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

ACC AC/4.1/TN6 10000/148/3379 AC
OCT.

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

10000/148/3379

AC WAREHOUSE OPERATIONS
OCT. 1944 - JUN. 1945

PORTS AND

OPENED: 15 FEBRUARI 1945
CLOSED: 13 FEBRUARI 1945

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

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

1000 148/3379
THIS FOLDER
CONTAINS PAPERS
FROM OCT. 44
TO JUNE 45
CATALOGUE.

PORTS AND WAREHOUSE DIVISION

V.9. Copy No. 6.

Capt Keein

Allied Commission.

Warehouse 676.

Procedure.

General Instructions.

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Procedure.

General Instructions.

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PART III.

DELIVERY OF GOODS - RAILCAR SP - BY A.C.OFFICER.

1. DELIVERY OF GOODS is normally ordered by Shipping Order but orders are also received on other forms and by ordinary letter, which will be treated as Shipping Orders. Food C.O. uses the Shipping Order form for all deliveries.

2. SHIPPING ORDERS will be copied on to form V.1. The Loading Progress will show complete details of all shipments by rail or schooner.

3. ALL DOCUMENTS (Notification of Rail Shipments - Form V.2. Loading Authorisation. Schooner Manifests. Receipts.etc.) and all letters and signals dealing with the delivery of the relative goods will be summed to form V.1. These will be known as "Accounts Outwards".

4. ACCOUNTS OUTWARDS IN ACTION will be kept in a file cover so labelled.

5. CLOSED ACCOUNTS OUTWARDS will be filed in numerical order.

6. RAIL FREIGHT NOTES will be endorsed with the Shipping Order No, the Rail Bid No, the Account Outward No, the relative "sticker" No's and Lead Seal No's.

7. "STICKERS" (A.C.Traffic Labels) will be endorsed with the Bid No and unused stocks at all times kept under lock. The numbers of these labels will be noted in Book II "Rail Shipments. Weekly programme" against the appropriate date.

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I. G. 2.

PLEASE QUOTE.
V.19.

13 Feb. 45.

SUBJECT : PROCEDURE. GENERAL INSTRUCTIONS.
Amendments.

FROM : MAJ. W.T.MARTIN. WAREHOUSE 676. NAPLES.

TO : 1. Chief Warehouse Director.
2. Accounts 676.
3. Office Staff (Military) 676.
4. NM/OR. in charge 696.
5. OC'S File.
6. P.& W.O. (Maj. KLEIN).
7. Tn. G.O. Accounts (Maj. HODGETTS).

AMENDMENT SLIP No1.

1. Translations of this memo will be made for the Italian staff.

2. These amendments will be typed on the original pages.

3. When amendments have been added this memo will be so endorsed, signed and placed in the file.

W.T. MARTIN.
Major, R. Signals.
O/C Wheen.

(a) Page 7. Part I. Para 2.
Add - "see para 16".

(b) Page 8. Add new para.

16. MARKS AND NUMBERS OF OUTSIDE PACKAGES IN STACKS. will be outwards and right way up so that they may be easily read.

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(c) Page 7. Part I. Para 3.
Add - "see para 17".

(d) Page 8. Add new para.

17. TOC AND ITEM NUMBERS OF ALL NON-FOOD goods will be recorded on ALL warehousing and accounting documents and quoted on all correspondence.

(e) Page 9. Part II. Para 1.
Add - "see paras 10 and 11".

(f) Page 9. Add new paras.

10. ADVICES OF GOODS by signal, telephone, letter or rumour, will be recorded on Form V.3. This will also apply to all advices indicating bids have been placed.

11. GOODS ACCEPTED, WITHOUT PRIOR ADVICE of any kind, from Port Salvage or elsewhere, will be recorded on Form V.3.

(g) Page 10. Part II.
Add new para.

12. THE DAILY LIST OF GOODS RECEIVED INTO WAREHOUSE, which is kept by the Accounts Branch, will be taken daily to the appropriate Port office, and the lorry numbers, times of departure and arrival, and other relevant details, checked against the original copy of the lorry dockets kept by the Port. The object of this check is to ascertain which lorries have disappeared between Port and Warehouse.

(h) Page 9. Part II. para 3.
Add - "see para 13."

(i) Page 10. add new para.

13. WEIGHT OF GOODS will be qualified with "Gross" or "Net" as applicable to the transaction.

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(j) Page 9. Part II. Para 6.
Add - "see para 14 ".

(k) Page 10. Add new para.

14. REPORTS OF RAILWAY WAGONS, which arrive minus manifests, and/or with seals and/or wires broken, and/or with indications that they have been broken into, will be noted on the Outturn Report.

(l) Page 13. Part IV. Para 1.
Add - "see paras 10, 11, 12, 13."

(m) Page 13. Add new paras.

