	86	87	88	89	90	91	92	93	94	95	96
97	98	99	100	101	102	103	104	105	106	107	108
109	110	111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130	131	132
133	134	135	136	137	138	139	140	141	142	143	144
145	146	147	148	149	150	151	152	153	154	155	156
157	158	159	160	161	162	163	164	165	166	167	168
169	170	171	172	173	174	175	176	177	178	179	180
181	182	183	184	185	186	187	188	189	190	191	192
193	194	195	196	197	198	199	200	201	202	203	204
205	206	207	208	209	210	211	212	213	214	215	216
217	218	219	220	221	222	223	224	225	226	227	228
229	230	231	232	233	234	235	236	237	238	239	240
241	242	243	244	245	246	247	248	249	250	251	252
253	254	255	256	257	258	259	260	261	262	263	264
265	266	267	268	269	270	271	272	273	274	275	276
277	278	279	280	281	282	283	284	285	286	287	288
289	290	291	292	293	294	295	296	297	298	299	300

(DETACH HERE)

CARGO TALLY

DATE _____ TIME _____ (Loading Completed)

LOADED AT: _____

Earth or Rhd

Ship

Hatch or Car No.

TRUCK NO

DRIVER NO

KIND OF PACKAGE

PKGS ON TRUCK

WEIGHT LBS.

Total

Total

ANNEX "C"

304n (28 Mar 45)

RESTRICTED

5403

1469

Date _____		M. T. DISPATCHING ORDER		NO. _____	
TC _____					
Truck No. _____		Trailer No. _____		Driver No. _____	
Loaded at _____		Hatch No. _____		Tally Chkr _____ Guard No. _____	
(Ship, Whse, Rhd, etc) Use _____ Follow _____					
Take to _____		Exit No. _____		Route _____	
Return to _____		Enter _____		Dispatched _____	
Material _____		Gate No. _____		By _____	
in Load _____					
_____ lbs.					
No. Pieces _____		Type of Pkg _____		Identifying Mark _____ Weight _____	
Time _____					
Out of _____		Load _____			
Port _____		Rec'd at _____			
Arr _____					
Destination _____		Rec'd by _____			
Lv _____					
Destination _____					
Arr _____					
Port _____		Depot _____		(Depot Stamp Here)	
		Count _____		Date _____	

No. 785021

T A L L Y

USE FOR ALL CARGO MOVED TO PORT FOR OUTLOADING

For Dump Checker Only

SHIP:	SERVICE:	DATE & TIME:
BERTH:	DUMP:	E/L NO:
LIST NO:	TRUCK NO:	SEAL NO:
SO. NO:	RAIL CAR NO:	CHECKER:
No. Type Pkg.	DESCRIPTION	Weight Unit Total Cubic feet

This form is to be replaced in the near future. Until New Form is available this Form will be altered when necessary to give full details required for cargo security.

For Backfile Checker Only

B/P AREA NO:	SPACE NO:	DATE:	SHIFT (D/N)
RELOADED TO TRUCK NO:	DATE:	SHIFT (D/N)	CHECKER
For Shiplide Checker Only			
BATCH:	DATE:	SHIFT (D/N)	CHECKER:

No. 785021

PENNSILAR BASE SECTION

WEEKLY TONNAGE BID TO TRANSPORTATION OFFICER

Period

Dater

TOTAL

11. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

304 e (26 Mar 45)

RESTRICTED

Date _____

SUBJECT: Warrant for Rail Movement.

TO : Commanding General, Peninsular Base Section, APO 782
(Attn: Rail Transportation Officer at _____)

1. I certify that I have inspected the rail cars used on S/O
No. _____ and that with the exceptions noted below,
all cars were serviceable and securely sealed.

List of all rail cars used on Movement	Serviceable	Sealed
<u>Car #</u>	<u>Contents</u>	(check)
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

2. These cars are to be labeled to _____

NOTE: Deliver without delay to
Rail Transportation Officer (RTO)
serving loading railhead.

ANNEX "G"

6463

“H” XL NNT

P. M. S.

LETTER

TO: TRANSPORTATION OFFICER, P.B.S. (Attention: Freight Division) RAIL
Breakdown of tonnage allotment to move from _____.

SHIPPING ORDER NO.

DATE _____

Consignee	Port of Destination	DESCRIPTION	Type Pkg	No. of Pkgs.	DWT	CU FT	LOCATION

SIGNED

STIGTAD

RESTRICTED

SUBJECT: Preparation of Vehicles for Shipment by Water.

TO : All Concerned.

I have personally inspected this vehicle _____

Type

_____ and certify

Number

a. That no dangerous cargo is contained in or attached to this vehicle. I understand that dangerous cargo is defined as live ammunition and explosives of any type, gasoline in containers other than vehicle tanks, oily rags, paints, shellac or other inflammable or combustible materials that would unduly imperil the safety of the transporting vessel. I further certify that any other cargo contained thereon or therein and of a delicate nature which might be damaged has been adequately packed against loss or damage in shipment.

b. That vehicle fuel tanks are 95% full. (*)

c. That winterization has been accomplished in accordance with Section XI, PBS Circular 68.

d. That a certified check list for all individual shortages is attached. (*)

(*) - Not required for vehicles being shipped for reclamation.

Responsible Officer

1 INCL
Check List

3462

AIR FREIGHT TAG

SHIP TO _____
(Name of activity or individual that shipment is for)
DESTINATION _____
(Do not use code. Show destination point in clear)
CONTENTS _____
Gross Weight, this piece _____ Cubic feet _____
Total number of Pieces in this shipment _____
SHIPPED FROM _____
(Name of activity or individual making shipment)
LOCATION OF SHIPPER _____
(Do not use code. Show origin point in clear)
* DELIVERY TICKET NO. _____
(Official order number authorizing shipment move via aircraft)
*Enter prefix symbol together with
the number. Example. MED-1819

SPACE BELOW TO BE FILLED IN BY AIR FREIGHT DEPOT

AIRWAYBILL NUMBER _____

PRIORITY _____

TOTAL NUMBER OF PIECES ON THIS AIRWAYBILL _____

NTOUS Air Transportation
Form No. 1

14761

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

AIR FREIGHT DELIVERY TICKET

SHIPPER'S RECEIPT FOR SHIPMENT DELIVERED TO AIR FORCE FREIGHT DEPOT FOR
AIR FORWARDINGSHIP TO _____
(Name of activity or individual that shipment is for)SHIPMENT DESTIN. TIME _____
(Do not use code, show destination in clear)SHIPPED FROM _____
(Name of activity or individual making shipment)LOCATION _____
(Shipper's Location in Clear)

* TICKET NUMBER

Official order number
authorizing shipment
to move via aircraft

No. of Pieces	Kind of Package	General Description of Contents	Branch Service	Class No.	Unit Cubic	Total Cubic	Unit Weight	Total Weight

TOTAL NUMBER OF PIECES

TOTAL CUBIC FEET & WEIGHT:

CUBIC

WEIGHT

ABOVE PIECES RECEIVED AT AIR FORCE AIR FREIGHT
RECEIVING DEPOT, PROPERLY PACKED AND MARKED BY:

THIS SPACE FOR AIR FREIGHT RECORDING ONLY

Name

Rank or Grade

AIR-
WAYBILL

NUMBER (S)

PRI-
ORITY
RATING

DATE RECD

HOUR

Two copies must accompany shipment to Air Freight Depot, one signed copy will be returned to shipper

*Enter prefix symbol together with the
number: Example. MED-1319

PTCUSA Air Transportation Form No. 2

1915

3047 (26 Mar 45)

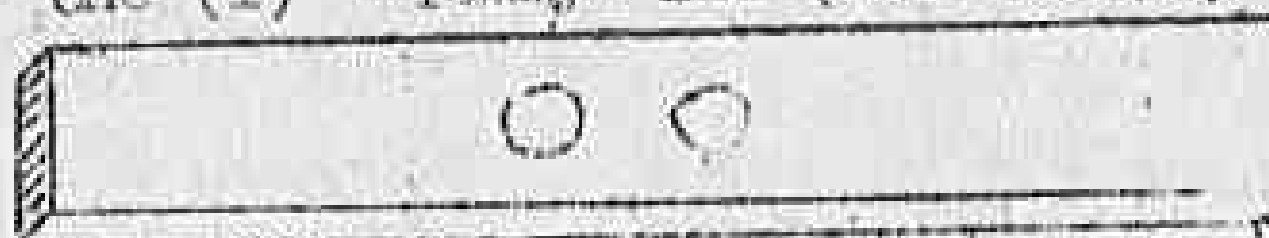
AUG 1945

RESTRICTED

Sealing of Freight Cars.

1. The following instructions will apply to insure supply Security when sealing freight cars. This type seal is designated "Wire Seal" as differentiated from the "Acme Seal" and the "Lead Seal".

2. TOOLS: One (1) Bolt Cutter
One (1) "Tommy" Bar (see sketch)



(Flat iron $3/4"$ x $1/4"$ - 20" long
 $5/16"$ holes spaced $2\ 1/2"$ apart)

3. MATERIAL Supply of $1/4"$ round iron rods - 20" long,
or 5 mm or larger wire.

4. PROCEDURE

- Close rail car doors and engage hasps.
- Insert round rod thru hasp and bend into a "U" shape.
- Place "Tommy" Bar over ends of "U" and twist until round rod or wire is effective as a lock.
- Remove "Tommy" Bar and use bolt cutter to shear ends close to the last twist.

5. All rail cars, without exception, will be closely inspected by loading Agency and necessary repairs made before cargo is loaded. All box cars will have the doors closed and sealed in accordance with the above. Ventilators in cars will be secured to prohibit entry. No car will be loaded which has loose or broken boards in roof, sides or bottom. No pilferable items will be shipped in open or gondola type cars.

6. The Transportation Officer will not move any box car until a warrant of seal has been received.

SUBJECT: Irregularity Report

TO : Commanding General, Peninsular Base Section, APO 702,
U.S. Army (Att n: P.M. for PLPA)

1. Short 12 cases of rations from truck 0300 8 Jan 45
INCIDENT TIME DATE
Pvt A.M. Smith 31233456 4675 QV Trk Co
NAME ASN UNIT
Driver Held for investigation BY 135 MP Co
ACTION TAKEN
2. Dispatched ticket altered 1715 8 Jan 45
Sgt C.C. Clark 327 2712 3456 QV Trk Co
Under investigation by Port P.M.
3. Freight car entered - Pilferage 1800/2300 8 Jan 45
Unknown
Reported to MRS - PM for investigation
4. Permitting passing of supplies thru 1930 8 Jan 45
perimeter fence.
Leviglio, Bruno 1st Co, 10 Police Bn (Ita)
Under arrest of Italian Unit
5. Case of cigarette Lighters pilfered on 1200 8 Jan 45
SS JONES
Unknown
Investigation by Cargo Security Officer & Port P.M.

Cy to: _____

1. The Provost Marshal is responsible for aggressive and continuous measures to reduce property loss and secure punishment of offenders. Property loss incidents have heretofore not come to the attention of the P.M. at all or only after the elapse of a considerable number of days, making investigation extremely difficult, if not impossible. This report is to permit immediate and vigorous follow-up of the action taken at the time of the incident and will permit corrective measures to eliminate sources of property loss.
2. All loss of Allied Military property by actual or suspected illegal means is included within the meaning of the term "incident" and is to be reported, whether major or minor. (The form lists several hypothetical cases.)
3. Report will include the following information:
 - a. Place
 - b. The "Incident"
 - c. Time and Date
 - d. Name, rank, ASN, and unit of "Principal" if known
 - e. Action taken
4. Not all property loss is pilferage. Use correct terminology when making this report.
5. A telephone report will be made to the P.M. whenever a major incident occurs. This written report will also be made as a written follow-up.

INTER OFFICE MEMO

JDS/au

Tel : 761

17 April 1945

Ref : 53-1/38/FOOD

SUBJECT : Flour and Sugar Sweeping

TO : Port & Warehouse Division

FROM : Food S/C

1. Reference your W/1/631/Tn 6 dated 9 April 1945.
2. All flour and Sugar sweepings in Naples warehouse as at 31st March have been allocated to the Italian Government who will arrange disposal through the Federazioni.
3. Flour and Sugar sweepings at Livorno will dealt with by the Regional Supply Officer Toscana Region.

W. J. DEGG *majr Lt*

f W. J. DEGG
Colonel

Director, Food Sub-Commission

6450

HEAD QUARTERS
AMG FIFTH ARMY
APO 464 U.S. ARMY

FET/cen

13 April 1945

202/4-1

SUBJECT: Food Depots.

EC : See Distribution.

1. Effective 14 April 1945 at 2400 hours the AMG Food Depot located at Navacchio, Province of Pisa, is officially closed.
2. Commencing 14 April 1945 at 2400 hours the new food depot located at Torre del Lago approximately 5 kilometers South of Viareggio on Route 1, in the Province of Lucca, is officially opened for the receipt and issue of foodstuffs.
3. All orders from IV Corps and Provincial Supply Officers of Lucca and Apuania will be sent to this depot.
4. Captain Robert Richert is in command of this depot.
5. Major Harmon, Executive Officer of the 1st Truck Battalion will move one company of vehicles to this new location to work under direction of AMG 5th Army Torre del Lago Depot.

Frank E. Harmon
FRANK E. TOSCANI,
Lt. Colonel, P.A.,
Senior Supply Officer,
AMG Fifth Army.

Distribution

U.S. Allied Commission for Food S/C	(2) Captain Ramsey - Livorno
G-5, 15th Army Group for	(2) Depot (2)
✓ H, SC for Transportation S/C	(2) Florence AMG Depot (5)
SCAO, IV Corps	(25) Navacchio " " (5)
SCAO, II Corps	(2) Toscana Reg. Rail Transporta
PC, Toscana Reg for PSO	(5) tion Officer - Major Blair (2)
PC, Emilia Region for PSO	(5) Toscana Reg. Trans/O - Major
PC, Lucca Prov for PSO	(2) Sowers (2)
PC, Apuania Prov for PSO	(2) Bible
Major Harmon - 1st Truck Bn	(10)

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

Maj Klein
Parks and Warehouse

Ref: AC/384/2/TH.5

14 April 1945

SUBJECT: Minutes of Transportation S/C conference held 12 April 1945.

1. The vehicular ceiling of the Motor Transport Group was fixed at 3000. This is in excess of the T/E in order to permit a maximum operational strength at all times.
2. All imported vehicles will be assigned to the MTO up to the terminal point for inclusion in the organization. All trucks above that figure will be assigned on a replacement basis and the vehicles released will be taken over by the TH S/C for truck pool operations.
3. All spare parts for the imported vehicles will be turned over to the MTO for warehousing and control. If and when imported vehicles are released for truckpool operation, spares will be supplied in proportion to vehicle strength from this stock.
4. The MTO Group is completely accountable and responsible for all materials consigned to it and all records pertinent to said materials will be forwarded to the Group.
5. Full supply responsibility and accountability for truck pool equipment rests with the TH S/C.
6. All orders will be channeled through the TH S/C to the proper supply sources.
7. TH S/C will receive the notifications of shipment calls forward and shipment arrivals, and issue the disposition instructions. Full details of all shipments, which concern the MTO, will be forwarded immediately to the Group.
8. 1st, 2nd and 3rd echelon units as designated for by WGS-280-080 will be allocated according to vehicle strength.
9. 4th and 5th echelon shops, as included in WGS-280-080, will serve both the MTO and truck pool vehicles contingent upon a stabilized situation which will allow centrally located and permanent type installations.
10. A consolidated requisition will be placed by TH S/C on Commerce S/C for tires and tubes to be specifically allocated to the vehicles controlled by the MTO and TH S/C.

WARNER O. PETERSON
Capt. C.A.C.
Roads Division

1588

INTER OFFICE MEMO

RHM/cr

Ref : 3/7/582/TN6

29 Mar 45

SUBJECT : Ship Unloading Reports - Out Turn Reports

FROM : Port & Warehouse Div.

TO : Off.i/c ALCON Depot 676 Naples(Att.Maj.Martin)
" " " 12150, Leghorn(Att.Capt.Ramsey)
" " " Ancona(Att.Major Boyd)
ALCON Port Liaison Off.D Depot 676 Naples(Att.Maj.Marks)
" " " " 12150, Leghorn(Att.Lt.Mitchell)
" " " " Bari (Att.Lt.O'Leary)
" Depot Ancona(Att.Lt.Griffin)

1. Ship Unloading Reports (Out Turn Reports) are frequently received showing either an excess or deficiency as compared to manifested quantities. Frequently no explanation is given of the variation.

2. In ALL cases of variation, an explanation will be given.

3. Request immediate acknowledgement of these instructions by indorsement hereon.

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

To : P & W Div. (Major KLEIN)

From : P & W Div. Ancona -

Ship unloading Reports will in future give necessary information.

W.C. Boyd
WILLIAM C. BOYD
Major C.M.P.
O.I.C.