10. PETROL will not be used for any purpose whatsoever other than for road vehicles.

11. THE EQUIPMENT LEDGER will show details of the receipt, issue and location of all items of unexpendable equipment with which the A.C. are concerned. At present these are - Barrows - Hand; Tools-Twisting Peeling; Cropper-wire; Radiators-Electric. (see File V.7).

12. THE VEHICLE BOOK will show full particulars of all vehicles and their life histories.

13. THE PETROL BOOK will show receipts and issues of petrol and cooking fuel.

---

2. A revised List of Files, Form V.3 and a new form - Form V.6 - are issued herewith.

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A.C. FARNHOUSE, RAFD.

L I S T O F F I L E S.

ALL correspondence relating to a particular receipt into, or deliveries from Warehouse will be gummed to the relative "Account Inwards" or "Account Outwards".

V - 1. PERSONNEL (Military) - Discipline, Postings, Leave, Port Passes etc.
V - 2. PERSONNEL (Civilian) - Working Conditions, Hours, Passes, Food, etc.
V - 2/4. " " - Railway Travel - Returns.
V - 3. CARRIES & VANS - Instructions, Grading, etc.
V - 4. VEHICLES - Monthly Inspections, Port Stencils, Postings, Repairs, etc.
V - 5. TROUBLE - Strikes.
V - 6. STOCK SHEETS.
V - 7. EQUIPMENT & STATIONERY.
V - 8. FOOD - SPOILED AND SHORTAGES - MEDICAL CP.
V - 9. POLICE FILE. - Pilferage Reports, Instructions, etc.
V -10. ADVICES - DEPARTM'T OF SUPPLIES - Working file.
V -11. INTERNAL AUDIT - F.L.O. ACCOUNTS. ETC.
V -12. MACHINERY - RAIL.
V -13. " - CORRESPONDENCE - FILING, etc.
V -14. " - SIGNALS.
V -15. " - ROAD.
V -16. " - SEA - GIRIO WHARF.
V -17. " - WAREHOUSING.
V -18. " - S.O.P. AND PORT.
V -19. " - GENERAL INSPECTIONS - BAJOO BARTIN.
V -20. H.Q. A.C. TRANSPORTATION S.C. (LESS ACCOUNTS)
V -21. H.Q., A.C. FOOD SUB-COMMISSION.
V -22. H.Q., A.C. SUB-COMMISSIONS (OTHER THAN FOOD AND TRANSPORTATION).
V -23. FOOD SUB-COMMISSION - SOUTHERN REGION.
V -24. SUB-COMMISSIONS (OTHER THAN FOOD AND TRANSPORTATION) SOUTH. REG.
V -25. HQ A.C. DELTA.
V -26. SICILY REGION.
V -27. H.Q. A.C. TRANSPORTATION S.C. ACCOUNTS SECTION.
V -28. RED CROSS - WAR SUP.

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V -29. A.C. SOUTHERN REGION - MONTHLY REPORTS.

V -30. REPAIRS BUILDINGS, ROADS, MATERIALS, ETC.

V -31. AGREEMENTS A.C./BAKER ETC. CASE OF MR. LUPO. MANAGEMENT OF WAREHOUSES

V -32. TRANSPORTATION C.O. SOUTHERN REGION.

V -33. U.N.R.R.A.

V -34. AUDIT REPORTS.

V -35. WAREHOUSES AND EQUIPMENT. REQUISITION OF.

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FORM. 7.6.

I.O.M.

PLEASE QUOTE.
IN.(N°). 45.

SUBJECT : GOODS RANGOONED EL.(TRAIN OR PLACE OF ORIGIN).
NBP. (ADVICE OR OTHER LETTERS/CIRCULAR).

FROM : WAREHOUSE 676. RAPIDS.

TO : TR. S/C. ACCOUNTS thro P.A N.D.
P.L.O. ( )-FOR EX SHIP CARGO ONLY.
(OWNERS OF GOODS). S.O. N.Q.
(CONSIGNEE) - EX RAIL AND SCHOONER ONLY.
ACCOUNTS 676.

COPY : FILE.

TOD N°. / ITEM N°.	GOODS	MANIFESTED		RECEIVED		SHORT OR EXCESS OF MANIFEST	
		PACKAGES	W/TONS GROSS/NET	PACKAGES	W/TONS GROSS/NET	PACKAGES	W/TONS GROSS/NET
WAGON N° (IF BY RAIL).							

REPORT ON - CONDITION OF WIRES AND SEALS.
WAGON - IF BROKEN INTO.
MANIFEST - NOT RECEIVED.

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Copy No 6

S.S.A.F. SITN. TR.S/C. A.C.
WAREHOUSE 676.

23 Nov. 44.

Copy No. 1. CHIEF WAREHOUSE DIRECTOR.
2. ACCOUNTS SECTION.
3. CHIEF CLERK (MILITARY) FOR USE OF OFFICE STAFF.
4. S.S./O.R. IN CHARGE 676.
5. O.C. S. FILE.
6. S.S.A.F. SITN. A.C. H.Q. (Capt. KISSIN).
7. " " " " " " (Major MONCRETTE).