6455

INTER OFFICE MEMO

RHK/er

Ref : W/7/670/TH6

14 Apr 45

SUBJECT : Out-Turn Reports

TO : Officer i/c ALCOM Depot 676, Naples (Att. Maj. Martin)
" " " " 12150, Leghorn (Att. Capt. Ramsey)
" " " " Ancona (Att. Maj. Boyd)
ALCOM Depot 676, Naples (Att. Capt. T. Ramsey)
" " Ancona (Att. Lt. Griffin)
" Port Liaison Officer, Depot 12150, Leghorn (Att. Lt. Mitchell)
" " " " Naples, Prov. Bldg. (Att. Maj. Marks)

1. It is requested that out turn reports for ships carrying foodstuffs be submitted in triplicate marked as follows :

- a) Port & Warehouse Division
- b) Transportation Sub-Commission Accounts Section
- c) Food Sub-Commission

2. Where no food is carried on the vessel, submit in duplicate, eliminating the copy for Food Sub-Commission.

ROBERT H. KILLEN
Major Med. Adm. C.
Port & Warehouse Div.

COPY to:- Tn. S/C, Accounts Section (Att. Capt. Wyatt)
Food S/C (Att. Lt. Col. Irie)

6455

1485

RESTRICTED

AS 461 BXES (7 Apr 45)

1st Ind.

CHA/lt

Headquarters Peninsular Base Section, APO 782, U.S. Army 11 April 1945

TO: Headquarters Allied Commission, APO 394
(Attn: Transportation Sub-Commission, Port & Whse Division)

1. Supply Memo #93 has been received and republished as part of PBS Cir #68. Copies of Supply Memo #93 are not readily available. However, details are on file.

2. Two copies of Section XXIX, PBS Cir #68, are attached. This document contains essentially the same procedures as outlined in #93. Due to the elimination of certain information of higher classification, this reprinting has allowed a much wider dissemination of the "Cargo Movements SOP".

FOR THE COMMANDING OFFICER:

1 ENCL.

"Cargo Movements SOP" (2 cys)

C. L. ZUCKER
Captain, AGO
Asst Adj Gen

Ref: 14/7/671/TMG

2nd Ind.

14 April 45

HQ. ALCOM PH. S/C. Port & Warehouse Division, APO 394, U.S. Army

TO: HQ. PBS, APO 782, U.S. Army

1. Receipt is acknowledge of 2 copies of Section XXIX, PBS Cir. No. 68.

2. Request:

- a) five (5) additional copies
- b) this HQ be put on your mailing list for 3 copies of all circulars on similar subjects
- c) that distribution list of Reproduced copies of Ocean Manifests (Annex "B" A/M circular-304a (26 Mar 45)) be changed to include 2 copies of manifests for ALCOM on ships destined for DUKO-manifests to be forwarded to this HQ

8454

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

Copy sent to Peninsular Base Section 14 Apr 45
Copy sent to ALCOM 29 Apr 45
Copy sent to HQ 12 May 45
Copy sent to HQ 12 May 45

RESTRICTED

RESTRICTED

R 472
APR 091500B

D/7363
APR 111040B
IMMEDIATE

ALCOM REGGIO
ALCOM INFO HQ 52 AREA, 204 SUB AREA

RESTRICTED.

Your signal 4861 of 5 April.

Mail for ALCOM REGGIO route via 204 SUB AREA but send
by air to avoid delay. There is no transportation ALCOM
office at either ORGONE or CATANZARO.
Captain BODDY CAPTAIN COOK both in REGGIO.

DIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Eccon Sec
Message Center
Float

6453

COPY

HEADQUARTERS ALLIED COMMISSION
AFG 394
Office, Headquarters Commandant

Out Lf.
HRC/10/7

11 April 1945

SUBJECT: Transport.

TO : Administration officer, Transportation Sub-Commission
(Attn. Lt. Col. Scoggins)

1. Reference #7/483/TN6. From Maj. Klein, dated 14 March 1945.
Subject: Transport.

2. Lt. White states that a statement concerning another case under investigation was inserted along with the findings submitted to this office in regard to above mentioned letter. This statement has been withdrawn by Lt. White.

3. It is regretted that this mistake was made and all correspondence will be scanned more carefully in the future.

S/ R.F. Wiley
R.F. Wiley
Capt. Cav.
G.O. Super-Garage

Copy to :
Maj. Klein.

6452

HEADQUARTERS ALLIED COMBAT BN
A.F.C. 394
FOOD SUB-COMMISSION

100/01

Ref: 466

11 April 45

Ref: 51-2/55/FOOD

SUBJECT: Rail Shipments to Ortona for Umbria-Marche Region

TO : AG Warehouse 676, Naples, Attn: Major MARTIN
AG Bari, Attn: Lt. O'LEARY
AG Warehouse Ancona, Attn: Capt. HOYD
AG Warehouse, 14150, Leghorn, Attn: Capt. RABBY
AG Civitavecchia, Attn: Capt. BOWES

1. Refer our letter 51-2/114/FOOD of 27 March.
2. We have been requested by Umbria-Marche Region to have signals notifying dispatch of rail cars sent to the following when the cars are dispatched to ORTONA railhead and the supplies are destined for Umbria-Marche Region ("Scoli-Pisana, Macerata or Ancona Provinces):

- a. CONSIGLIA Chieti for Consignor Ortona.
- b. Alcom Transportation Officer, Chieti.
- c. Provincial Supply Officer of Destination.
- d. Hq. Umbria-Marche Region.
- e. Alcom Main.

By command of Rear Admiral STONE,

Copies to:

John Quincy May
W. J. L. CG
Colonel
Director, Food Sub-Commission

6451

Hq. AG Tn 80, Major KILIN
Reg. Com., Umbria-Marche Region, Attn: S & S
Hq. 15th Army Group, Attn: Lt. Col. Stewart

GRW/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

4 April 1945

238/29/In 3

SUBJECT : Notification of Rail Movements

TO : Federazione Italiana dei Consorzi Agrari
Istituto per il Commercio Estero (I.C.E.)

1. Please issue instructions to the various Provincial Consorzi and I.C.E. representatives, that the following practice be introduced for advising forward all Rail movements throughout the mainland of Liberated Italy.
 - (a) Where possible a signal will be sent to Consignees giving the following information :-
 - Date despatch, Consignor, Consignee, Wagon Nos and Contents.
 - (b) If a signal cannot be sent, an advice should be despatched by the fastest alternative means.
 - (c) All signals should be repeated to Headquarters AAG, Regional and Provincial Commissioners and AG Transportation Officers concerned, copy to AG Headquarters for information.
2. In cases where wagons fail to arrive at their destination within a reasonable length of time, Consignees should immediately inform Senders of the non arrival referring to their despatch advice, and at the same time advise the I.C.E. at receiving station in order that the normal Railway procedure can be put into force to trace the missing wagons.

3. A Packing List should accompany all stores giving the following details :-
Date of despatch, wagon Nos, Consignor, Consignee, Seal Nos, Commodity, No of Units loaded to include size, Gross tonnage loaded in each wagon.
The Packing List should be secured inside each wagon.
4. It is essential that the above practice is brought into operation immediately in order to prevent cars going astray and to enable pilferage to be checked.
5. Please confirm that the necessary orders will be given.

M.B. Thomas

M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copies to : Food Sub-Commission
Ports & Warehouse Division ✓
Major W.T. Martin, Warehouse 576 Naples
Rail Division; Transportation Sub-Comm.

6449

INTER OFFICE MEMO

RHE/er

Ref : 4/7/640/TN6

10 April 45

SUBJECT : Cased Vehicles

FROM : Port & Warehouse Division

TO : ALCOM Port Liaison Officer, Naples Prov. Bldg. Tn. Sect.
(Att. Maj. Marks)

" " " " Depot 12L50, Leghorn
(Att. Lt. Mitchell)

1. Confirming phone instruction today, the same day Cased Vehicles are railed to A.T.A.C., Prenestina Station, Rome, Major Bruce, phone Rome 71122, extension 42, is to be advised by phone of wagon numbers and contents.

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

Copy to :- Officer i/c ALCOM Depot 676, Naples (Att. Maj. Martin)
" " " " 12L50, Leghorn (Att. Capt. Ramsey)

6448

INTER OFFICE MEMO

RHE/er

Ref : W/7/643/TH5

10 April 49

SUBJECT : Warehouse Inventories

FROM : Port & Warehouse Division

TO : Director, Agriculture S/C
" Commerce S/C
" Education S/C
" Industry S/C
" I.C.E.
" Economic Section

1. Inclosed is copy of inventory of Naples and Leghorn warehouses, showing merchandise that has been on hand 30 days or more.

2. Warehouse space is at a premium. No doubt a real need exists for the merchandise listed, or it would not have been requisitioned.

3. May every effort please be made to remove these items from the warehouses.

4. Leghorn inventory of goods on hand over 30 days includes items for Industry S/C. only.

ROBERT H. ELGIN
Major Med. Adm. C.
Port & Warehouse Div.

6447

1 April 1945

NON FOOD STOCKS ON HAND IN LEGHORN DEPOTS WAREHOUSED IN EXCESS
OF 30 DAYS.

INDUSTRY S/C.

Cement Bags	TOG	42	35.232	Kilograms
Paper "	"	"	155.038	"
Kraft "	"	"	25.401	"
Paper shipping bags	"	"	25.325	"

Total 240.996

RECEIVED FROM THE DEPARTMENT OF THE ARMY

6446

NEW FOOD STOCKS ON HAND IN NAPLES DEPOTS WAREHOUSED IN BOXES
OF 30 DAYS

IMPORT SHIP OR
OTHER ORIGIN

1 April 1945

N° OF UNITS
WT. KILOS

AGRICULTURE S/C.

IMPORT SHIP OR OTHER ORIGIN	ITEM	N° OF UNITS	WT. KILOS
SANTVOIT	Beltine	6 cases	3,000
SANTORCH	"	2 "	606
NAMESLEY	"	1 "	149

FISHERIES DIV. S/C.

IMPORT SHIP OR OTHER ORIGIN	ITEM	N° OF UNITS	WT. KILOS
KING JAMES	Fish Hooks	1 "	64
ROBERT HUNTER	Wire Cable	4 "	1,644
"	" (?)	5 "	1,635

COMMERCE S/C.

IMPORT SHIP OR OTHER ORIGIN	ITEM	N° OF UNITS	WT. KILOS
ST. LECHORN	Bolting Needle	20 "	1,256
GRANT WOOD	Thread	4 "	214
EX. LECHORN	Ctn. Thread	53 "	2,514
"	" Twine	64 "	5,627
EX. BARI	" Thread	133 "	5,041
SAMCONAN	Newsprint	319 rls	92,510
SUNNER	"	18 "	2,382
GRANT WOOD	Needles	3 "	110
EX. LECHORN	Prts. Ink	98 dr.	14,964
EX. BARI	"	112 "	12,813
GUIN	"	335 "	33,672
PORT E.F. JO	"	50 "	5,800
A. MOORE	Paper	272 cases	39,916
GRANT WOOD	Carbon Paper	7 "	544
EX. PALERMO	Paper cover	17 "	4,046
"	" white	67 "	17,593
GRANT WOOD	Tins	3 ctn	107
BREWSTER	Sewing Mach Parts	100 2 cases	73
PORT SALVAGE	Caucas shoes	3 "	96

EDUCATION S/C.

IMPORT SHIP OR OTHER ORIGIN	ITEM	N° OF UNITS	WT. KILOS
GRANT WOOD	Ctn Sewing	1 "	95
AC. LIVORNO	Ground Clue	24 dr.	4,723
A. MOORE	Paper matrix	5 cases	453
"	" transfer	1 "	14
AC. LIVORNO	White. Prt. Text. Vellum	122 "	13,311
HORACE BIRNEY	Offset paper	262 rls	64,685
"	Paper wht chem.	125 "	22,601

INDUSTRY S/C.

IMPORT SHIP OR OTHER ORIGIN	ITEM	N° OF UNITS	WT. KILOS
HORACE BIRNEY	Blue cardboard	124 1 dr.	132

COMMERCE S/C.

EX LUGHORN	Belted Needle	" 100	20	"	1,258
GRANT WOOD	Thread	" 48	4	"	214
EX LUGHORN	Stn. Thread	" 48	53	"	2,514
" "	" Twine	" 94	64	"	5,627
EX BARI	" Thread	" 133		"	5,041
SAMCONAN	Newsprint	" 36	319	rls	92,510
SUNAR	"	" 96	18	"	3,382
GRANT WOOD	Needles	" 48	3	"	110
EX LUGHORN	Intg. Ink	" 77	98	dr.	14,964
EX BARI	" "	" 77	112	"	19,813
GUHIN	" "	" 77	335	"	33,672
PORT B.F. JO	" "	" 77	50	"	5,800
A. MOORE	Paper	" 94	272	cases	39,916
GRANT WOOD	Carbon Paper	" 94	7	"	544
EX PALERMO	Paper cover	" 94	17	"	4,046
" "	" white	" 94	57	"	17,593
GRANT WOOD	Pins	" 94	3	ctn	107
BREWSTER	Sewing Mach Parts	100	2	cases	73
PORT BALTAGE	Cases shoes	3			96

EDUCATION S/C.

GRANT WOOD	Ctn Sewing	" 97	1	"	95
AC LIVORNO	Ground Glue	" 97	24	dr.	4,723
A. MOORE	Paper matrix	" 97	5	cases	453
" "	" transfer	"	1	"	14
AC LIVORNO	White. Ppr. Text. Vellum	122		"	13,511
HORACE BIRNEY	Offset paper	262	rls		61,885
" "	Paper wht chem.	126	"		22,601

6445

INDUSTRY S/C

HORACE BIRNEY	Blue cardboard	" 124	1	dr.	132
BREWSTER	" "	" " 100		"	12,263
A. MOORE	" "	" " 26		"	1,184
GUHIN	Paper sacks	" 42	36	bd	1,294
A. MOORE	" "	" 338		"	36,606
HORACE BIRNEY	Cigarette ppr.	" 124	15	dr.	1,994
BREWSTER	" "	" " 18		"	3,512

COPY

CONFIDENTIAL

AD 493

AFG 512

7 April 45

AG 440/111 GSC-O

SUBJECT: Delivery of Medical Supplies to COMUS (Central Civilian Medical Depot)

TO: All Concerned

1. Reference is made to letter, this headquarters, file AG 440/159 GSC-O, dated 27 October 1944, subject: "Central Civilian Medical Depot" which established the COMUS.
2. Arrangements are being completed for Istituto Nazionale per il Commercio Estero (INCE), an Italian Governmental agency, to take delivery at shipside of the major portion of civil supplies arriving in Italy.
3. These supplies will not include imports of civilian medical supplies, as these are imported on the account of AFHQ and may be transhipped to meet essential civilian requirements in other countries within the theater where SAC has civil supply responsibility.
4. It is therefore desired that all civil medical shipment arriving in Italy be delivered directly to the nearest COMUS by the military port authorities. COMUS officers will work in close liaison with military port authorities and will assist in identification and consignment of shipments.
5. Following, for information of all concerned is listed the location of the Depots and Officers in Charge:

Officer	Telephone No.	Location
(a) Commanding Officer 2665 COMUS	Freedom 1116	Office of Surgeon WTCUSA
(b) Capt. McDonald	Naples 53519 50410	COMUS Naples Nap. 675
(c) Lt. Winter	Bari 10291	COMUS Bari
(d) Capt. Calson	Florence 1164	at COMUS Florence
	1165) 25 (Next to 12 Med Dep)	
	1384)	
	1385)	

6444

BY COMMAND OF FIELD MARSHAL ALEXANDER

5/ ALBERT W. KARR
Captain, AG

1042
Copies sent to
my brother 24 April
"if needed 24 May"
"if needed 24 May"
"if needed 24 May"
"if needed 24 May"

2. Arrangements are being completed for Istituto Nazionale per il Commercio Estero (INCE), an Italian Governmental agency, to take delivery at shipyards of the major portion of civil supplies arriving in Italy.

3. These supplies will not include imports of civilian medical supplies, as these are imported on the account of AFHQ and may be transhipped to meet essential civilian requirements in other countries within the theater where AFHQ has civil supply responsibility.

4. It is therefore desired that all civil medical shipments arriving in Italy be delivered directly to the nearest COMUSMACV by the military port authorities. COMUSMACV officers will work in close liaison with military port authorities and will assist in identification and consignment of shipments.

5. Following, for information of all concerned is listed the location of the Depots and Officers in Charge:

Officer	Telephone No.	Location
(a) Commanding Officer 2665 COMUSMACV	Tremon 1116	Office of Surgeon HTOUSA
(b) Capt. McDonald	Naples 53519 50410	COMUSMACV Naples Hase. 675
(c) Lt. Winter	Bari 10291	COMUSMACV Bari
(d) Capt. Caffon	Florence 11641	at COMUSMACV Florence
	1165125 (Bert to 12 Med Dep 1354) 1355)	

BY COMMAND OF FIELD MARSHAL ALEXANDER

S/ ALBERT W. KARR
Captain, AGO
Asst Adjutant General

DISTRIBUTION:

10 - PRO	5 - COMUSMACV	2 - Med (A)
10 - Adriatic Command	2 - G-4	2 - Med (B)
5 - District 1	3 - G-5	2 - AG Records AFHQ
5 - " 2	2 - TTH	1 - AG S&S
5 - " 3		
5 - Allied Commission	2 - M & Tn	

CONFIDENTIAL

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
(Movements Division - Rail)

Tel : 478701

9 April 45

300/3/TN3

SUBJECT / Alcom Railhead - Florence

TO : See distribution below

1. Your attention is drawn to following extract of weekly report from Major Blair, Florence Compartimento, dated 29 Mar 45:

"5 Army and 701st GM Div with AMG have agreed to allot one truck, capacity forty cars, in Campo di Marte yards, Florence, for AMG/AC and civilian use. The remainder of the yard will be used by 5 Army. Arrangements are being made to contract with a stevedoring firm to do all unloading and loading. Emphasis is placed upon the necessity of releasing all cars in 24 hours. All freight for Florence AMG/AC except P.O.L. should be labeled to ALCOM Railhead to ensure placement in that yard.