PROCEDURE.

1. From time to time orders on procedure will be issued by the Director Transportation S/C., the C.C. S.S.A.F. Divn. and the O.C. 676 Warehouse.

2. Copies will be distributed as shown above.

3. Translations into Italian will be made as required for the Italian staff.

4. Each copy will be kept in a file cover and carefully preserved.

5. No division from these orders will be made without the express sanction of the C.C. (at present Major W.T. MARTIN) or the Chief Director (at present Mr. LUCE).

6. Additions and amendments will be carefully inserted.

W.T. Martin
W.T. MARTIN.
Major, R.Signals.
O/C Depots A.C. Naples.

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A.G. BARRICOMBE, NAPLES.
GOODS FOR WAREHOUSING.

FORM V.3.
IN.BR.

FROM :

BY

OWNER :

45.

GOODS	PACKAGES	W/Tons	REMARKS
			COPIES - ACCOUNT INWARDS. ACCOUNTS BRANCH. MOVEMENT CLERK.

HEADQUARTERS.
ALLIED CONTROL COMMISSION.
TRANSPORTATION SUB-COMMISSION.
APO 394.

DSA/hl

Tel: 220

P R O C E D U R E.

25 October 44.

SUBJECT : Disposition of Imported Civil Supplies.

TO : See Distribution.

G E N E R A L.

INFORMATION.

1. For the information of all concerned, the procedures and duties of the various interested parties as regard disposition of incoming imported civilian supplies are outlined hereunder:

I M P O R T S.

REQUISITION DIVISION:

2. It is the function of the Requisition Division to

a) Obtain all ship's manifests
b) Determine the requisition on which shipments apply
c) Notify the appropriate receiving Sub-Commission, the Transportation Sub-Commission (Port, Shipment & Warehouse Division) and the Price Section of the Commerce Sub-Commission of the expected arrival of specific commodities.

S.P.& W.DIVN. TO BE INFORMED.

3. It is the function of each Sub-Commission immediately to notify the Transportation Sub-Commission (Port, Shipment & Warehouse Division) of the desired disposition of said supplies.

WAREHOUSES - CONTROL OF.

4. At the present time the Transportation Sub-Commission (Port, Shipment & Warehouse Division) exercises direct control over ACC Depot in Leghorn, (ACC Depots 12L50, 12L51, and 12L52), Ancona (ACC Depots 1-8), and Naples (ACC Depots 676, 677, 696, 1256, and 1270).

5. Depots in other places (as well as other depots in Naples) are under control of Armies, Region, or other Sub-Commissions.

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INSTRUCTIONS RE DISPOSITION OF IMPORTS - CHANNEL OF.

6. Upon receipt of instructions by the Transportation Sub-Commission (Port, Shipment & Warehouse Division) from an interested Sub-Commission cargo disposition orders are issued ~~to the~~ local ACC Port & Warehouse representatives (no matter under whose jurisdiction they may come). In the event the representatives do not come under the control of this Division, copies of said orders are sent to their higher headquarters. The Port and Warehouse representatives are responsible for supplies reaching the designated depots, their storage at the depot and their subsequent release.

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DELIVERIES.

RELEASE - AUTHORITY FOR.

7. When a Sub-Commission notifies the Transportation Sub-Commission (Port, Shipment & Warehouse Division) of desired disposition of incoming supplies they also state who has authority to release from the depots where stored.

RELEASE - METHOD OF.

8. In the event the depot is not one listed in para.4 above, releases are arranged between the appropriate Sub-Commission and the organization controlling the depot.

9. In the event the depot is one listed in para.4 above several plans for release are possible.

RELEASE - WHEN ORIGINAL INSTRUCTIONS STAND.

a) The interested Sub-Commission may give to the Transportation Sub-Commission (Port, Shipment & Warehouse Division) original instructions for forwarding. In this event, where it is necessary temporarily to hold stores in a depot, they are forwarded automatically when transportation is available without the necessity of further orders.

b) The appropriate Sub-Commission may order stores be held subject to their order. The Depot accepts written release orders from said Sub-Commission, a copy being sent by the Sub-Commission to the Transportation Sub-Commission (Port, Shipment & Warehouse Division).

c) The appropriate Sub-Commission may order Stores be held subject to the order of a named Region or Army. The Depot accepts written release orders from said Region or Army, a copy being sent by Region or Army to the Transportation Sub-Commission (Port, Shipment & Warehouse Division).

d) Release instructions to the various depots are written on standard forms entitled "Shipping Order". These forms are available from the Transportation Sub-Commission (Port, Shipment & Warehouse Division) upon request.

RELEASE - DIRECT FROM PORT.

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d) Release instructions to the various depots are written on standard forms entitled "Shipping Order". These forms are available from the Transportation Sub-Commission (Port, Shipment & Warehouse Division) upon request.