P.O.L. will be handled at a C.I.P. installation in RIFREDI yards on outskirts of Florence".

For the Chief Commissioner:

S/ M.S. THOMAS, Colonel
Deputy Director
Trans. Sub-Comm.

DISTRIBUTION:

AC Transportation Officer,	Reggio Calabria
" "	Naples
" "	c/o Hq. Movements East Italy
" "	Palermo
" "	Rome
" Port Liaison Officer,	Piombino
" " "	Civitavecchia
Hq. Movements, Central Italy	
" " West	Italy
" " East	Italy
" " Sub-Area,	Rome
Economic Section	
Food Sub-Commission	
Industry S/C	
Agriculture S/C	
	Rail Division (your AC/49H/Tn4 refers)
	Shipping Branch
	Port & Whse. Div.

6443

14991

107/mb

HEADQUARTERS ALLIED SUBMARINE DIV
APN 394
Transportation Sub-Commission
(Movements Division - Mail)

9 April 1945

Tele : 478701

300/2/20.5.

SUBJECT : ALGERIA - Florence

TO : see distribution below.

1. Your attention is drawn to following extract of weekly report from Major Blair, Florence Comptroller, dated 29 March 1945:-

"5 Army and 7th AF are with 2nd have agreed to allot one track, capacity forty cars, to Camps di Porto Verde, Florence, for AMO/CO and civilian use. The remainder of the yard will be used by 5 Army. Arrangements are being made to contract with a stevedoring firm to do all unloading and loading. Emphasis is placed upon the necessity of releasing all cars in 24 hours. All freight for Florence AMO/CO except P.O.L. should be labeled to ALGERIA Railhead to ensure placement in that yard. P.O.L. will be handled at a S.I.L. installation in principal yards on outskirts of Florence."

for the Chief Commissioner.

C. K. Woolley
J. J. MOORE, Colonel, R.C.A.
Deputy Director,
Transportation Sub-Commission.

- ADMINISTRATION
- 1. Transportation Officer, Bologna
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ALGERIA Section
Post Sub-Commission
Director Sub-Commission

6442

to ensure placement in that yard.

are the chief combined factor.

6412

10 Apr.
Copies sent to
my mother
Lt. Mitchell
Capt. Remy

INTER OFFICE MEMO

DMK/er

Ref : 4/7/624/286

10 April 1945

SUBJECT : Report of Visit to Naples Warehouse 5/6 April 45
by Major Klein.

FROM : Port & Warehouse Division

TO : Director, Transportation Sub-Commission

1. Warehouse receipts and shipments are to a peak compared to recent activities. Nine ships with cargo in excess of 15,000 tons were discharging. Outbound rail loading averages in excess of 10 wagons per day.
2. Major Martin had reported insufficient covered warehouse space to handle expected arrivals. Warehouse inspection disclosed such items as printing ink, evaporated milk and calcium carbide stored inside which could be stored outside without cover. Further it was not difficult to arrange the requisitioning of a large quantity of salvage canvas from F.B.S. which will permit large tonnages of other supplies now stored inside to be moved into the covered yards. Warehouse space will not constitute a problem, and it will not be necessary to acquire additional premises, as Major Martin first suggested.
3. Heavy program of future shipments was discussed. Rail program of 10/15 wagons daily is expected to continue for a month or more. In addition, two water movements out, one of 5000 tons and another 1900 tons are scheduled within the next 30 days. Very large arrivals are also anticipated.
4. A meeting was held with the local management of the Federazione Italiana dei Consorzi Agrari, their superiors and Major Martin. The inefficiency of the Italian managerial personnel was discussed. It was stressed that present personnel was both inadequate in quantity and quality. This covers mainly the actual warehouse management but also referred to weakness in the accounting staff. Corrective measures were promised, but it is the writer's opinion that a change will be slow in coming. The present principals have difficulty in envisaging the over-all picture, on the one hand, and have not been able either to secure labor that doesn't need "driving" or to "drive" the presently employed labor.
5. A visit to the Port showed tremendous backlogs of AG

2. Major Martin had reported insufficient covered warehouse space to handle expected arrivals. Warehouse inspection disclosed such items as printing ink, evaporated milk and calcium carbide stored inside which could be stored outside without cover. Further it was not difficult to arrange the requisitioning of a large quantity of salvage canvas from F.B.S. which will permit large tonnages of other supplies now stored inside to be moved into the several yards. Warehouse space will not constitute a problem, and it will not be necessary to acquire additional premises, as Major Martin first suggested.

3. Heavy program of future shipments was discussed. Mail program of 10/15 wagons daily is expected to continue for a month or more. In addition, two water movements out, one of 5000 tons and another 1000 tons are scheduled within the next 30 days. Very large arrivals are also anticipated.

4. A meeting was held with the local management of the Federazione Italiana del Consorzio Agrario, their superiors and Major Martin. The inefficiency of the Italian managerial personnel was discussed. It was stressed that present personnel was both inadequate in quantity and quality. This covers nearly the actual warehouse management but also refers to weaknesses in the accounting staff. Corrective measures were promised, but it is the writers opinion that a change will be slow in coming. The present principals have difficulty in envisaging the over-all picture, on the one hand, and have not been able either to recognize that doesn't need "driving" or to "drive" the presently employed labor.

5. A visit to the Port showed tremendous backlog of AC merchandise. Explanation was that AC warehouses were not able to accept as fast as Port delivered. Major Martin stated Depot 676, could not handle over 20 tons per hour in. This is extremely bad. The average should be nearer 60 tons per hour at either Depot 676, 677 or 675. Truck turnaround has been exceedingly slow. It is not unlikely AC will receive a letter of protest from 8th Port authorities reference AC's inability to accept merchandise more rapidly.

6. After careful analysis of the situation and prolonged conversation with Major Martin and the Italians in charge, it is thought that the immediate withdrawal of Major Martin and Sgt. Al. from the Naples warehouses will cause such a state of confusion that it is most doubtful whether the planned program of receipts and shipments for the next two months can be met. In fact in order to prevent a complete breakdown, it is believed the Allied military staff should be increased by at least 4 well trained L.N./C.R.'s. These should remain on duty with Major Martin until the presently increasing stockpile is depleted. Major Martin states he "can easily hand over completely to the Federazione Italiana dei Consorzi Agrari, but their ability to accept is entirely another matter".

7. Also, as indicated in para. 4, my letter 1/7/596/ANS to Deputy Director In. S/C., the matter of Port Liaison has perhaps not been my responsibility, a careful check was made of this situation in Naples. Despite the fact that Major Marks has had adequate information from HQ both by letter and phone conversation relative to the use of I.C.R. personnel, he had not availed himself of their services. Further, his manner of handling port liaison, in particular the S.C.P. (which is the basis of AD port liaison in a military port) is completely inadequate. It is believed Major Marks is not qualified for the position he occupies, not only for the reasons stated but for numerous others. (Details can be given if desired). Major Bowers concurs in this view.

8. A meeting was held 6 April 45 in the Offices of Depot 576 at which were present Majors Martin, Marks, Klein, Capt. Phos. Ramsey, Sig. Vince and Sig. Bagnasco of the Federazione dei Consorzi Agrari and Sig. Bordon of I.C.R. Procedures from ship arrival in Naples port to arrival of merchandise at AD warehouse were described. The proper use of the S.C.P., the use of Federazione dei Consorzi Agrari and I.C.R. personnel were agreed. It is hoped that by 1 May 45 the plan will actually function in toto.

9. Recommendations:

- a) Home HQ of Federazione Italiana dei Consorzi Agrari be advised of the seriousness of situation at Naples warehouses and requested to take necessary action (Sig. Bagnasco was so advised today).
- b) Four experienced L.N./C.R.'s be assigned to Major Martin.
- c) The order that Major Martin move his office

7. Altho, as indicated in para. 4, my letter 8/7/596/WHG to Deputy Director En. A/C., the matter of Port Liaison has perhaps not been my responsibility; a careful check was made of this situation in Naples. Despite the fact that Major Marks has had adequate information from HQ both by letter and phone conversation relative to the use of I.C.I. personnel, he had not availed himself of their services. Further, his manner of handling port liaison, in particular the I.C.I. (which is the basis of AC port liaison in a military port) is completely inadequate. It is believed Major Marks is not qualified for the position he occupies, not only for the reasons stated but for numerous others. (Details can be given if desired). Major Bowers concurs in this view.

8. A meeting was held 6 April 45 in the Office of Depot 676 at which were present Major Martin, Marks, Klein, Capt. Thomas, Ramsey, Sig. Vico and Sig. Magnasco of the Federazione dei Consorzi Agrari and Sig. Bordini of I.C.I. Proceedings from ship arrival in Naples port to arrival of merchandise at AC warehouse were described. The proper use of the I.C.I., the use of Federazione dei Consorzi Agrari and I.C.I. personnel were agreed. It is hoped that by 1 May 45 the plan will actually function in toto.

9. Recommendations:

- a) Some HQ of Federazione Italiana dei Consorzi Agrari be advised of the seriousness of situation at Naples warehouses and requested to take necessary action (Sig. Bordini was so advised today).
- b) Four emergency I.C.I.'s be assigned to Major Martin.
- c) The order that Major Martin move his office from Depot 676 to the Provincial Building be postponed at least 60 days (Major Marks has already moved - Major Martin is preparing to move).
- d) Major Marks be replaced by Lt. Mitchell, who is now Port Liaison Officer, Leghorn.
- e) Lt. Mitchell be replaced by Lt. Belmerico, who is now Asst. Asst. Officer, Ancona.
- f) Another officer (preferably a junior officer) be assigned to Ancona.

Copy to: Chief Port & Whse. Div.
(Att. R. Maczarella)

ROBERT H. KLEIN
Major MAC-Port & Whse. Div.

CONFIDENTIAL

TN. S/L
4596

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. G-11

4 April 1945

SUBJECT: Misdellivered Cargo

TO : Headquarters, Allied Commission, APO 394
(Attn: Supply and Resources Division)

1. Reference is to AG letter BS 400.25 PB of 7 March on Mispliced Imported Supplies.
2. The information supplied in your letter is insufficient to trace the correct consignee, other than that the supplies are a U.S. Army Quartermaster supply item.
3. Your attention is invited to Section VII, of Supply Memorandum Number 93 issued by Hqts, PBS on 19 January 1945 covering the procedure on misdellivered cargo.
4. Complete information should be submitted to the appropriate PBS Service or Section as expeditiously as possible.

For the Assistant Chief of Staff, G-5:

HEADQUARTERS

A.

C.

Copy to:

D. E. LATHROPE,
1st Lieut., C.A.C.,
Economics & Supply.

AG Agriculture Sub-Commission
AG Transportation Sub-Commission

6439

CONFIDENTIAL

INTER OFFICE MEMO

RMK/er

29 March 45

Ref : W/7/582/TN6

FROM : Port & Warehouse Division

SUBJECT : Ship Unloading Reports - Out Turn Reports

TO : Off. i/c ALCON Depot 676, Naples (Att. Maj. Martin)
ALCON Port Liaison Off. Depot 676 Naples (Att. Maj. Marks)
" " " " " 12150, Leghorn (Att. Lt. Mitchell)
" " " " " BARI (Att. Lt. O'Leary)
Officer i/c ALCON Depot 12150, Leghorn (Att. Capt. Ramsey)
" " " " " ANCONA (Att. Maj. Boyd)
ALCON Depot ANCONA (Att. Lt. Griffin)

1. Ship Unloading Reports (Out Turn Reports) are frequently received showing either an excess or deficiency as compared to manifested quantities. Frequently no explanation is given of the variation.

2. In ALL cases of variation, an explanation will be given.

3. Request immediate acknowledgement of these instructions by indorsement hereon.

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

Ref. : W/7/582/TN6

1st Ind.

1st April 1945

TO : Maj. Klein,

Receipt acknowledge.

George Mitchell
GEORGE MITCHELL
1st Lt. C.M.P.

6438

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub-Commission

GBG/lr

AC/605/92/Tn.3

5 April 1945

TO : G-4 (Mov & Tn)
AFHQ

SUBJECT : Civil Supplies - 10 Day Maintenance Reports.

Reference Para 2, G-5 AFHQ letter AGS/C-7
dated 31 March 1945.

1. It is requested that copies of the A/M reports formerly despatched to Southern Region, be sent to the following addressees with immediate effect : -

ALCOM TRANSPORTATION OFFICER BARI	c/o MOVEMENTS EAST ITALY
ALCOM PORT LIAISON OFFICER BART	
ALCOM TRANSPORTATION OFFICER NAPLES	
" " " PALERMO	
" " " REGGIO CALABRIA	

2. Where shipments for Sardinia are concerned it is further requested that special application be made for reports (or as much of the report as is relevant) to be despatched to the Alto Commissario Sardinia as this Commission now has no representative in that Area.

For the Chief Commissioner :

M.B. THOMAS
Colonel
Deputy Director

Copy to : G-5 AFHQ
Port & Warehouse Div.
Food S/C

RHZ/er

INTER OFFICE MEMO

29 March 45

Ref : W/7/582/TN6

FROM : Port & Warehouse Division

SUBJECT : Ship Unloading Reports - Out Turn Reports

TO : Off. i/c ALCOM Depot 676, Naples (Att. Maj. Martin)
ALCOM Port Liaison Off. Depot 676 Naples (Att. Maj. Marks)
" " " " " 12L50, Leghorn (Att. Lt. Mitchell)
" " " " " BARI (Att. Lt. O'Leary)
Officer i/c ALCOM Depot 12L50, Leghorn (Att. Capt. Ramsey)
" " " " " ANCONA (Att. Maj. Boyd)
ALCOM Depot ANCONA (Att. Lt. Griffin)

1. Ship Unloading Reports (Out Turn Reports) are frequently received showing either an excess or deficiency as compared to manifested quantities. Frequently no explanation is given of the variation.

2. In ALL cases of variation, an explanation will be given.

3. Request immediate acknowledgement of these instructions by indorsement hereon.

TO
ROBERT H. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

TO: Port and Warehouse Division

From: Naples Warehouses

6436

1. Receipt of a/m instructions acknowledged.

ALGERIA ITALIANA DEL COMITATO AGRARI

UFFICIO INTERREGIONALE DI NAPOLI

GESTIONE DEPOSITI

IL DIRETTORE

B. Ramsey Capt

INTER OFFICE MEMO

RHE/or

Ref : W/7/596/TMG

2 Apr 45

SUBJECT : Inspection Trip to Naples - JAMES B. HURLEY
(your 653/1/TMG - 28 Mar 45)

FROM : Port & Warehouse Division
TO : Deputy Director, Transportation Sub-Commission.

1. The A/W letter came to my attention by means of Fleet file.

2. Mr. Hurley's report was not submitted to me, but was shown to me, in passing, by Mr. Bazzanella. I commented, verbally, to Mr. Bazzanella that those parts of the report referring to shortages between shipside and warehouse were superficial and misleading. Further, they questioned the accuracy of certain statements made by me. Support of those statements made by me is available in my files.

3. What seems to me (and has seemed to me for a long time) the important part of the situation is being overlooked. I refer to the control of cargo between shipside and warehouse - the losses that occur between these points.

4. For several months, I have unsuccessfully attempted to ascertain the responsibility for this control. In the absence of direction, I have assumed (perhaps erroneously) a portion of this responsibility. In part, I have been severely criticized for my actions.

5. The personal element is of the slightest importance. The fact is that substantial quantities of cargo have gone astray, and not been recovered. Further, there seems to be no established procedure for checking and taking necessary action to recover lost cargo or to prevent further losses.

6. In the absence of clear cut direction, and careful overall supervision, it is my belief that similar losses will continue when I.C.E. and Federazione del Consorzio Agrario become responsible for accepting delivery at shipside, as of 1 May 45. I offer the current situation at Bari to support my views.

6435

7. The fact that the losses under the new arrangement will be borne directly by the Italian Government, does not

2. Mr. Hurley's report was not submitted to me, but was shown to me, in passing, by Mr. Bazzanella. I commented, verbally, to Mr. Bazzanella that those parts of the report referring to shortages between shipside and warehouse were superficial and misleading. Further, they questioned the accuracy of certain statements made by me. Support of those statements made by me is available in my files.

3. What seems to me (and has seemed to me for a long time) the important part of the situation is being overlooked. I refer to the control of cargo between shipside and warehouse - the losses that occur between these points.

4. For several months, I have unsuccessfully attempted to ascertain the responsibility for this control. In the absence of direction, I have assumed (perhaps erroneously) a portion of this responsibility. In part, I have been severely criticized for my actions.

5. The personnel element is of the slightest importance. The fact is that substantial quantities of cargo have gone astray, and not been recovered. Further, there seems to be no established procedure for checking and taking necessary action to recover lost cargo or to prevent further losses.

6. In the absence of clear cut direction, and careful overall supervision, it is my belief that similar losses will continue when I.C.M. and Federazione dei Consorzi Agrari become responsible for accepting delivery at shipside, as of 1 May 45. I offer the current situation at Bari to support my views.

6435

7. The fact that the losses under the new arrangement will be borne directly by the Italian Government, does not eliminate the moral responsibility upon Allied Commission to assist and direct within its ability.

8. The Accounts Branch is preparing a summary of "Out-turn" reports for this year to date on ships arriving at Bari, Ancona, Naples and Leghorn.

9. May I suggest that this entire matter be the subject of investigation, to the end that a workable procedure be established under competent, clear cut responsibility?

ROBERT H. ELGIN

Copy to: Chief P. & W. Div (Mr. Bazzanella) Maj. Med. Adm. C. - Port & W. Div.

INTER OFFICE MEMO

RHK/er

Ref : W/7/597/TMG

3 Apr 45

SUBJECT : Losses on Shipments Bari to Ancona

FROM : Port & Warehouse Division

TO : Deputy Director, Transportation Sub-Commission

1. Enclosed is copy of letter Ref. BA/PL/1/10 - 30 Mar 45, from Lt. O'Leary, Bari Port Liaison Officer.

2. This letter perhaps should be considered at the same time as my letter Ref. W/7/596/TMG - 2 Apr. 45 to Deputy Director, Transportation Sub-Commission.

3. May an answer be had to Para: 3 of the above quoted letter from Lt. O'Leary?

ROBERT N. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

1 Incl - Ref. BA/PL/1/10 - 30 Mar 45

Copy to:- Chief Port & Warehouse Div. (Att. Mr. Buzzanella)

6434

ALLIED COMMISSION
PORT LIAISON OFFICE
B A R I

COPY

REF : BA/PL/1/10

30 March 45

SUBJECT : Security Reports - Cargo Shortages

TO : Port & Warehouse Division
Transportation Sub-Commission
Hq. Allied Commission
(Att. Maj. KLEIN)

1. S/S "JOHN SERGEANT", H.R. 39, U.S.S. 68. Ref. telephone conversation Major Klein - Lt. O'Leary re shortage of 48 tons grain. Imports are taken by Consorzio Agrario not Alcom. Consorzio report of receipts is 49051 sacks of which 10% broken, for total of 2611 long tons gross. No evidence of misconsignment or robbery.

2. S/S "TAUTRA" - to Ancona. Consorzio check to quay was 9876 sacks sugar. D.O.C. check was 9798. Consorzio check is believed to be correct, since D.O.C. over checked lard by similar quantity - showing it as received during final night of loading when sugar was dispatched and lard was not.

3. Ancona report of 9482 sacks received is clearly indicative of larceny, either at Ancona or here, or both. In view of the long continued shortages on shipments to Ancona, it is suggested that the situation either be accepted as normal or thoroughly gone into by competent investigative personnel at both ends.

S/ P.M. O'LEARY
Lt.
Port Liaison Officer

6433

COPY

INTER - OFFICE MEMO

CSK/16

To : Finance Sub-Commission (attn. Chief Agent.)
Food Sub-Commission (attn. Lt. Col. Inrie)

From : Transportation Sub-Commission, Administration Division, Accounts Branch.

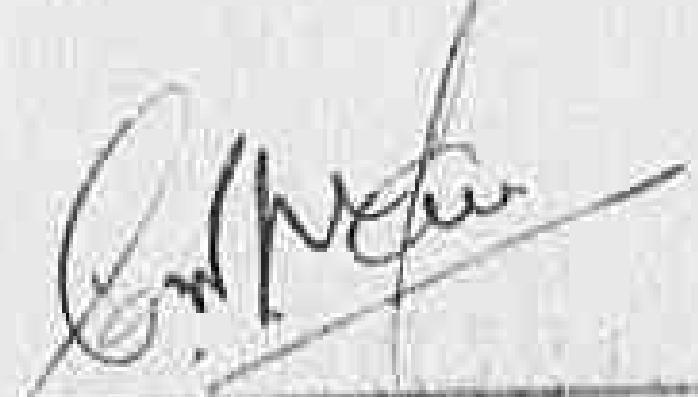
SUBJECT : Handing over accountability to Federazione dei Consorzi Agrari.

1/A/Tn.1.

28th March '45

1. Since the handing over of A.C. stockpiles at Naples, Leghorn and (April 1st.) Ancona, this Branch has continued to maintain detailed records of day-to-day transactions as done prior to the transfer to Federazione.
2. As agreed by Federazione and I.C.E. at the conference held on 22nd. March, those organisations will take delivery of supplies at ships rail at all ports as at 1st. May.
3. We are proposing to assess one month's experience of the procedure stated in para 2. together with the results of Federazione accounting in general. Provided such experience is satisfactory, we propose to discontinue keeping detailed accounts as at 1st. June and maintain daily Receiving Reports and 10-daily Stock Reports only. As the date approaches, we will give you firm notification.
4. We are adopting this policy with a view to releasing staff for the opening up of stockpiles in Northern Italy.

For the Director,


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

Copy To: Transportation Sub-Commission (attn. Mr. Buzzanella)
" " " (attn. Major Klein)

6432

INTER - OFFICE MEMO

CSB/11

To: Warehouse 575 RAPIDS (attn. Capt. Ramsey)
12.1.50 LEBRON (attn. Capt. Ramsey & S/Sgt. Day)
28028 Parahutte, ANCHOR (attn. Major Boyd)
500 Army AMS (Paw) Depot, CROENA (attn. Lieut. Lester via A.S.L.S.)

From: Transportation Sub-Commission, Administration Division, Accounts Branch.

SUBJECT: Handing over Accountability to Federations.

22/4/72.1.

20 March '45

1. You should be obliged if you will let us have a brief report each week (commencing 1st April) on the progress shown by Federations staff in handling the accounts system. Among other things, this report should state whether there is sufficient Federations staff to handle the accounts office, if that staff is suitably qualified and any points of procedure which are causing difficulty.

2. The first report from Ancon should cover the week 1st - 7th April and that from Coteau should be made up seven days after that depot commences operations.

For the Director,


(G. E. Wyatt) Capt. R.A.
Accountant.

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

6431

ALCON SOUTHERN REGION (ACTION) RPTD ALCON LEONHORN (ACTION) RPTD ALCON
 ANCONA (ACTION) RPTD ALCON CIVITAVECCHIA (ACTION) RPTD ALCON BARI (ACTION)
 RPTD ALCON FIFTEENTH ARMY GROUP (INFO)

4225

27 MARCH 45

ROUTINE

RESTRICTED PD

PARA ONE PD OVR SIGNAL FOUR ONE THREE FOUR MARCH TWO FOUR REFERS PD
 PAREN TO ALCON SOUTHERN REGION FOR WAREHOUSE SIX SEVEN SIX FOR MARTIN
 (ACTION) RPTD SOUTHERN REGION FOR SUPPLY OFFICER (INFO) RPTD ALCON LEONHORN
 FOR HANNEY (ACTION) RPTD ALCON ANCONA FOR BOYD (ACTION) RPTD ALCON
 CIVITAVECCHIA FOR BOWEN (ACTION) RPTD ALCON BARI FOR GLENNY (ACTION) RPTD
 H. FIFTEENTH ARMY GROUP FOR STEWART (INFO) RPTD ALCON CITE RPTD PAREN

PARA TWO PD MAKE CORRECTION PD PARAGRAPH FIVE SHOULD READ AS FOLLOWS CIL
 NO SIGNAL WITH INFORMATION CLASSIFIED HIGHER THAN RESTRICTED MAY BE SENT
 TO REFERT TO CIVILIANS PD ADVISE DISPATCH CASE NORMALLY CLASSIFIED
 RESTRICTED PD

DISTRIBUTION (BY FILE):

HQ AC TN S/C ATTN: Major KLEIN
 HQ AC ECONOMIC SECTION
 REG. COM. ABRUZZI MARCHES REG., ATTN: SUPPLY OFFICER
 REG. COM. LADIC UMBRIA REGION. ATTN: SUPPLY OFFICER

6430

FOOD SUBCOMMISSION

206

N. W. DRAGONOFF
 LT. COL. AND
 ADJUTANT

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

KIT/21

Tel: 466

Ref: 51-2/114 / 1000

27 March 1945

SUBJECT: Advice of Shipments

TO : AG Warehouse 676, Naples, Attn: Major Martin
AG Bari, Attn: Lt. O'Leary
AG Warehouse Ancona, Attn: Capt. Boyd
AG Warehouse 12150, Lagnora, Attn: Capt. Ramsey
AG Civitavecchia, Attn: Capt. Doves

1. Effective 31 March there will be no supply officers in Aquila, Pescara, Chieti or Teramo Provinces. Abruzzi-Marche Region will then become the Marche-Umbria Region (Hq. at Perugia) embracing the following provinces:

Pesaro
Ancona
Perugia
Macerata
Terni

2. Notification of shipments by rail or water to destinations in Marche-Umbria Region should be sent to the Provincial Supply Officer concerned and repeated to Headquarters Marche-Umbria Region.

3. Notification of shipments to Aquila, Pescara, Chieti and Teramo Provinces should be sent to the civilian consignee which usually will be the Consorzio Agrario. When the supplies go to Ortona the signal should be sent to Consorzio Agrario Ortona.

4. An AGS officer will remain at Ortona and notification of shipments to Ortona port or railroad destined to be forwarded by road to destinations in Marche-Umbria region should be signalled to AGS Ortona and repeated to Hq. Marche-Umbria Region.

By command of Rear Admiral STONE,

H. J. Stone
Waper

H. J. Stone
Colonel

Director, Food Sub-Commission

Copy to:

Hq. AG TR 2/3 Attn: Maj. ELGIN
Reg. Comm. Abruzzi-Marche Reg., Attn: Capt. Shaw-Kennedy
Hq. 15th Army Group, Attn: Lt. Col. Stewart

1317

D/6157
MAR 27/1135
ROUTINE

RESTRICTED

MAR 27/1045A

P80 1

R90 LAGIO REGION, REPORT TO ALCON FOR FOOD S/C ALCON FOR
TENT S/C R90 TOSCARA REGION

RESTRICTED.

Cere dispatched GROSSETO FOR RUM 25

4755 - 196617 - total 34 tons.

DIST

ACTION	-	LAGIO REG
IMPORTATION	-	FOOD S/C 2
"	-	TH S/C 2
INFO	-	A/PRESIDENT
	-	CHIEF COMMISSIONER
	-	ACON REG
	-	FILE

8428

RESTRICTED

RSO LAZIO REGION, REPORT TO ALCON FOR FOOD S/C ALCON FOR
TERR 3/3 RSO TOGJANA REGION

RESTRICTED.

Care dispatched GROSSETO for ROME 25

4755 - 190617 - total 34 tons.

	<u>DIST</u>
ACTION	- LAZIO RME
INFORMATION	- FOOD S/C 2
"	- TERR 3/C 2
INFO	A/2 PRESIDENT
	CHIEF COMMISSIONER
	SCOR SEC
	FILE

6428

RESTRICTED

FROM SOUTHERN REGION FOR WAR HOUSE 676 (ACTION) RPTD ALCOM LETHORN (ACTION) RPTD ALCOM ANCONA (ACTION) RPTD ALCOM CIVITAVECCHIA (ACTION) RPTD ALCOM BARI (ACTION) RPTD SOUTHERN REGION (INFO) RPTD HQ FIFTEENTH ARMY GROUP (INFO)

4134

24 MARCH 1945

ROUTINE
TIME 1800

RESTRICTED PD

PARA ONE PD SUBJECT TO RAIL SHIPMENTS TO DESTINATIONS IN SOUTHERN REGION AND PROVINCES OF LITOMIA CMA PROSEDO CMA ROMA CMA Rieti CMA VITERBO CMA CHIETI CMA AQUILA CMA PESCARO AND TERAPO PD

PARA TWO ALCOM SOUTHERN REGION FOR WAREHOUSE SIX SEVEN SIX FOR MARTIN (ACTION) RPTD ALCOM LETHORN FOR RANITY (ACTION) RPTD ALCOM ANCONA FOR BOYD (ACTION) RPTD ALCOM CIVITAVECCHIA FOR BOYD (ACTION) RPTD ALCOM BARI FOR OLEARY (ACTION) RPTD ALCOM SOUTHERN REGION FOR SUPPLY OFFICER (INFO) RPTD HQ FIFTEENTH ARMY GROUP FOR SUPPLY (INFO) FROM ALCOM CITE ALCOM BARI

PARA TWO PD NOTIFY DISPATCH OF CASE BY SIGNAL TO CIVILIAN COMMISSIONER PD FOR SHIPMENTS TO DESTINATIONS IN PROVINCES BARI CMA TARANTO CMA BRINDISI CMA LECCE CMA MATERA REFER TO ALCOM BARI FOR OLEARY PD

PARA THREE PD ALL SIGNALS TO BE REPEATED TO ALCOM MAIN PD

PARA FOUR PD COMMUNICATIONS OFFICE ADVISES SIGNALS TO CIVILIANS MAY BE SUBMITTED TO MILITARY SIGNAL MESSAGE CENTERS WHICH WILL DISPATCH BY CIVILIAN MEANS PD

PARA FIVE PD NO SIGNAL WITH INFORMATION CLASSIFIED HIGHER THAN RESTRICTED MAY BE SENT BY CIVILIANS PD ADVISE DISPATCH CASES NORMALLY CLASSIFIED RESTRICTED PD

DISTRIBUTION: HQ AG TN S/C. ATTN: Major KLEIN
HQ AG ECONOMIC SECTION
REGIONAL COMM. ABRUZZI MARCHI REG. ATTN: SUPPLY OFFICER
REGIONAL COMM. LAZIO UMBRIA REGION. ATTN: SUPPLY OFFICER

6427

FOOD SUB-COMMISSION

206

M. F. DRAGNEFF
LT. COL. AND
ADJUTANT

HEADQUARTERS
AMC/AC
ABRUZZI MARCHE REGION
C.M.F.
CHIEF TRANSPORTATION OFFICE

R5/517/2/1.

23 March 1945

SUBJECT : Accounting and Checking

TO : Warehouse Division, Transportation Sub-Commission
Hq. A.C.

1. Attached please find a letter received this date from the Supply Officer of this Region.

2. Can you handle this matter in regard to the Ancona Warehouse or do you wish for it to be handled on a Regional level?

For the Regional Commissioner

S/ D.P. RICHARDSON
Capt. Inf.
Chief Transportation
Officer

Copy to:- R5/517/2/1.

Ref: W/7/559/TH6

1st Ind.

26 March 45

HQ. ALCOM TH. S/C. Port & Warehouse Division APO 394, U.S. ARMY
TO : HQ AMC/AC, Abruzzi-Marcho Region (Chief Transp. Officer)

1. ALCOM warehouses have followed the signal notification practice for many months. **6426**

2. However, no copy is sent the Regional Supply Officer on inter-warehouse shipments nor do we see the reason for this since ALCOM warehouses are of the nature of "National" warehouses rather than "local". The Regional Supply Officer should under present practices, receive notifications from ALCOM warehouses

1. Attached please find a letter received this date from the Supply Officer of this Region.
2. Can you handle this matter in regard to the Ancona Warehouse or do you wish for it to be handled on a Regional level?

For the Regional Commissioner

S/ D.P. RICHARDSON
Capt. Inf.
Chief Transportation
Officer

Copy to:- R5/517/P/1.

Ref: W/7/559/TNG

1st Ind.

26 March 45

HQ. ALCOM TM, S/C, Port & Warehouse Division APO 394, U.S. Army
TO : HQ AMG/AC, Abruzzi-Marche Region (Chief Transp. Officer)

1. ALCOM warehouses have followed the signal notification practice for many months.

2. However, no copy is sent the Regional Supply Officer on inter-warehouse shipments nor do we see the reason for this since ALCOM warehouses are of the nature of "National" warehouses rather than "local". The Regional Supply Officer should under present practices, receive notifications from ALCOM warehouses where shipments are made to other places within the region. If such instructions have not been followed, request this HQ. be notified of specific instances.

ROBERT H. KIMIN
Maj. Med. Adm. C.
Port & Whse. Div.

6426

TO : HQ, AC, Food Sub-Commission
Regional Civil Transportation Officer
Transport Officer Abruzzi (Capt. Price - Chieti)

FROM : HQ, AC/AMG, Abruzzi-Marche Region (Economic & Supply)

REF. : R5/518/61

DATE : 19 March 1945.

SUBJECT: Accounting and checking.

1. It is reported by M.C.O. at Ortona Railroad "Signals are not received for all wagons despatched".

2. Will Food Sub-Commission be kind enough to arrange for ^{all} their allocations to this Region to be given a reference number advised to consignee and consignee. Only in this way can consignee check what allocation various despatches are part of, because the present system of delayed action transportation by bids and rebids weeks ahead is combined with direct ex-ship loading, for example, allocated in December 44 was still arriving in Feb. 45 by which time a further allocation had been made to this Region so that both allocations could arrive mixed up.

3. Will RCTO please ask Transportation Sub-Commission to instruct their officers i/c AC Warehouses and will Food Sub-Commission please have Consorzio Agrario instructed that all despatches must be advised by signal and confirmed by letter to consignee, ~~and~~ copies to this HQ, showing:-

Reference number of allocation
Number of wagons
Wagon numbers
Tonnage each wagon
Number of sacks, cases, barrels each wagon.
Date of despatch.