RELEASE - DIRECT FROM PORT.

10. In the event the appropriate Sub-Commission so desires the Transportation Sub-Commission (Port, Shipment & Warehouse Division) orders stores forwarded direct from port to a named consignee if and where conditions permit.

RAIL AND WATER BIDS.

11. When requested by a Sub-Commission, the Transportation Sub-Commission (Port, Shipment & Warehouse Division) enters rail or water bids for shipment of supplies from its Depots, or instructs Regional Depots to do so. Where rail bids are customarily entered by a Depot rather than by this H.Q., the Transportation Sub-Commission (Port, Shipment & Warehouse Division) instructs the Depot to enter the bid.

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TRANSFER OF OWNERSHIP IN WAREHOUSE.

12. If a Sub-Commission requests stores be held subject to its orders and subsequently desires that said stores be held subject to the orders of a Region or Army, written instructions must be sent the depot with copy to the Transportation Sub-Commission (Port, Shipment & Warehouse Division).

ADVICES.

RECEIPTS INTO WAREHOUSE.

13. The Accounting Section of the Port, Shipment & Warehouse Division notifies the interested Sub-Commission of the quantity of merchandise received in the first depot of receipt after ship discharge.

DELIVERIES BY RAIL AND WATER.

14. Any depot listed in para. 4 above advises consignee and the Transportation Sub-Commission (Port, Shipment & Warehouse Division) by signal of the detail (cargo, quantity, date shipped, car number or ship name) when stores are forwarded by rail or water. The Port, Shipment & Warehouse Division notifies the appropriate Sub-Commission and the Accounting Section.

DELIVERIES BY ROAD.

15. When shipment is made from depot by motor truck consignee is notified by Loading Receipt given driver. In addition, a transfer Note is forwarded to the office authorizing the release, covering all shipments made by one depot to one consignee in one day. A copy of this transfer note is also forwarded to the Transportation Sub-Commission (Port, Shipment & Warehouse Division) for the attention of the Accounting Section.

H. N. ADAMS,
Colonel, G.S.C.
Director, Tn. S/O.

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RECEIPT INTO WAR ROOMS.

13. The Accounting Section of the Port, Shipment & Warehouse Division notifies the interested Sub-Commission of the quantity of merchandise received in the first depot of receipt after ship discharge.

DELIVERIES BY RAIL AND WATER.

14. Any depot listed in para. 4 above advises consignee and the Transportation Sub-Commission (Port, Shipment & Warehouse Division) by signal of the detail (cargo, quantity, date shipped, car number or ship name) when stores are forwarded by rail or water. The Port, Shipment & Warehouse Division notifies the appropriate Sub-Commission and the Accounting Section.

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D.S.ADAMS,
Colonel, G.S.
Director, Tn. S/S.

Note: 1. Wherever the words "Army" or "Armies" appear above, reference is made to A'M Army or A'M Armies.

2. Para titles added by Major D.T. MARTIN G70. A

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

7

S.P. AND W. DIVN. TR.S.C. A.C.
WAREHOUSES Nº676.677.696.1256.1270.

PROCEDURE. 5 DEC 1944

NOTE : An officer taking over is advised to study the office files-see list.

PART I - GENERAL.

1. GOODS WILL BE RECEIVED into warehouse on behalf of any Sub-Commission or other office of the Allied Commission provided prior advice of their disposition has been received. Goods not allocated to these warehouses will not be accepted.

2. STACKING will be done, as far as is possible with the space available, separately by ship, description of goods and owner.

3. STACK TICKETS and other documents will show: "Import Ship". "Marks and Numbers". "Number and Description of Packages." "Weight per Package" (if uniform), etc.

4. BROKEN PACKAGES, immediately on receipt into warehouse, will be examined for internal contents, repaired and weighed. Contents and/or the weight will be marked on the packages and recorded on all relative documents.

5. SLACK BAGS AND BROKEN CASES of bulk lines will be "made up" to normal contents and "empties" recorded on all relative documents.

6. DELIVERY OF BULK LINES will be made from the oldest stocks.

7. RAILWAY WAGONS will be "wired" with the strongest available material and sealed with lead seals and cord.

8. RAILWAY WAGON MANIFESTS -skeleton carbon copies of the Freight Notes - will be tacked inside wagons.

9. RECEIPTS will be taken for all deliveries to motor lorries.

10. SCHOONER MANIFESTS - form V.4.- will be signed by Masters before sailing and witnessed by the Shipping Clerk.

11. ALL DOCUMENTS will be passed from section to section as quickly as possible.

12. A MONTHLY RETURN of goods in warehouse will be made to all concerned on form V.5.- see file V.6.

13. TELEPHONE NUMBERS, which are not already in the S.E. Directory, will be recorded on the pages interleaved therein. These are then available for the whole staff.

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14. TELEPHONE MESSAGES will be written in the books of the officers concerned. Scraps of paper will not repeat not be used for this purpose.

(over)

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PART II.

RECEIPT OF GOODS - RECORD OF - BY A.O. OFFICER. 5 DEC 1944

1. ADVICE OF GOODS due to arrive for warehousing is received normally on form NMK - Imports: Disposition. At present normal procedure is not uniform and advice may be received by ordinary letter. The Chief Warehouse Director will be informed of these advices.

2. THESE ADVICES will be treated as the basis of the "Accounts Inwards". They will be recorded in Book I - "IN Reference No". "Ship or other origin". "Goods in columns by owners". "Remarks re receipt and delivery".

3. ALL DOCUMENTS AND LETTERS concerning the warehousing, ownership, condition, disposal, etc. of the goods, will be gummed to the original advice, will become part of the "Account Inwards" and will bear the IN No.

4. ACCOUNT INWARDS IN ACTION will be kept in two file covers- (1) "From High Seas" (2) "From coastwise schooners and ships, rail and road" (i.e."internal" traffic). Cross references to relative Accounts Outwards - see Part III. para 3.- will be made when applicable. Form V.3. is convenient for summarising outstanding items when an account becomes "untidy".

5. OUTTURN REPORTS (standard form) will be rendered, immediately consignments of goods are warehoused, to all concerned.

6. OUTTURN REPORTS OF BADLY DAMAGED AND/OR PILFERED GOODS will be specially reported, with details as under in suitable columns. "Description of goods". "Origin of goods". "Number of packages". "Number and weight of internal units". "Weight per package and total"- as "Manifested", "Received", and "Lost in transit", with totals for the whole consignment.

7. PERISHABLE GOODS, such as Dried Salt Fish, will be specially reported upon as to condition to the S.P. and M.Divn.

8. PILFERED CONSIGNMENTS RECEIVED BY RAIL will be reported in accordance with Working Instruction 5°5 - file V.12.

9. CLOSED ACCOUNTS INWARDS will be marked "Filed" in blue, in Book I and filed in numerical order.

5 DEC 1944

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PART IV.

OFFICE ORGANIZATION.

3 DEC 1944

As at 4 Dec.44 this is extremely elastic and is on "back in" lines.

1. The senior N.C.O. is in charge of vehicles, petrol, billets, incidental disturbances and discipline, and relieves all round for "days off".

2. One soldier prepares pay sheets (civilian staff), despatch advices (Form 7..), and signals, and cooperates with the Shipping Clerk.

3. One soldier records ammunition shipments, is contact between this office and Th. A.H. (Schooners), and files general correspondence.

4. One soldier is in charge of G6 and the men's feeding.

5. One soldier is in charge of Olive Oil Control and normally has two other soldiers at his disposal.

6. One soldier is very usefully employed by the senior N.C.O. in making lorry trips, delivering R.O.Ps., scrounging firewood, etc.

7. Two male civilian clerk interpreters and one female typist assist generally.

8. THE MAIN CORRESPONDENCE is connected with "Accounts Inwards" and "Accounts Outwards". These letters will be given the number of the relative Account and filed therewith.

9. OTHER CORRESPONDENCE is filed in the Y.series - see list.

3 DEC 1944

S.P. & W. DIV. TN S/C A.C.C. FORM.V.1.

DELIVERY EX WAREHOUSE

S.O.No_____ BID.No._____ PACK No._____ DATE_____

No._____

CONSIGNEE_____

ORDER._____

GOODS	TONS	WHSE	SHIPPING INSTRUCTIONS

SHIPPED.

DAY	GOODS	TONS	WHSE	WAGONS OR SCHOONER	FREIGHT NOTE No.
				3756	

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

SHIPPED.

DAY	GOODS	TONS	WHSE	WAGONS OR SCHOONER	FREIGHT NOTE No.

3756

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

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

FORM. V.2.

S.P.& W. DIVN. TN.S/C. A.C.
WAREHOUSE 676.

45.

Ref.No.Out. S.O.No. Bid No. Freigh Warrant No.

CONSIGNEE:

Despatched on: 45. TO:

Wagon No.	GOODS.	TONS.	Label No.s.	Lead Seal Nos	Details of Packages.

3755

Copy to:
1-H.Q. A.C. Tn. S.C.
1-H.Q. A.C.
1-File. No.Out.

W.T.MARTIN, Major R.Signals.
for D.S.ADAMS. Col. C.E.,
Director, Tn. SubsComm.

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

FORM. V.3

BY:_____REF.Nº:IN

ORIGIN:_____

Item	Packages	Tons	NOTES. (refs ABC etc. are letters attached)

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

SECRET. A.C. TN. S/C. SHIPPING, PORT AND WAREHOUSE DIVN.