4. Although since 1 Oct. 44 AC Supplies are bought at ship's side by Consorzio Agrario, it is still AC interest that AC ration items arrive where they are assigned. With the present lack of system this cannot be checked.

For the Regional Commissioner:-

D. V. Shaw-Kennedy
D. V. SHAW-KENNEDY
Captain,
Regional

SUBJECT: Accounting and checking.

1. It is reported by M.C.O. at Ortona Railroad "Signals are not received for all wagons despatched".

2. Will Food Sub-Commission be kind enough to arrange for ^{all} their allocations to this Region to be given a reference number advised to consignee and consignee. Only in this way can consignee check that allocation various despatches are part of, because the present system of delayed action transportation by bids and rebids weeks ahead is combined with direct ex-ship loading, for example, allocated in December 44 was still arriving in Feb. 45 by which time a further allocation had been made to this Region so that both allocations could arrive mixed up.

3. Will RCTO please ask Transportation Sub-Commission to instruct their Officers i/c AC Warehouses and Will Food Sub-Commission please have Consorzio Agrario instructed that all despatches must be advised by signal and confirmed by letter to consignee, and copies to this Hq. showing:-

Reference number of allocation
Number of wagons
Wagon numbers
Tonnage each wagon
Number of sacks, cases, barrels each wagon.
Date of despatch.

4. Although since 1 Oct. 44 AC Supplies are bought at ship's side by Consorzio Agrario, it is still AC interest that AC ration items arrive where they are assigned. With the present lack of system this cannot be checked.

For the Regional Commissioner:-

D. V. Shaw-Kennedy
D.V. SHAW-KENNEDY
Captain,
Regional Supply Officer

7
INTER - OFFICE MEMO

CSW/1b

To : Finance Sub-Commission (attn. Chief Accountant)
From : Transportation Sub-Commission, Administration Division,
Accounts Branch.
SUBJECT : Handing over of A.C. Warehouses to Federazione dei Consorzi
Agrari.

3/A/Tn.1.

21st. March 1945

1. Ref. Transportation Sub-Commission letter W/7/268/Tn.6. dated
12th February copy to you.

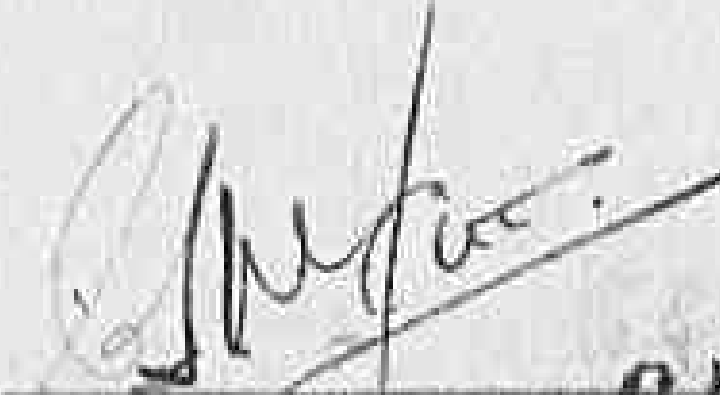
2. Para 5. of the "Agreement for the handing over" which was attached
to that letter, states:

"All foodstuffs entering the warehouses under consideration
and which are subsequently distributed by the Federazione.....
will be treated as issued to the Federazione.....
immediately upon receipt into warehouses; or at shipside
where arrangements are or may be subsequently in force which
would make this possible".

3. We are notified by Ports Warehouse Division (Major Klein) that
facilities are available at Naples, Ancona and Leghorn whereby both I.C.E.
and Federazione could take delivery of supplies at shipside. If prompt
arrangements could be made with both these organizations to implement this
proposal it would not only simplify accounting procedure but would contribute
largely to solving the problem of Bills of Lading which we have discussed
with you, recently.

4. We should appreciate your early advice as to procedure on this
matter.

For the Director,


(C. S. Wyatt) Capt 6424
Accountant.

Copy to: Transportation S/O (attn. Lt. Col. Balfour)
" " (attn. Major Klein)

AMERICAN LEGATION

Ref 6/7/537/286

24 Mar 45

SUBJECT : British Shipping Documents

FROM : Port & Warehouse Division

TO : In.S/C., Movements Div., Shipping Branch
(Att. Lt.Col.Belfour)

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

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

S.S. DALLINGTON COURT	M.T. Stores ,Carboidard --	5 cases	6	CWT
S.S. SAMPFIELD	Batteries & M.T. Stores	16 "	7 1/2	"
S.S. SAMPORCH	M.T. Stores (R.S.A.U.)	1 "	1	"
S.S. SAMPSPED	Textile machinery Parts	1 "	7	"
S.S. DINARA	Blankets	3200 bales	360	DWT
S.S. SAMBRIAN	Done Glue	720 cases	25	"
S.S. DUFFINGTON COURT	Textile Machinery Parts	2 "	9	CWT
S.S. BELGIAN VETERAN	Cotton Twine	243 bales	27	CWT

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

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

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

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

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

S.S. BALLINGTON COURT	M.T. Stores, Cardboard - 5 cases	6 CWT
S.S. SAMPINIL	Batteries & M.T. Stores	16 " 74 "
S.S. SAMPORCH	M.T. Stores (P.W. & U.)	1 " 1 "
S.S. SAMPORCH	Textile Machinery Parts	1 " 7 "
S.S. DINARA	Blankets	3200 bales 360 DWT
S.S. SAMERIAN	Bone Glue	720 cases 25 "
S.S. UFFINGTON COURT	Textile Machinery Parts	2 " 9 CWT
S.S. BELGIAN VETERAN	Cotton Twine	243 bales 27 CWT

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

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

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

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

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

ROBERT E. KIDIN
Maj. Adm. C.
Port & Whse. Div.

May Klein

13 March 1945

MINUTES OF PORTS & WAREHOUSE DIVISION STAFF MEETING

A meeting of the Ports & Warehouse Division Staff was held in Room 62, ground floor annex, AC building, on 13 March 1945 at 3:00 P. M. The following members of the Staff were present:

Mr. R. M. Bazzanella, Mr. James P. Hurley, Mr. Charles C. Crooks, Major R. H. Klein, Lieut. G. W. E. Warley, Lieut. A. Marens, Mr. G. Caszaroli and Miss Iscatena, Secretary.

Mr. Bazzanella opened the meeting with the announcement that Mr. Crooks had decided to withdraw as Chief of the Division, because he felt that he could do more in his line of work on the outside. It was then announced that Mr. Bazzanella would assume the duties and responsibilities of Chief, of the Division.

Mr. Bazzanella announced that each of those on the staff would continue with his present duties, namely, Major Klein as head of the Warehouse Section, Mr. Hurley, Operations, Lieut. Warley, Ports and Lieut. Marens as Liaison Officer between the Division and the Italian Merchant Marine. The work will be handled as a unit and through the Office of the Chief of the Division.

Mr. Bazzanella then brought up the following points to the attention of the staff:

- a) All matters of policy of the Division, which need higher level approval will first be taken up with the Chief of the Division.
- b) All incoming mail for the Division will be received by Miss Iscatena and registered, then passed to my office for review and distribution.
- c) All outgoing mail will be prepared for the Signature of the Chief, of the Division for all sections and reviewed by him.
- d) All officers of the Division will attend the regular Saturday morning meeting of the Transportation Sub-Commission at 8:45 A.M. held in Room 27, First Floor.
- e) All reports, WEEKLY, MONTHLY, etc., will be combined into one report from the Division and prepared for the signature of the Chief.
- f) In cases where it is necessary for members of the staff to make trips into the field, the Chief of the Division is to be notified in advance and an itinerary is to be made for his office.
- g) All contemplated changes in personnel will be discussed with the Division head for his approval before any additions or releases are effected.
- h) The Division Head is to be informed of all meetings at which

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- 2 -

representatives of the Division are in attendance and at which matters of importance to this Division are under discussion.

In brief, Mr. Bazzanella stated that he wished to be informed of all activities of the Division. He asked for the cooperation of the staff to work as a unit and stated that his office was ready to receive suggestions which would be helpful in the operation of the Division.

Mr. Bazzanella also stated that he would try to receive from other divisions of the Transportation Sub-Commission information copies of their activities, insofar as they are in conjunction with the Ports and Warehouse Division.

Rm
R. M. BAZZANELLA
Chief, Ports & Warehouse Division

Distribution:

Mr. James B. Hurley
Major R. H. Klein ✓
Mr. Charles C. Crooks
Lieut. Marano) (1)
Lieut. Warley)
Mr. Casaroli) (1)
Mr. McDonnell)

5430
6421

INTER OFFICE MEMO

RHK/er

Ref : 4/7/483/TK6

14 Mar 45

SUBJECT : Transport (Your Ref. HQC/10/7)

FROM : Port & Warehouse Division

TO : H.Q. Commandant (thru channels)

1. Reference to para. 3, a/m letter, it is true that I have driven dispatched vehicles especially when the assigned driver was tired. In one case, an assigned Italian soldier driver, named Rebecas, requested that I drive inasmuch as he was afraid because of the 'shimmy' in the steering.

2. I have not been in Naples or on the road to Naples during the month of March, and therefore quite obviously could not have been "accompanied by a lady" when returning from Naples on 6 March as stated in the a/m letter. I would appreciate the opportunity of personally confronting the person who made this assertion.

ROBERT H. KLEIN
Maj. Med. Adm. C.
Port & Whse. Div.

6420

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

12 March 1945

HQC/10/7

SUBJECT: Transport.

TO : Director, Transportation Sub-Commission
(ATTN: Port and Warehouse Division)

1. Your letter W/7/396/TN6, dated 28 February 1945, is acknowledged and is appreciated insofar that these matters are brought to attention so that corrective measures may be taken. The matters raised by you have been carefully examined and it would appear that in each case the vehicles had undergone the periodic 10-day check very shortly before they were dispatched for Major Klein's use.

2. In regard to para. 4 of your letter, the Jeep which was dispatched was issued to this Headquarters as a "B" Class vehicle.

3. I would, however, like to draw your attention to reports which I have received that Major Klein has disregarded American Army Regulations in that he drove a vehicle although a vehicle was dispatched with an assigned driver, and, secondly, that on 6 March, when returning from NAPLES, he was accompanied by a lady. It is not known whether the lady had authority to use W.D. transport and whether her name was included on competent travel orders.


Colonel
R. H. ROBERTSON
Hq. Commandant.

6419

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

26 February 1945

Ref. M-7

SUBJECT: Packaging of Civilian Supplies

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section)

1. The Office of the Quartermaster General (O.Q.M.G.) is interested in finding out whether the containers, in which civilian supplies are shipped, reach the theatre in good condition and with the contents adequately secured.

2. To assist the O.Q.M.G. the A.C. is requested to prepare a report which should include:

- a. Condition of containers, by types.
- b. Constructive criticism where failures of packaging are noted.
- c. Any other data that would assist (e.g., the packaging might be too good for the purpose. A statement to this effect might permit considerable savings in the use of critical material).

For the Assistant Chief of Staff, G-5:

J. E. BUTTERNORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

Ref : W/7/478/TMG

1st Ind.

13 Mar 45

HQ. TW. S/C. ALCON Port & Warehouse Div. APO 394 U.S. ARMY
TO : AFHQ, G-5 Section, APO 512

1. Condition of containers, by types.
 - a) ~~Fibre and corrugated cases~~ - usually arrive in excellent shape. Can frequently be stored in the open, as they are relatively weather-resistant. An excellent container used in packing meat & vegetables.
 - b) ~~Wooden Cases~~

CONFIDENTIAL

Stew, Pork Luncheon Meat, etc). Cases frequently crack or nails pull loose with rough handling. There is much more pilfering in wooden cases than in corrugated or fibre containers of food products. Wooden cases warp and break when stored in the open, partially because they cannot be as solidly stocked as fibre or corrugated cases.

- c) Wooden Barrels - (used for Dried Milk) - Previous report (see our 12/33/TN/1, 24 Nov 44, to AFHQ, O-5) was rendered on this subject. Also see reply from HQ., WFOUSA (AG 400.162.266 QM-G, 10 Feb 45).
- d) Dry Veg, Sugar and Flour Sacks-Cotton - Normally are satisfactory. However, where Port Battalions use rope rather than net slings, there are many torn sacks and subsequent loss.
- e) Dry Veg, Sugar and Flour Sacks-Paper - Excellent condition. More weather resistant than cotton. Do not stick as well as cotton as they are slippery and cause some slight problems in storage.
- f) Dry Veg, Sugar and Flour Sacks-Jute - Are superior from all points of view to cotton or paper sacks, despite fact that 150 lbs. weight creates some slight man-handling problems.
- g) Steel Drums - a stout container, usually arriving in excellent condition.

2. Comments

- a. Occasionally AMC cargo arrives without identifying "green dots". This causes great confusion if the items happen to be identical with those customarily used by Q.M.
- b. Certain items (particularly soap and meat products) are received in many different sizes and types of package. Reduction in variety of packing would be of great assistance.
- c. Lard drums and dried milk barrels, altho apparently uniform, upon closer inspection frequently are slightly different not only in shape but in content. Confusion and storage problems result.
- d. Because of manner of eventual distribution, size of lard drums and dried milk barrels is too large. A package of approx. 50 lbs. would be an advantage.
- e. In warm weather, lard drums leak unless stored upright.

condition. More weather resistant than cotton. Do not stick as well as cotton as they are slippery and cause some slight problems in storage.

f) Dry Veg., Sugar and Flour Sacks-Jute - are superior from all points of view to cotton or paper sacks, despite fact that 150 lbs. weight creates some slight man-handling problems.

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- d. Because of manner of eventual distribution, size of lard drums and dried milk barrels is too large. A package of approx. 50 lbs. would be an advantage.
- e. In warm weather, lard drums leak unless stored upright.

347

ROBERT E. KILIN
Maj. Med. Adm. C.
Port & Base Div.

for

MERRITT H. TAYLOR
Director Tn/S/C.

INTER - OFFICE MEMO

CSW/lb

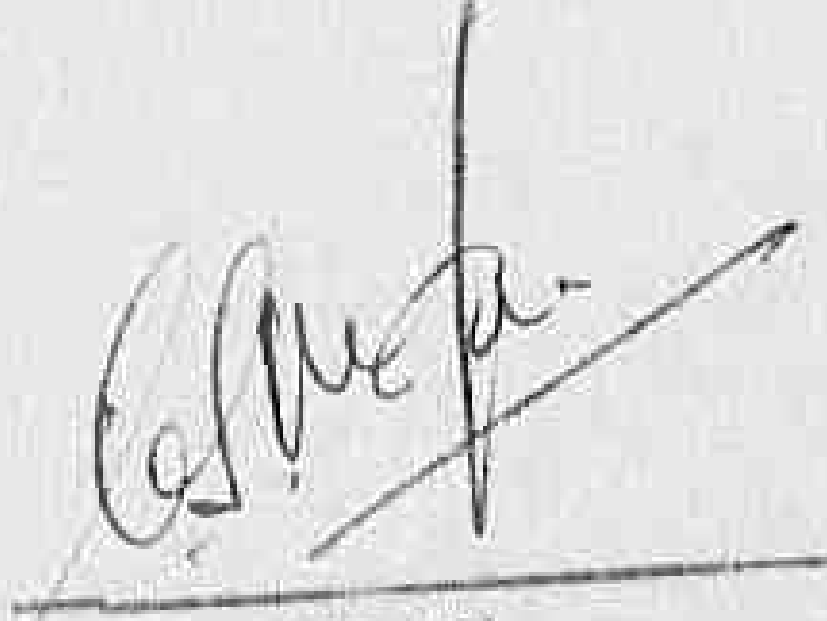
To : Warehouse 675, NAPLES (attn. Capt. Ramsay)
ALCOM Warehouse No. 12.L.50. LEGHORN (attn. Capt. Ramsay
W/Sgt. Guy)
" " ANCONA (attn. Capt. Boyd Pfc. Lombardi &
Edm. Webb)

From : Transportation Sub-Commission, Administration
Division, Accounts Branch.

4/A/Tn.1.

12 March 1945

When making up "Loss" and "Gain" reports on monthly
physical inventory, will you please set a out & separately,
by commodities, all losses caused by robbery.


C.S. WYATT

Captain R.A.
Accountant

Copy to : Transportation S/C (attn. Major Klein)
File No. 1/A/Tn.1.

6418

INTER OFFICE MEMO

CSM/gs

Our Ref: AC/11/Tn.1.

6 th March 1945

SUBJECT:- Security of Civil Supplies

TO :- Finance Sub-Commission (attn. Chief Accountant)

FROM :- Transportation Sub-Commission, Administration Division, Accounts Branch.

1. Ref. Conversation Lt. Col. Banning,- Capt. Wyatt.

2. We enclose three copies of letter received from A.F.H.Q. together with three copies of our reply.

3. As the requirements of A.F.H.Q. letter would appear to extend beyond the limitations of A.C. stockpiles i.e. Naples, Ancona and Leghorn, will you kindly issue such further instructions as you consider necessary in other ports. As agreed in our conversation; para 3 of our reply to A.F.H.Q. anticipates such action by you.