STOCKS AT HOURS 45. WAREHOUSES 676, 677, 696,

WAREHOUSED ON BEHALF OF	EXPORT SHIP OR OTHER ORIGIN	REF. No	MARKS AND No.s (where visible)	NUMBER OF PACKAGES	CONTE

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

A.C. TH. S/C. SHIPPING, PORT AND WAREHOUSE DIVN. FORM V.5.

STOCKS AT HOURS 45. WAREHOUSES 676,677,696,1256,1270- WAREHOUSE 676.

.....45.

MARKS AND Nº.s (where visible)	NUMBER OF PACKAGES	COMMODITY	M.TONS ALL WHERE.
		3153	

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

ALLIED COMMISSION.
C.M.F.
SCHOONER MANIFEST.

S.O. Nº.

FORM

OUT.

Name of Schooner
Nome del Veliero

From Na
Da Na

CONSIGNOR
Caricatore

Ex
dal

CONSIGNEE
Consegnatario

Port of
Porto d

GOODS	Number and Description of Packages Numero e descrizione dei colli	GROSS WEIGHT Peso lordo	
		lb. libbre	Kilos Kg.

Received above cargo
Ricevuta la merce suelencata _____

M
C
S
S

Copies Nº.1.(original) File Out .....Whse 676.
" " 2.Shipment,Port & Whse Divn. H.Q. A.C.
" " 3.Consignor. By A.P.O.
" " 4.Consignee. " A.P.O.
" " 5.Captain's Copy. On board schooner.

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

ALLIED COMMISSION.
C.M.F.
SCHOONER MANIFEST.

FORM. V.1.

CUT.No.

From Naples on
Da Napoli il

45.

Ex Warehouse 675.
dal Deposito 676.

Port of
Porto di

Number and Description of Packages Numero e descrizione dei colli	GROSS WEIGHT Peso lordo		REMARKS OSSERVAZIONI.
	lb. libbre	Kilos Kg.	

Received above cargo
Ricevuta la merce sueloncata

MASTER.
CAPITANO.
Shipping Clerk.
Spedizioniere.

File Out .....Whse 675.
rt & Whse Divn. H.Q. A.C.
y A.P.O.
" A.P.O.
py. On board schooner.

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

ADVICE No. Date Received.	SHIP OR OTHER ORIGIN.	AGRICULTURE	COMMERCE	EDUCATION.	FINANCE	FOOD	INDUSTRY.	HEMP CONTROL	MINING DIVISION.	PUBLIC HEALTH	PUBLIC UTILITIES	SOUTHERN REGION

RULINGS OF BOOK I WHSE 676.

FORM A.M.G. 3/9 HAS BEEN FOUND USEFUL FOR THIS PURPOSE.

THIS PROVIDES AN INDEX TO THE "ACCOUNTS INWARDS" IN ACTION AND FILED.

LABEL ON COVER : WAREHOUSE REGISTER.

RECORD BY SUB-COMMISSIONS.

BOOK I 676.

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

BOOK No. 1.

FOOD	INDUSTRY.	HEMP CONTROL	MINING DIVISION.	PUBLIC HEALTH	PUBLIC UTILITIES	SOUTHERN REGION	DISPOSAL REMARKS.
K I WHSE 676.							3-51
9 HAS BEEN FOUND USEFUL FOR THIS PURPOSE.							
AN INDEX TO THE "ACCOUNTS INWARDS" IN ACTION AND FILED.							
:	WAREHOUSE REGISTER.						
	RECORD BY SUB-COMMISSIONS.						
	BOOK I 676.						

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

YEAR..... MONTH..... BOOK Nº. 2.

Loading bay	BAGGS		A.C. LABELS.				REMARKS
	676	696	676	696	Clive Oil	F.L.C.	
		ANY SMALL NOTE BOOK IS SUITABLE.					
		THIS BOOK RECORDS THE NUMBER OF RAILWAY BAGGS					
		DISPATCHED EACH DAY AND ACCOUNTS FOR THE LABELS USED.					
		LABEL ON COVER.		RAIL SHIPMENTS			
				WEEKLY PROGRAMME.			3750
				BOOK II.		676.	

WAREHOUSE 676.

5 DEC 1944

LIST OF FILES.

ALL correspondence relating to a particular receipt into, or deliveries from Warehouse will be gummed to the relative "Account Inwards" or "Account Outwards".

V - 1. PERSONNEL (Military)

V - 2. PERSONNEL (Civilian).

V - 2/A. " " RAILWAY TRAVEL.

V - 3. SALARIES & WAGES.

V - 4. VEHICLES.

V - 5.

V - 6. STOCK SHEETS.

V - 7. EQUIPMENT & STATIONERY.

V - 8.

V - 9. POLICY FILE.

V -10. ADVICES - DESPATCH OF SUPPLIES.

V -11. INTERNAL MEMOS.

V -12. PROCEDURE - RAILWAYS.

V -13. " - CORRESPONDENCE.

V -14. " - SIGNALS.

V -15. " - ROADS.

V -16. " - SCHOONERS.

V -17. " - WAREHOUSING.

V -18. " - S.O.P. & DOCKS.

V -19. " - GENERAL INSTRUCTIONS - MAJOR MARTIN.

V -20. SHIPMENT, PORT AND WAREHOUSE DIVISION.

3749

Released under E.O. 12356 Section 3.3/NND No. 785021

V - 2. PERSONNEL (Civilian).

V - 2/A. " " RAILWAY TRAVEL.

V - 3. SALARIES & WAGES.

V - 4. VEHICLES.

V - 5.

V - 6. STOCK SHEETS.

V - 7. EQUIPMENT & STATIONERY.

V - 8.

V - 9. POLICY FILE.

V -10. ADVICES - DESPATCH OF SUPPLIES.

V -11. INTERNAL MEMOS.

V -12. PROCEDURE - RAILWAYS.

V -13. " - CORRESPONDENCE.

V -14. " - SIGNALS.

V -15. " - ROADS.

V -16. " - SCHOONERS.

V -17. " - WAREHOUSING.

V -18. " - S.O.P. & DOCKS.

V -19. " - GENERAL INSTRUCTIONS - MAJOR MARTIN.

V -20. SHIPMENT, PORT AND WAREHOUSE DIVISION.

3749

V -21. FOOD SUB-COMMISSION H.Q. A.C.

V -22. SUB-COMMISSIONS (OTHER THAN FOOD) H.Q., A.C.

V -23. FOOD SUB-COMMISSION - SOUTHERN REGION.

V -24. SUB-COMMISSIONS (OTHER THAN FOOD) SOUTHERN REGION.

V -25. UNITS (OTHER THAN) A.C.

V -26.

V -27.

V -28.

V -29.

V -30.

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

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

11 February 46.

SUBJECT: Warehousing at Venice

TO : R.R. Spence, Liaison Representative, War Shipping Administration.

1. I called Dr. Mizzi, Director of Federconsorzi Agrari about warehousing at Venice. He states that all the general cargoes in the Warehouse at Venice belong to the "Direzione Generale Dell'Alimentazione". However he will call them to have a complete clearence of the above warehouse, immediately.

CHARLES C CROOMS
Chief
Ports & Shipping Div.

3747

AC/4-1

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

WAR SHIPPING ADMINISTRATION

APO : 394
February 11, 1946

To : Mr.Charles C. Crooks, Director, Division of Ports and Warehouses, UNRRA

From : R.R.Spence, Liaison Representative, War Shipping Administration

Subject : Warehousing at Venice

We quote herewith cable received from the Adriatic Shipping Company at Venice :-

"WAREHOUSE F ONE BEST DISCHARGING BERTH FOR GENERAL CARGO KEPT SINCE DECEMBER FULL BY FEDERCONSORZI AGRARI NECESSARY OBTAIN PROPER INSTRUCTIONS BE GIVEN TO CLEAR ABOVE WAREHOUSE WHICH MUST BE USED AS TRANSIT SHED NOT FOR PERMANENT STORAGE:::ADRIASHIP"

Will you kindly take the necessary action advising us what has been done, so that we can reply to our agent.

R. R. Spence
Liaison Representative
W.S.A./A.C.

3746

Please see me about this
LLG

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

CCC/mvm
5 January 1946

Tel. 290
Ref. AC/4.1/12/Tn6

SUBJECT: Warehouse Capacities at Northern Italian Ports

TO : Col. P. D. G. Buchanan
Director
Transportation & Shipping S/C

1. According to latest available figures there is at Venice, silo capacity of 38,000 tons grain, shortly to be increased to an estimated 50,000 tons. There is space for 145,000 tons of dry storage.

2. At Trieste, there is about 30,000 tons silo capacity for grain.

3. Genoa has silo capacity for 30,000 tons to be increased to 50,000 tons during January 1946. While there is a great quantity of dry storage space available, the warehouses are completely full due to shortage of rail cars for movement of goods to Switzerland and Austria.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

3745

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

ground floor

1- 10,311
3- 720
4- 15,510x
5- 8,100x
6- 8,100x
2- 7,305x
8- 285x
9- 3,420x
12- 2,520
13- 2,700
14- 2,520
16- 6,000
17- 6,000
~~17,400~~
103- 27,843

101,334
12,826x
2,400x
11,600x
18,562x

146,722
38,613

108,059

second floors at 400 kg.

4- 4,653
5- 2,430
6- 2,430
7- 2,201.5
8- 85.5
9- 1,026.

12,826.

second floor

16- 1,200
17- 1,200
2,400

8,700
2,400
11,600

total per 6x

18,562 second floor for 103

18,562
10,311
2,520
2,700
2,520

36,613

3744

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

WAR DEPARTMENT
Q. M. C. Form. No. 401
Revised Apr. 6, 1931

REQUISITION
(Extra Sheet)

No. .....