C.S. WYATT

Capt. R.A.
Accountant

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

6415

1536

SECRET

MINISTERIAL OFFICE

NO 134

Transportation Sub-Commission

Our ref: 12/1/Th. 1. 4th March 1949

Subject: Security of Civil Supplies.

TO : Allied Forces Headquarters, S-5 Section,
APO 912 (Attn. Economics and Supply
Division)

1. Ref. your letter dated 15th February, subject as
above.

2. At the present time, there are three reports under
the advisory control of A.C. 1.4. at Hagler, Hagler and
Hagler. We have investigated the procedure adopted at these
reports in the use of 1/2 Dispatch Orders and the results of
our enquiries are as follows:-

(a) Warehouse No. 611, 677, 682 and 683

The green copy is always returned to the Port
Highway Office within 24 hours. A mutual arrangement
exists between the Port Highway Office and
the C. 1/2 Depot whereby the Port Highway Office
messenger collects the green copies from C.O.
Depot at least once a day and often twice a day.

(b) Warehouse

A slightly different system operates at
Hagler. The Port Authorities prepare a conveyance
note in quadruplicate all of the same colour
i.e. green, of which two copies accompany the
driver. One copy is signed by the Depot and
returned to the driver whilst the second copy
is signed and returned to the Port Highway
Office within 24 hours. The Port Highway
Office then forwards the third copy by independent
mail to the Depot for use in Depot accounting
and returns.

0414

(c) LIVESTOCK (Expenditure Nos. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and 27)

5/7 Dispatch orders are all coloured white of which two copies are forwarded with the driver. One copy is signed and returned to the driver whilst the other is retained at the Depot.

Orders have been given to this Depot that the third copy will be returned to the Port Highway Office within 24 hours and not retained for Depot accounting.

1. With regard to Depots at military ports, where goods are handled by the Federazione di Consorzi Agrari, an instruction has been addressed to the appropriate Civil Agents stressing the importance of compliance with the Control System.

Per the Chief Commissioner:

S. B. McKINLEY,
Brigadier General U.S.A.,
Acting Vice President
Economic Section

6413

HEADQUARTERS ARMY COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Port & Warehouse Division

WHE/er

Phone : 478709

Ref : 5/7/430/THE

6 Mar 45

SUBJECT : Mail Shipments Flour Ancona Area to Rome

TO : Port Commandant, Port of Ancona, (Att. Lt. Col. Williams)

1. Reference to our conversation in your office Saturday afternoon, I inquired here why flour was being shipped from the Ancona Area to Rome.

2. The answer was as I had guessed, namely, that it is Italian manufactured and will keep only a short time because of the high moisture content. Therefore quick consumption is necessary, making it impractical for stockpiling.

3. Many thanks for your cooperation relative the use of the Tobacco Warehouse.

ROBERT H. LIPIN
Maj. Adm. S.
Port & Warehouse Div.

for
HERBERT H. TAYLOR
Director Tn. S/C

Copy to:- Col. Bieff, Movements Div. Tn. S/C.
Officer in Charge ALCON Depot Ancona (Att. Capt. Do. R)

6412

INTER OFFICE MEMO

file
RHE/er

Ref : 7/7/406/TM6

2 Mar 45

SUBJECT : Duties Port Liaison and Warehouse Officer

FROM : Warehouse Branch

TO : Chief Port & Warehouse Division (Att. Mr. Crooks)

1. Pursuant to request, I have prepared Drafts (attached) outlining the duties of the Port Liaison Officer in a Military Port, and duties of the Warehouse Officer.

2. Lt. Col. Balfour has received copy of the draft ref. P.L.O. Note that my ideas cover only the operations in a military port.

3. May your comments be had prior to submitting these outlines in final forms?

ROBERT H. KLEIN
Maj. Med. Adm. C.
Port & Whse. Div.

6411

File
INTER OFFICE MEMO

RHK/er

Ref : W/7/262/TN6

12 Feb 45

SUBJECT : Handing over of warehouses to Federazione dei
Conserzi Agrari and of stocks to ICE.

FROM : Port & Warehouse Division

TO : Officer in Charge, ALCOM Depot 676, Naples (Att. Maj. Martin)
" " " " 12L50, Leghorn (Att. Capt. Ramsey)
" " " " Ancona (Att. Capt. Boyd)

1. Enclosed is copy of an important letter which indicates
the necessity of your carefully cooperation.

2. It is requested that all assistance be given in ena-
bling the Federazione in "starting on the right foot".

ROBERT H. KLEIN
Maj. Med. Adm. C.
Port & Whse. Div.

3410

INTER OFFICE MEMO

RHK/er

Ref : 6/7/396/TN6

28 Feb 45

SUBJECT : Transport

FROM : Port & Warehouse Division

TO : H.Q. Commandant (thru channels)

1. On 26 Feb 45, the car (HQ 353) from the HQ Pool that was ordered to pick me up at my billet at 0700 hours (for a trip to Caserta and Naples) arrived at 0830 hours. Car arrived without tools or jack, which I supplied. Verbal report, only, has previously been made to Maj. Birch.

2. On 17 Feb 45, the C & R car from the HQ Pool which was taking me to Naples broke down en route. We were pushed about 40 miles to an U.S. Army Ordnance Depot who made repairs. On 18 Feb 45, the same car broke down in Naples and was towed to the 38th Med. Maint. Depot U.S. Army. They worked on the car 5 hours, after which time it ran but very poorly. I left the car and driver in the So. Reg. Lancia Garage and returned to Rome by other transport.

3. On 1 Feb 45, I left Rome by C & R car from the HQ Pool for Leghorn and Montecatini. This car had so much play in the steering that it was extremely dangerous to drive. U. S. Army Ordnance where I took the car stated new parts were necessary and repair work would take several days. I had no spare time so repairs were not made. When we had a flat tire it was discovered car had no jack handle. Complete report was made on Dispatch Ticket.

4. On 18 Jan 45, I left for Ancona, Rimini and Forlì in a jeep from HQ Pool. Car had no windshield wiper, altho it was raining. I obtained one at U.S. Army Ordnance, Rome. Car had no skin chains either. Birch stated these were necessary to cross the mountain passes. I borrowed chains from friends in the Air Corps. Generator on jeep did not work. Canadian Ordnance en route made repairs. Steering was bad but Ordnance advised this was too big a job to be done at once. Complete report was made on Dispatch Ticket.

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5. This letter is written with the hope corrective measures are possible.

ROBERT H. ELLEN
MAJ. Med. Adm. C.
Port & Thee. Div.

SECRET

ATTN: OFFICE D.O.

RM/er

25 Feb 45

SUBJECT: Report on Conference - Subject "Reactivation of Civil Defense" held on 26 Feb 45 by G-5, AFHQ.

TO : Director, Transportation Sub-Commission

FROM : Port & Warehouse Division

1. Minutes of the meeting are being mailed to this HQ by G-5, AFHQ, but two salient points affecting the Allied Commission deserve special attention.

2. G-5, AFHQ desire to know what steps have been taken by AC to comply with para. c and d of letter 20 Jan 45 from AFHQ, Ref. AG 354.5/069 GUT-C, Subject "Long Range Projectiles", letter attached.

3. Further, Lt. Col. Dea, advisor to G-5 on RAD matters, is preparing a list of questions to be submitted to AC thru G-5, AFHQ, inquiring into AC's preparedness on the entire matter of PAM and post-raid measures.

4. The second point of importance is the matter of equipment and supplies for civil defense including post raid measures. The attached list covers the contemplated needs. It was brought out that a new procedure now exists for procurement of standard army type items for essential civilian use. See letter 22 Feb 45 from AFHQ, Ref. AG 400.312/03; GUT-C, this subject, copy attached.

5. The essence of this letter is: where G-3 and G-4, AFHQ concur that the requisition for supplies is of "military necessity" such material will be supplied from existing theatre stocks, if available. If G-3 and G-4, AFHQ do not concur as to the "military necessity", decision will be referred to the Chiefs of Staff. (It is estimated such decision would require perhaps a two month delay, whereas a decision from G-3, G-4, AFHQ could be obtained almost immediately).

6. Since fires, tubes and batteries are needed to make existing Italian fire fighting equipment effective, and since none of these are available from theatre stocks, it was pointed

1. Minutes of the meeting are being mailed to this HQ by C-5, AFHQ, but two salient points affecting the Allied Commission deserve special attention.

2. C-5, AFHQ, desire to know what steps have been taken by HQ to comply with para. 6 and 7 of letter 29 Jan 45 from AFHQ, Ref. AG 304.5/063 C-5-0, Subject "Long Range Projectiles", letter attached.

3. Further, Lt. Col. Ben, advisor to C-5 on PAB matters, is preparing a list of questions to be submitted to HQ thru C-5, AFHQ, inquiring into HQ's preparedness on the entire matter of PAB and post-raid measures.

4. The second point of importance is the matter of equipment and supplies for civil defense including post raid measures. The attached list covers the contemplated needs. It was brought out that a new procedure now exists for procurement of standard army type items for essential civilian use. See letter 22 Feb 45 from AFHQ, Ref. AG 400.312/031 C-5-0, this subject, copy attached.

5. The essence of this letter is: Where C-3 and C-4, AFHQ concur that the requisition for supplies is of "military necessity" such material will be supplied from existing theatre stocks, if available. If C-3 and C-4, AFHQ do not concur as to the "military necessity", decision will be referred to the Chiefs of Staff. (It is estimated such decision would require perhaps a two month delay, whereas a decision from C-3, C-4, AFHQ could be obtained almost immediately).

6. Since tires, tubes and batteries are needed to make existing Italian fire fighting equipment effective, and since none of these are available from theatre stocks, it was pointed out that HQ could only look to stocks of these items already in blanket allocation to HQ.

303 RT H. 15 IN
Adj. Gen. Adm. C.
Port & Hosp. Div.

SECRET

26 February 1945

EQUIPMENT AND SUPPLIES FOR CIVIL DEFENSE INCLUDING POST RAID

MEASURES

a. Equipment

- (1) Rescue Parties, also demolition and road clearance

Picks, shovels, debris baskets, rope, lifting tackle, jacks, levers, woodworking tools, flares, oxy-acetylene cutting plants

- (2) Rehousing

Woodworking tools, metalworking tools, tarpaulins, light building materials, glass substitute, cement.

- (3) Repair of Utilities

As advised by Engineers

- (4) Medical Supplies and Hygiene Supplies

As advised by Medical Officers

b. Transportation - Preliminary Note. Many otherwise immobilized vehicles can be put on the road if tires and batteries can be provided. Shortages in local resources will have to be made up with the following types of vehicle:

- (1) Rescue parties, etc.-2½ or 3 tonners, with addition of self-tipping vehicles for debris clearance
- (2) Rehousing - 15 cwt, 2-1/2 or 3 tonners
- (3) Food and clothing - no special vehicles required
- (4) Medical-Ambulances or vehicles which can be suitably converted.

c. Clothing - Boots, overalls, heavy gloves - supply to be confined to Rescue Party Personnel, Road and Debris Clearance, and Utility Parties only.

d. Food - "Heavy workers" scale" to be provided for those issued with clothing.

CONFIDENTIAL

CORRECTED COPY
DESTROY ALL OTHERS

ALLIED FORCE HEADQUARTERS
AFC 512

RFP/awm

AF 32

AG 400.312/031 GEC-O

22 February 1945

SUBJECT: Procedure for Procurement of Standard Army Type Items for Essential Civilian Use, as Authorized by The Combined Chiefs of Staff in CAS 885.

TO : All concerned

1. Civil Affairs requirements fall into four main classes.

a. Non-technical items such as subsistence, soap, and clothing together with bulk items requisitioned for varied uses e.g. newsprint, caustic soda.

b. Medical, veterinary and sanitary supplies.

c. Miscellaneous items not normally held by Army Services e.g. canning materials, agricultural machinery and fertilizers.

d. Items of standard army type equipment common to civilian users and Army Services e.g. telecommunication stores, road maintenance equipment, industrial supplies, mining supplies, electrical power equipment, transport and transportation stores.

2. The procedure for the procurement of items falling within the scope of paragraph 1 a, b, and c above, will not be altered by this directive.

3. AFHQ Supply Services, United States and British, will be responsible for provision of military items as defined in paragraph 1 d above against approved Civil Affairs requirements, either from theater stocks or by new procurement.

4. Procurement will be as follows:

a. The Allied Commission and various ^{C/AF} Military Liaison Headquarters will prepare and forward requirements to the Assistant Chief of Staff, G-5, this headquarters, for approval. These requirements will be stated in terms of standard military items wherever practicable.

b. The Assistant Chief of Staff, G-5, this headquarters will refer such requirements to the appropriate United States and British services for comment and recommendations as to:

a. Non-technical items such as subsistence, soap, and clothing together with bulk items requisitioned for varied uses e.g. newsprint, caustic soda.

b. Medical, veterinary and sanitary supplies.

c. Miscellaneous items not normally held by Army Services e.g. canning materials, agricultural machinery and fertilizers.

d. Items of standard army type equipment common to civilian users and Army Services e.g. telecommunication stores, road maintenance equipment, industrial supplies, mining supplies, electrical power equipment, transport and transportation stores.

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a. The Allied Commission and various ^{Chief of Staff} Military Liaison Headquarters will prepare and forward requirements to the Assistant Chief of Staff, G-5, this headquarters, for approval. These requirements will be stated in terms of standard military items wherever practicable.

b. The Assistant Chief of Staff, G-5, this headquarters will refer such requirements to the appropriate United States and British services for comment and recommendations as to:

- (1) Acceptance by Services as falling within scope of paragraph 1 d above
- (2) Validity of the requirements for the stated purposes.
- (3) Possible substitutes of Army type equipment to accomplish the intended purpose.

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AFHQ ltr, AG 400.312/031 GEG-O,
dtd 22 February 1945 (Corrected Copy)
(cont'd)

c. Appropriate United States and British Services will submit their recommendations through normal channels to the Assistant Chief of Staff, G-4, this headquarters, who will, on the basis of those comments, recommend to the Assistant Chief of Staff, G-5, approval or disapproval of the requisition, and advise what division of supply responsibility as between United States and United Kingdom is to be recommended to the Combined Chiefs of Staff.

d. The Assistant Chief of Staff, G-5 will forward to the Combined Chiefs of Staff for the Combined Civil Affairs Committee ~~unclassified~~ the approved requirement incorporating this headquarters recommendations.

e. When the Combined Civil Affairs Committee notifies decision as to approval and supply responsibility, the Assistant Chief of Staff, G-4 will direct provision by the appropriate Service which will be responsible for supply from theater stocks or by normal provision action as in the case of other military requirements. The Assistant Chief of Staff, G-4 will adjust supply responsibility between United States and British theater services if necessary.

5. When a service is directed by the Assistant Chief of Staff, G-4 to make supply provision, the Service will so notify the Allied Commission and appropriate Military Liaison Headquarters with copy to the Assistant Chief of Staff, G-5, this headquarters, and will advise estimated date and details of delivery. All issue vouchers will be endorsed "for essential civilian supply" and carry G-5 Section requisition numbers. Arrangements for release, delivery and/or collection will be made between the Allied Commission and appropriate Military Liaison Headquarters and issuing depots. Conflicts of priority between those requirements and other theater requirements will be referred to the Assistant Chief of Staff, G-4 for determination with the Assistant Chief of Staff, G-5. Maximum use will be made of theater stocks in lieu of additional imports.

6. The requisition as approved by the Combined Civil Affairs Committee is the basis and authority upon which the Services can initiate new or replacement procurement action.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

S: A.D. KING
Lt. Col. AGD

d. The Assistant Chief of Staff, G-5 will forward to the Combined Chiefs of Staff for the Combined Civil Affairs Committee ~~the approved requirement incorporating this headquarters recommendations.~~

e. When the Combined Civil Affairs Committee notifies decision as to approval and supply responsibility, the Assistant Chief of Staff, G-4 will direct provision by the appropriate Service which will be responsible for supply from theater stocks or by normal provision action as in the case of other military requirements. The Assistant Chief of Staff, G-4 will adjust supply responsibility between United States and British theater services if necessary.

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6. The requisition as approved by the Combined Civil Affairs Committee is the basis and authority upon which the Services can initiate new or replacement procurement action.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

S: A.B. KING
Lt. Col, AGD
Asst Adjutant General

DISTRIBUTION:

(see next page)

AFHQ ltr AG 400.312/031 GEG-O, dtd
22 February 1945 (corrected copy)(cont'd)

DISTRIBUTION

5	-	15th Army Group
10	-	MAAF
5	-	each District (Br)
5	-	each Area (Br)
10	-	Allied Commission
10	-	Albaid
10	-	Balkaid
10	-	Greekmil
10	-	Jugaid
5	-	TAG, Wash., D.C. for CGAC
5	-	Directorate of Civil Affairs, War Office London
5	-	SHAEP for G-5
3	-	G-4
10	-	G-5
4	-	Q (AE)
4	-	Q (MAINT)
3	-	Engt (Br)
2	-	DMS
7	-	Ord (Br)
5	-	REME
1	-	V & R
5	-	S & T
1	-	MBD (B)
2	-	Tn (B)
2	-	Mov & Tn
3	-	Salvage (Br)
2	-	Printing & Stationery Directorate
3	-	DEP & S
3	-	Dir Works
3	-	MWT
3	-	Sig AF
2	-	AG Records
1	-	AG M & D

6404

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 532

JB/WGW

G-5: 384.51

22 February 1975

SUBJECT: Reactivation of Civil Defence.

TO : G-3 (Att: Col. Torrence)
G-4 (Att: Col. Lawley)
P.A.D. & Civ. Def. Advisor *Maj. Burness*
G-4 (B), C.A.E. *Maj. Gaskell*
G-4 (B), Q. Maint. *Maj. Redwell*
HQ, Allied Commission (Att: Maj. Klein)
G-5 *Maj. Gaskell*

Litch. Sour (G) 6-5

> Col. Lawrence } G-3
Lt Col. Meale }

Lyons Field (C) from
Sept

A conference will be held at 1430 hours on Monday, 26 February 1945, in the G-5 Conference Room (enter through Visitors Bureau, Door 26, Archway A). The conference is called to consider plans for the provision or earmarking of supplies, equipment, and transport for specified towns now in Allied hands and for anticipated future requirements, in the event of "V" attack developing.

AGENDA

1. P.D & Civ. Def. to outline general problem confronting the conference.
2. The conference to proceed to consider provision of:
 - a. Equipment.
 - b. Transportation.
 - c. Clothing.
 - d. Food.
3. To consider any further Staff Action thought desirable by reason of the above decisions.
4. Other business.

For the Asst. Chief of Staff, G-5:

HEADQUARTERS
23 FEB 1945

JULIUS BYLES
Major, F. A.

SECRET

ACT	IMP		
		INTERSTION	
		STAFF DETINED	
		SUPPLY	
		SUPPLY (B)	
408		LOCAL RES	
		STATISTIAN	
		RATIONING	
		FOOD PROG	
		TRANSPORTATION	
		RAVE OIL	
		ROAD SUPPLY	
		COFF CLECK	

SECRET

26 February 1945

EQUIPMENT AND SUPPLIES FOR CIVIL DEFENSE INCLUDING POST RAID MEASURES

a. Equipment

- (1) Rescue Parties, also demolition and road clearance
Picks, shovels, debris baskets, rope, lifting tackle, jacks, levers, woodworking tools, flares, oxy-acetylene cutting plants
- (2) Rehousing
Woodworking tools, metalworking tools, tarpaulins, light building materials, glass substitute, cement.
- (3) Repair of Utilities
As advised by Engineers
- (4) Medical Supplies and Hygiene Supplies
As advised by Medical Officers

b. Transportation - Preliminary Note. Many otherwise immobilized vehicles can be put on the road if tires and batteries can be provided. Shortages in local resources will have to be made up with the following types of vehicle:

- (1) Rescue parties, etc.-2 1/2 or 3 tonners, with addition of self-tipping vehicles for debris clearance
- (2) Rehousing - 15 cwt, 2-1/2 or 3 tonners
- (3) Food and clothing - no special vehicles required
- (4) Medical-ambulances or vehicles which can be suitably converted.

c. Clothing - Boots, overalls, heavy gloves - supply to be confined to Rescue Party Personnel, Road and Debris Clearance, and Utility Parties only.

d. Food - "Heavy workers" scale" to be provided for those issued with clothing.

6402

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION

APC 394

ECONOMIC SECTION

1/A/Tn.1

24 February 1945

SUBJECT : Security of Civil Supplies.

TO : Allied Force Headquarters
(Attn. Economics and Supply Section)

1. Ref. your letter dated 11th February, subject as

above.

2. At the present time, there are three Depots under the advisory control of A.C., i.e. at Naples, Leghorn and Ancona. We have investigated the procedure adopted at those Depots in the use of R/T Dispatch Orders and the results of our enquiries are as follows : -

(a) NAPLES (Warehouse Nos. 576, 577, 582 and 595)

The green copy is always returned to the Port Highway Office within 24 hours. A mutual arrangement exists between the Port Highway Office and the O. i/o Depot whereby the Port Highway Office messenger collects the green copies from A.C. Depot at least once a day and often twice a day.

(b) ANCONA

A slightly different system operates at Ancona. The Port Authorities prepare a Convey Note in quadruplicate all of the same colour i.e. cream, of which two copies accompany the driver. One copy is signed by the Depot and returned to the driver whilst the second copy is signed and returned to the Port Highway Office within 24 hours. The Port Highway Office then forwards the third copy by independent means to the Depot for use in Depot accounting and retention.

6401

K/ear

TO : Allied Force Headquarters
(Attn. Economics and Supply Section)

1. Ref. your letter dated 11th February, subject as above.

2. At the present time, there are three Depots under the advisory control of A.C., i.e. at Naples, Leghorn and Ancona. We have investigated the procedure adopted at those Depots in the use of $\frac{1}{2}$ Dispatch Orders and the results of our enquiries are as follows : -

(a) NAPLES (Warehouse Nos. 676, 677, 682 and 696)

The green copy is always returned to the Port Highway Office within 24 hours. A mutual arrangement exists between the Port Highway Office and the O. i/c Depot whereby the Port Highway Office messenger collects the green copies from A.C. Depot at least once a day and often twice a day.

(b) ANCONA

A slightly different system operates at Ancona. The Port Authorities prepare a Convoy Note in quadruplicate all of the same colour i.e. cream, of which two copies accompany the driver. One copy is signed by the Depot and returned to the driver whilst the second copy is signed and returned to the Port Highway Office within 24 hours. The Port Highway Office then forwards the third copy by independent means to the Depot for use in Depot accounting and retention.

6401

Major Klein

1 3 5 5

(c) LIVORNO (Warehouse Nos. 12.L.50, 51, 52, 53, 54, 55, 56, and 57)

All Dispatch orders are all coloured white of which two copies are forwarded with the driver. One copy is signed and returned to the driver whilst the other is retained at the Depot.

Orders have been given to this Depot that the third copy will be returned to the Port Highway Office within 24 hours and not retained for Depot accounting.

3. It is presumed that it is your intention that this enquiry shall cover only those Depots enumerated above; which formerly came under our direct control and for which we now act only in an advisory capacity on technical matters; and not those Depots which are mainly operated by the Agents of the Italian Government and/or which come under Regional HQ. control or supervision. In the latter case, a lengthy enquiry would be necessary involving all Headquarters of Regions and Italian Governmental agencies.

For the Chief Commissioner :

E.B. MCWILLIAMS,
Brigadier General U.S.A.,
Acting Vice President
Economic Section.

6400

INTER OFFICE MEMO

RHK/er

Ref: W/7/388/TN6

27 Feb 45

SUBJECT : Supply Security Reports

FROM : Port & Whse. Div.

TO : Officer in Charge ALCOM Depot 676, Naples (Att. Capt. Ramsey)
ALCOM Port Liaison Officer, BARI (Att. Lt. O'Leary)

1. On 6 Feb 45, letter on a/m subject(our 2nd Ind) was forwarded requesting reports(including negative reports) as of 20 Feb 45, and 20th each subsequent month.

2. No report from Naples or Bari has been received.

3. Request immediate compliance.

ROBERT H. KLEIN
Maj. Med. Adm. C.
Port & Whse. Div.

6399

CSW/nf

INTER OFFICE MEMO

22 February 1945

AC/1/A/Tn.1

TO : ALCOM Warehouse, ANCONA (Att. Capt. Boyd and Cism. Webb)
" " No 12.L.50, LEGHORN (Att. Capt. Hamsay and
M/Sgt Guy))

" " No 676 NAPLES (Att. Capt. Ramsey).

FROM : Transportation Sub-Commission, Administration Division,
Account Branch.

SUBJECT : Imports and Returns.

1. It is the practice for part or whole cargoes which should in principle pass through A.C. Warehouses, to be delivered direct to Consorzio or other consignees from shipside for reasons of speed, operational necessity and the avoidance of an unnecessary warehouse handling.

2 In all such cases A.C. warehouses will obtain a receiving report from the direct consignee and enter the quantities in warehouse accounts as 'Book Entries' forwarding a true copy of the consignees receiving report to this H.Q. This must be done in addition to the usual procedure of preparing a "Receiving Report" and "Transfer Note" made out to the Consignee.

3. This procedure is of paramount importance as otherwise it is quite impossible for us to reconcile Bills of Lading.

[Signature]
C.S. WYATT
Capt. R.A.
Accountant.

Copy to: - Transportation S/C (Attn. Major Klein),
File 12/A/Tn.1.

6398

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ZBA 563
Date/Time of Origin: FEB 20NPT

Message Centre No. D/264 2691
Date/Time Rec'd: FEB 210700A
Precedence: ROUTINE

FROM: ALCOM PARI
TO: HQ ALCOM TN FOR KLEIN

SECRET

SECRET.

MOV BRINDISI advise ex LUGGENSPJORD 3 HUMBER utility staff cars consigned
A.C.C. IYREAS now held at BRINDISI Vehicle Park.

ACTION

DIST

ACTION: Tn S/C
INFO: A/President
Chief Commissioner
Econ Sec
File 2
Fleet

HEADQUARTERS

21 FEB 1945

6397

SECRET

RHL/er

HEADQUARTERS ALLIED COMMISSION

APG 394

TRANSPORTATION SUB-COMMISSION

12 Feb 45

17/263/TMG

SUBJECT: Handing over of AC warehouses to the Federazione Italiana dei Consorzi Agrari

TO : Ministero del Tesoro (Regione dello Stato)
Alto Commissario per l'Alimentazione
Direzione Generale dell'Alimentazione
Federazione dei Consorzi Agrari

1. At a meeting held at 11.30 hours on Friday 9 February 1945 in the office of the Chief Accountant AC at which were present:

Col. Crasshaw	Chief Accountant AC
Maj. Klein	Transportation Sub-Commission AC
Mr. Saponaro	Ministry of the Treasury
Mr. Mastroraro	Direzione Generale dell'Alimentazione
Mr. Giannini	Federazione dei Consorzi Agrari
Mr. Troini	"

the attached memorandum was adopted as the basis on which AC warehouses would be handed over to the Federazione Italiana dei Consorzi Agrari.

2. It was agreed that the Naples warehouse would be taken over on 1 March 1945, the Livorno warehouse on 15 March 1945 and the Ancona warehouse on 1 April 1945. It was further agreed that the Federazione dei Consorzi Agrari should immediately send some of their staff to the Naples warehouse to study the work and to prepare for the take over on 1 March.

3. It was agreed that AC will endeavour to obtain the same military guards for the warehouses as they themselves have the use of.

4. The Chief Accountant AC undertook to communicate with the Legal Sub-Commission AC with regard to the procedure

a) for transferring the requisition of warehouse premises from AC to the Italian Government or

b) for granting occupancy of the premises for operations in the territory where the requisition cannot be transferred. The decision on

0396

1. At a meeting held at 11.30 hours on Friday 3 February 1945 in the office of the Chief Accountant AC at which were present:

Col. Crawshaw	Chief Accountant AC
Maj. Klein	Transportation Sub-Commission AC
Mr. Saponaro	Ministry of the Treasury
Mr. Maestronarino	Direzione Generale dell'Alimentazione
Mr. Giannini	Federazione dei Consorzi Agrari
Mr. Troini	" "

the attached memorandum was adopted as the basis on which AC warehouses would be handed over to the Federazione Italiana dei Consorzi Agrari.

2. It was agreed that the Naples warehouse would be taken over on 1 March 1945, the Livorno warehouse on 15 March 1945 and the Ancona warehouse on 1 April 1945. It was further agreed that the Federazione dei Consorzi Agrari should immediately send some of their staff to the Naples warehouse to study the work and to prepare for the take over on 1 March.

3. It was agreed that AC will endeavour to obtain the same military guards for the warehouses as they themselves have the use of.

4. The Chief Accountant AC undertook to communicate with the Legal Sub-Commission AC with regard to the procedure

- a) for transferring the requisition of warehouse premises from AC to the Italian Government or
- b) for granting occupancy of the premises **0396** Federazione in AMG territory where the requisition cannot be transferred. The decision on this matter will be communicated later.

5. Please acknowledge receipt of this letter and your agreement thereto.

Director
Transportation Sub-Comm/
Copy to: Finance S/C (for Chief Accountant)

Food S/C
Economic Section

AGREEMENT FOR THE HANDING OVER OF AC WAREHOUSES TO THE FEDERAZIONE
DEI CONSORZI AGRARI

1. The proposal hereinafter set forth is in furtherance of the program of transferring to Italian authority, gradually increasing responsibility in relation to the receipt and distribution of imported supplies.
2. It is proposed that as soon as possible, the Italian Government take over the operation of the AC Warehouses and depots at Naples, Ancona and Livorno, subject to supervision of the Allied Commission. Other AC/AMS warehouses and depots may be transferred later by agreement between the Allied Commission and the Italian Government.
3. The Italian Government, through its appropriate Ministry, will appoint the Federazione Italiana dei Consorzi Agrari to operate the warehouses and depots as its agent.
4. The Federazione will warehouse all civilian or relief supplies which it may be called upon to warehouse by AC, UNRRA and the Red Cross. They will also warehouse supplies to be distributed by Istituto Commerciale Estero if required to do so by them.
5. All foodstuffs entering the warehouses under consideration and which are subsequently distributed by the Federazione under the agreement already in force between AC, Federazione and the Italian Government, will be treated as issued to the Federazione for account of the Italian Government immediately upon receipt into the warehouse, or at shipside where arrangements are or may subsequently be in force which would make this possible. The system will in fact be the same as that for the issue to and receipt of supplies to Consorzi, and the usual receiving report will be given by the Federazione to AC.
6. Upon receipt by the Federazione the supplies will become their property as agents for the Italian Government in the same way that supplies issued to Consorzi become the property of the Consorzi. The supplies will be distributed as instructed by AC where supplies are transferred to another Federazione warehouse or to a Consorzi the accounting therefore will be a matter of internal accounting for the Federazione, who will however render such reports of stock movements as may be called for by AC. Where supplies are transferred sold by the Federazione the proceeds will be collected on behalf of the Italian Government according to the system already in force for sales by the Consorzi

lied Commission. Other agreements between the Allied Commission and the Italian Government.

3. The Italian Government, through its appropriate Ministry, will appoint the Federazione Italiana dei Consorzi Agrari to operate the warehouses and depots as its agent.

4. The Federazione will warehouse all civilian or relief supplies which it may be called upon to warehouse by AC, UNRRA and the Red Cross. They will also warehouse supplies to be distributed by Istituto Commerciale Estero if required to do so by them.

5. All foodstuffs entering the warehouses under consideration and which are subsequently distributed by the Federazione under the agreement already in force between AC, Federazione and the Italian Government, will be treated as issued to the Federazione for account of the Italian Government immediately upon receipt into the warehouse; or at shipside where arrangements are or may subsequently be in force which would make this possible. The system will in fact be the same as that for the issue to and receipt of supplies to Consorzi, and the usual receiving report will be given by the Federazione to AC.

6. Upon receipt by the Federazione the supplies will become their property as agents for the Italian Government in the same way that supplies issued to Consorzi become the property of the Consorzi. The supplies will be distributed as instructed by AC. Where supplies are transferred to another Federazione warehouse or to a Consorzio the accounting therefore will be a matter of internal accounting for the Federazione, who will however render such reports of stock movements as may be called for by AC. Where supplies are transferred sold by the Federazione the proceeds will be collected on behalf of the Italian Government according to the system already in force for sales by the Consorzi Agrari.

6395

7. Miscellaneous supplies which may be warehoused by the Federazione but for subsequent distribution by ICE will be treated by AC as issued to ICE who will give the receiving report in the required form. The warehousing of the goods will be by the Federazione on behalf of ICE and the accounting for same will be a matter for decision between them and the Italian Government as will be the question as to the payment by ICE of warehousing charges.

8. Where the Federazione are called on to warehouse goods on behalf of UNRRA or the Red Cross they shall be considered as acting as warehousing agents for these organizations and the goods warehoused will not be distributed by them nor become their property. UNRRA and the Red Cross will make no payment to the Federazione or to the Italian Government in respect of warehousing charges but the Federazione shall agree with the Italian Government as to the records required to be kept so that an apportionment of the warehouse expenses can be made for information of the Italian Government as between the Federazione, ICI, UNRRA and the Red Cross.

9. Where goods issued to the Federazione are subsequently taken back by AC for issue to the armed forces or other allied use the Federazione will submit a statement to AC showing the cost of warehousing and of any other expenses in connection with these goods AC will not make payment in cash but will certify a copy of this statement and return same to the Federazione who will maintain a record of such charges in their accounts.

10. Authorization will be obtained for the Federazione del Con-sorzio Agrari to issue, and charge as part of the warehousing ex-penses, a midshift meal to the warehouse workers on the same scale as that allowed for heavy workers. An allocation of food for this purpose will be made to the Federazione who will obtain their supplies in the same manner as other employees of heavy workers.

11. Should any AC warehouses be turned over to the Federazione ne be situated in premises requisitioned by AC the requisition for such premises shall be transferred to the Italian Government as soon as circumstances permit.

12. The remuneration of the Federazione shall be a matter for agreement between them and the Ministry of the Treasury and they shall maintain such accounts and records as may be required by that Ministry. It is suggested that the AC warehouses to be turned over to the Federazione be included in the general scheme at present in force for the warehousing and distribution of imported supplies whereby, it is understood, the Federazione retain a percentage of their collections out of which warehousing and distribution expenses are paid, leaving a balance out of which the Federazione will eventually receive a remuneration to be agreed between them and the Italian Government.

13/ The Federazione shall maintain all warehouses and depots

6391

9. Where goods issued to the Federazione are subsequently taken back by AC for issue to the armed forces or other allied use the Federazione will submit a statement to AC showing the cost of warehousing and of any other expenses in connection with these goods. AC will not make payment in cash but will certify a copy of this statement and return same to the Federazione who will maintain a record of such charges in their accounts.

10. Authorization will be obtained for the Federazione del Com-
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penses, a midshift meal to the warehouse workers on the same scale
as that allowed for heavy workers. An allocation of food for
this purpose will be made to the Federazione who will obtain
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workers.

11. Should any AC warehouse be turned over to the Federazione
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for such premises shall be transferred to the Italian Government
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present in force for the warehousing and distribution of imported
supplies whereby, it is understood, the Federazione retain a per-
centage of their collections out of which warehousing and dis-
tribution expenses are paid, leaving a balance out of which the
Federazione will eventually receive a remuneration to be agreed
between them and the Italian Government.

6394

13/ The Federazione shall maintain all warehouse and depots
operated by it in good condition.

14. AC will maintain such military personnel in the warehouses
in a liaison and supervisor capacity and for such time as they
may think necessary.

6 February 1945.

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13617/F/A

10 February 1945

SUBJECT : Delivery of Imported Supplies
Other than Foodstuffs

TO : Transportation Sub-Commission AC
Port, Shipment, and Warehouse Division.

1. As your Sub-Commission is aware considerable difficulty has been, and still is being, encountered in tracing the disposition of imported supplies other than foodstuffs, where AC Sub-Commissions have informally ordered such supplies released to special consignees.
2. It has not infrequently happened that release orders were so drawn that your stock records showed the goods as delivered to a Sub-Commission (e.g. Education, Commerce etc.) whereas the goods were actually received, by some Italian consignee, who as the result of the confusion has never been billed for such goods, either by the Allied Commission or by Istituto Nazionale per il Commercio Estero (ICE). These supplies are now being traced to such consignees and appropriate accounting had, but the job is difficult and requires the work of experienced personnel which cannot be spared at this time.
3. To avoid a repetition of the condition ICE has agreed immediately to instal at Naples Warehouse (or in convenient vicinity) a representative who will personally take delivery on behalf of the Italian Government of all supplies other than foodstuffs, ordered released by any sub-commission.
4. Accordingly, after the ICE representative reports to the supervisor at the Naples Warehouse, no imported supplies other than foodstuffs, and any supplies for AC/AMG consumption, should be released except upon a receiving report ~~6393~~ by the ICE representative at the time the goods are released ex warehouse platform.

-2-

5. The report should be signed in quadruplicate. The warehouse supervisor, will forward the original and duplicate to Istituto Nazionale per il Commercio Estero, C/O Chief Accountant. The triplicate and quadruplicate will be taken by the warehouse supervisor and one copy of the same will be transmitted to the Shipment, Port and Warehouse Division.

6. At the end of each month in accordance with existing practice the Accounting Branch of the Shipment, Port and Warehouse Division will render a statement of stock movements to the Chief Accountant, AC. In the statement all issues to ICE will be reported by regions (e.g. Issues to ICE - Southern Region).

H. Hawthorne
Chief Accountant
for Joint Director
Finance Sub-Commission

6392

HEADQUARTERS ALLIED COMMISSION
AFO 394
FINANCE SUB-COMMISSION

DRAFT

9 February 1945

SUBJECT : Handing over of AC warehouses to the Federazione
dei Consorzi Agrari

TO : Ministero del Tesoro (Ragioneria dello Stato)
Alto Commissario per l'Alimentazione
(Direzione Generale dell'Alimentazione)
Federazione dei Consorzi Agrari

1. At a meeting held at 11.30 hours on Friday 9 February 1945 in the office of the Chief Accountant AC at which were present:

Col Crawshaw	Chief Accountant AC
Major Klein	Transportation Sub-Commission AC
Mr. Saponaro	Ministry of the Treasury
Mr. Mastromanno	Direzione Generale dell'Alimentazione
Mr. Giannini	Federazione dei Consorzi Agrari
Mr. Troini	" " "

the attached memorandum was adopted as the basis on which AC warehouses could be handed over to the Federazione dei Consorzi Agrari

2. It was agreed that the Naples warehouse would be taken over on 1 March 1945, the Livorno warehouse on 15 March 1945 and the Ancona warehouse on 1 April 1945. It was further agreed that the Federazione dei Consorzi Agrari should immediately send some of their staff to the Naples warehouse to study the work and to prepare for the take over on 1 March.

3. It was agreed that AC will endeavour to obtain the same military guards for the warehouses as they themselves have the use of.

6391

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Col Crawshaw	Chief Accountant AC
Major Klein	Transportation Sub-Commission AC
Mr. Saponaro	Ministry of the Treasury
Mr. Mastromanno	Direzione Generale dell'Alimentazione
Mr. Giannini	Federazione dei Consorzi Agrari
Mr. Troini	" " "

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3. It was agreed that AC will endeavour to obtain the same military guards for the warehouses as they themselves have the use of.

6391

4. The Chief Accountant AC undertook to communicate with the Legal Sub-Commission AC with regard to the procedure (a) for transfusing the requisition of warehouse premises from AC to the Italian Government or (b) for granting occupancy of the premises to the Federazione in AMG territory where the requisition cannot be transferred. The decision on this matter will be

-2-

communicated later.

5. Please acknowledge receipt of this letter and your agreement thereto.

Director Transportation S/C

Copies to : Finance S/C (for Chief Accountant)

Food S/C.

San Francisco Section

6390

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

1007/er

Ref: 7/7/163/786

12 Feb 45

SUBJECT: Handing over of AC warehouses to the Federazione Italiana dei Consorzi Agrari

TO: Ministero del Tesoro (Ragioneria dello Stato)
Alto Commissario per l'Alimentazione
(Direzioni Generale dell'Alimentazione)
Federazione dei Consorzi Agrari

1. At a meeting held at 11.30 hours on Friday 9 February 1945 in the office of the Chief Accountant AC at which were present:

Col. Crescenzi	Chief Accountant AC
Maj. Klein	Transportation Sub-Commission AC
Mr. Esposito	Ministry of the Treasury
Mr. Mastromarino	Direzione Generale dell'Alimentazione
Mr. Ciannini	Federazione dei Consorzi Agrari
Mr. Troiani	" "

the attached memorandum was adopted on the basis on which AC warehouses would be handed over to the Federazione Italiana dei Consorzi Agrari.

2. It was agreed that the Naples warehouses would be taken over on 1 March 1945, the Livorno warehouse on 15 March 1945 and the Ascona warehouse on 1 April 1945. It was further agreed that the Federazione dei Consorzi Agrari should immediately send some of their staff to the Naples warehouses to study the work and to prepare for the take over on 1 March.

3. It was agreed that AC will endeavour to obtain the same military guards for the warehouses as they themselves have the use of.

4. The Chief Accountant AC undertook to communicate with the Legal Sub-Commission AC with regard to the procedure

a) for transferring the requisition of warehouses

b) for granting occupancy of the premises to the Federazione in AC territory where the requisition

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Col. Crueshan	Chief Accountant AC
Maj. Klein	Transportation Sub-Commission AC
Mr. Caponaro	Ministry of the Treasury
Mr. Pastremerino	Direzione Generale dell'Alimentazione
Mr. Ciommi	Federazione dei Consorzi Agrari
Mr. Treini	" "

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3. It was agreed that AC will endeavour to obtain the same military guards for the warehouses as they themselves have the use of.

4. The Chief Accountant AC undertook to communicate with the Legal Sub-Commission AC with regard to the procedure

- a) for transferring the requisition of warehouse premises from AC to the Italian Government or
- b) for granting occupancy of the premises to the Federazione in A.C. territory where the requisition cannot be transferred. The decision on this matter will be communicated 6389

5. Please acknowledge receipt of this letter and your agreement thereto.

Director
Transportation Sub-Comm.

Copy to:- Finance S/C (for Chief Accountant)
Food S/C
Economic Section

AGREEMENT FOR THE HANDING OVER OF AC WAREHOUSES TO THE FEDERAZIONE DEI CONSORZI AGRARI

1. The proposal hereinafter set forth is in furtherance of the program of transferring to Italian authority, gradually increasing responsibility in relation to the receipt and distribution of imported supplies.
2. It is proposed that as soon as possible, the Italian Government take over the operation of the AC. Warehouses and depots at Naples, Ancona and Livorno, subject to supervision of the Allied Commission. Other AC/ANG warehouses and depots may be transferred later by agreement between the Allied Commission and the Italian Government.
3. The Italian Government, through its appropriate Ministry, will appoint the Federazione Italiana dei Consorzi Agrari to operate the warehouses and depots as its agent.
4. The Federazione will warehouse all civilian or relief supplies which it may be called upon to warehouse by AC, UNRRA and the Red Cross. They will also warehouse supplies to be distributed by Istituto Commercio Estero if required to do so by them.
5. All foodstuffs entering the warehouses under consideration and which are subsequently distributed by the Federazione under the agreement already in force between AC, Federazione and the Italian Government, will be treated as issued to the Federazione for account of the Italian Government immediately upon receipt into the warehouse, or at shipside where arrangements are or may subsequently be in force which would make this possible. The system will in fact be the same as that for the issue to and receipt of supplies to Consorzi, and the usual receiving report will be given by the Federazione to AC.
6. Upon receipt by the Federazione the supplies will become their property as agents for the Italian Government in the same way that supplies issued to Consorzi become the property of the Consorzi. The supplies will be distributed as instructed by AC. Where supplies are transferred to another Federazione warehouse or to a Consorzio the accounting therefor will be a matter of internal accounting for the Federazione, who will however render such reports of stock movements as may be called for by AC. Where supplies are sold by the Federazione the proceeds will be collected on behalf of the Italian Government according to the system already in force for sales by the Consorzi Agrari.

6389

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7. Miscellaneous supplies which may be warehoused by the Federazione but for subsequent distribution by ICE will be treated by AC as issued to ICE who will give the receiving report in the required form. The warehousing of the goods will be by the Federazione on behalf of ICE and the accounting for same will be a matter for decision between them and the Italian Government as will be the question as to the payment by ICE of warehousing charges.

8. Where the Federazione are called on to warehouse goods on behalf of UNRRA or the Red Cross they shall be considered as acting as warehousing agents for these organizations and the goods warehoused will not be distributed by them nor become their property. UNRRA and the Red Cross will make no payment to the Federazione or to the Italian Government in respect of warehousing charges but the Federazione shall agree with the Italian Government as to the records required to be kept so that an apportionment of the warehouse expenses can be made for information of the Italian Government as between the Federazione, ICE, UNRRA and the Red Cross.

9. Where goods issued to the Federazione are subsequently taken back by AC for issue to the armed forces or other allied use the Federazione will submit a statement to AC showing the cost of warehousing and of any other expenses in connection with these goods. AC will not make payment in cash but will certify a copy of this statement and return same to the Federazione who will maintain a record of such charges in their accounts.

10. Authorisation will be obtained for the Federazione dei Consorzi Agrari to issue, and charge as part of the warehousing expenses, a midshift meal to the warehouse workers on the same scale as that allowed for heavy workers. An allocation of food for this purpose will be made to the Federazione who will obtain their supplies in the same manner as other employees of heavy workers.

11. Should any AC warehouse be turned over to the Federazione be situated in premises requisitioned by AC the requisition for such premises shall be transferred to the Italian Government as soon as circumstances permit.

12. The remuneration of the Federazione shall be a matter for agreement between them and the Ministry of the Treasury and they shall maintain such accounts and records as may be required by that Ministry. It is suggested that the AC warehouses to be turned over to the Federazione be included in the general scheme at present in force for the warehousing and distribution of imported supplies whereby, it is understood the Federazione retain a percentage of their collections out of which warehousing and distribution expenses are paid, leaving a balance out of which the Federazione will eventually receive a remuneration to be agreed between them and the Italian Government.

13. The Federazione shall maintain all warehouses and depots

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13. The Federazione shall maintain all warehouses and depots operated by it in good condition.

14. AC will maintain such military personnel in the warehouses in a liaison and supervisor capacity and for such time as they may think necessary.

6 February 1945

SHL/er

TRANSPORTATION SUB-COMMISSION

APC 394

TRANSPORTATION SUB-COMMISSION

12 Feb 45

Ref: 1/7/264/TB

SUBJECT: Handling over AC requisitioned warehouses to the Federazione Italiana dei Consorzi Agrari

TO : Legal Sub-Commission

1. Transportation Sub-Commission have reached an agreement with the Ministry of the Treasury, the Direzione Generale dell'Alimentazione and the Federazione Italiana dei Consorzi Agrari whereby the last three will take over AC warehouses. These warehouses are in premises requisitioned by AC and are, at the moment, all in AC territories and your opinion is requested on the procedure which should be followed.

2. The outline of the agreement is as follows:

- a) The Federazione will operate the warehouses and be accountable for the contents thereof in the same way in which they now operate, and account for imported foodstuffs in their own warehouses.
- b) They will operate the warehouses as agents for the Italian Government who have appointed them as their agents for handling and distributing all imported foodstuffs.
- c) The Federazione is the central controlling body of the various Consorzi Agrari which are cooperative societies controlled by, and whose profits are limited by, the State.
- d) The remuneration of the Federazione for the warehousing handling and distributing of imported foodstuffs will be paid to them by the State. So far, we understand the remuneration has not yet been agreed between the Federazione and the State but the former are retaining a proportion of the proceeds of the sales effected by them on behalf of the State out of which they are paying expenses.

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3. The warehouses to be handed over were requisitioned by AC and are in AMG territory (Naples city, Livorno and Ancona). Additional warehouses will be started by AC in territories yet to be liberated; these will be probably be in requisitioned

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3. The warehouses to be handed over were requisitioned by AC and are in AC territory (Naples city, Livorno and Ancona). Additional warehouses will be started by AC in territories yet to be liberated; these will be probably be in requisitioned premises and will also be subsequently handed over to the Federazione.

4. It is considered preferable that, as the warehouses will be operated by the agents of the Italian Government, the requisition should be transferred to the Italian Government.

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we propose that this should be done in such cases where the warehouses are situated in Italian Government territory. We understand however that this would not be possible in cases where requisitioned warehouses are situated in AMG territory.

5. All the warehouses to be turned over are at present situated in requisitioned premises in AMG territory. Is there any objection to our granting the Federazione, an agent of the Italian Government, the occupancy of these warehouses? Attached is a memorandum on the handover to the Federazione which has been agreed by them, the Ministry of the Treasury and the Direzione Generale dell'Alimentazione; pending the time when the requisition can be turned over to the Italian Government, is any further action called for?

Director
Transportation Sub-Comm.

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RHE/er

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Shipment, Port & Warehouse Division

Phone : 478700

Ref : 12/33/TN/.

21 NOV 44.

SUBJECT : Poor Packing - Milk dry skim
(Your Ref. P-8, 15 Nov 44)

TO : AFHQ, C-2, Economics & Supply Division - APO 512

1. It is noted that in the List of Subsistence Requirements - Civilian Supply - Italy, a large quantity of dry skim milk is requested.
2. Attention is called to the fact that this product has in the past been packed in wooden barrels or light wooden drums.
3. Neither type package is sufficiently strong to withstand the rough handling. Large losses have resulted from the breakage, as well as pilferage following breakage.
4. Request that effort be made to secure package to meet handling conditions.

For the Chief Commissioner :

6384

ROBERT H. KLEIN
Capt. M.A.C.
Shipment, Port & Whse. Div.

for

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

15801
TO : AFHQ, C-2, Economics & Supply Division - APO 512

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For the Chief Commissioner :

6384

ROBERT H. KLEIN
Capt. M.A.C.
Shipment, Port & Whse. Div.

for

D.S. ADAMS
Colonel, C.E.
Director En. Sub-Comm.

Copy to : Food S/C (Att. Maj. Inrie)
Requisition Div. (Att. Lt. Cl. Martino)

RESTRICTED

AWK/asm

MEDITERRANEAN HEADQUARTERS
~~NORTH AFRICAN~~ THEATER OF OPERATIONS
UNITED STATES ARMY
AGO 512

In reply
refer to

AG 400.162/266 QM-O

10 February 1945

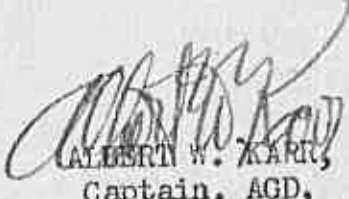
SUBJECT: Faulty Packing of Milk, Dry, Skim.

TO : Deputy President, Allied Commission, APO 394.
FOR: Transportation Sub-Commission.

1. Reference letter, your headquarters, file 12/33 TN/W dated 21 November 1944, subject: "Poor Packing Milk, Dry, Skim", this question was taken up with The Quartermaster General, Washington, D.C., who advised that every effort will be made to ship subject item in a stronger container.

2. In the event that future shipments remain unsatisfactory, it is requested that we be advised so that it may be taken up again with Quartermaster General.

FOR THE THEATER COMMANDER:


ALBERT W. KARP,
Captain, AGD,
Asst Adjutant General.



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