Sheet No. .....

Stock No.	Articles	Unit	On Hand and Due	Consumed	Required	Approved

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

TN

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: PW 9/73

Date/Time of Origin: DEC 291700

Message Centre No: G 6505

Date Time Rec'd: DEC 311630A

Precedence: IMPORTANT

FROM: ALCOM P.L.O. VENICE

TO : HQ AC TN SUBCOMMISSION PORT & WAREHOUSE DIV ROME

UNCLASSIFIED:

Reference your 9716 dated 28th December 45. Here with information.

Shed N	Sq. Met. capacity	Cubic Met. capacity	Tonnage Cap. on Ground Floor
1	3437	17.187	3 tons per sq. met.
3	240	936	do
4(#)	5170	12 400	" "
5(#)	2700	10 530	" "
6(#)	2700	10530	" "
7(#)	2435	9 500	" "
8(#)	95	380	" "
9(#)	1140	4 560	" "
12	840	3 360	" "
13	900	3 600	" "
14	840	3 360	" "
16(-)	2 000	8 800	" "
17(-)	2 000	8 000	" "
61(o)	58 00	19 500	
62			
63	563	2 250	on safe

3743

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

Message Centre No: G 6505

Date Time Rec'd:

Precedence:

FROM:

TO :

2 Page

second floor
Stores per sq metre
3 tons per sq

64 (siles)	58 52	8 768	
64 (siles)	12 20	20 533	
103(")	-- 9281	32 480	3 tons per sq.met.
Total sq meter	47 413	55,550	

(+) Second floor Kg 900 per sq.met.

(-) " " " 600 "

(o) first " " 1500 "

(o) second " " 500 "

(") second floor " 2000 "

The only magazine requisitioned by the Army is Mag N 4.They need the transit shed I.e.12,13,14,bottom floor of 103 and mag N 1 if any trouble happens in Trieste, that they may be able to switch over right away.

AC DIST

ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

3742

HEADQUARTERS
1 JAN 1946

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

TeL.478420 KJC/ig

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

60-1/FA 31 December 1945.

SUBJECT : Disposal of spoiled foodstuffs.

TO : HQ. A.C. Tn. & Shipping S/C, (Attn. Mr. Crooks)
Ministry of Food, (Attn. Dott. Jovine)
Federazione Italiana dei Consorzi Agrari, Roma.,
(Attn. Dott. Bettei)

1. At the meeting held with the addressees in Major Curran's office on the 28th December on the procedure for disposing of spoiled foodstuffs the following desisions were reached for supplies warehoused in the discharge/national warehouses.

a. It would be dangerous at the present time to permit the Regional Inspectors of Alimentation to declare supplies spoiled and dispose of them without first advising the Ministry of Alimentation. Therefore the existing procedure will be retained.

b. Dott. Bettei will advise all discharge/national warehouses to report spoilage according to our letter 60-1/FA dated 1st December. The monthly advices of spoilage are to be submitted to the Ministry of Food, UNRRA, Federconsorzi Rome, HQ. A.C. Food & Agric.S/C and HQ. A.C. Tn. & Shipping Sub-Commission.

c. Upon receiving advices of spoilage, Sig. Jovine will immediately give disposal instructions to the parties concerned.

W.J. Legg

W.J. LEGG
Director

Distribution
Federazione Italiana dei Consorzi Agrari, Naples,
(Attn. Warehouse 676)
A.C. Naples Commune,
(Attn. Capt. Ramsey)

3.41

AC/4.1

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

WHEAT STORAGE CAPACITIES
1 Dec. - 1945. -

Port	Port area Silos Tons	W/HOUSES Tons	Near port (within approx. 10 kms)	Total Tons.
Trapani	-	-	5,000	5,000
Palermo	-	-	8,000	8,000
Milazzo	-	-	5,000	5,000
Messina	-	-	7,000	7,000
Catania	-	-	25,000	25,000
Siracusa	-	-	2,500	2,500
Reggio Cal.	-	-	1,000	1,000
Crotone	-	1,500	6,500	8,000
Brindisi	-	-	10,000 (A)	10,000
Bari	-	-	30,000	30,000
Manfredonia	-	-	10,000	10,000
Ancona	-	-	20,000 (B)	20,000
Castellammare	20,000	-	5,000 (C)	25,000
Torre Annunziata	10,000	14,000	30,000	54,000
Naples	-	-	22,500 (C)	22,500
Civitavecchia	(D)	2,000	-	2,000
Livorno	-	-	8,000 (E)	8,000
Piombino	-	-	30,000 (F)	30,000
Venice	43,400	-(G)	10,000	53,000
Genoa	20,000 (H)	-	Large cap. Not estimated	20,000
Savona	-	-	10,000	10,000
Trieste	(J)	-	-	-
Cagliari	-	-	15,000	15,000

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./.

(A) About 20,000 tons capacity available but some space required for warehousing other supplies.

(B) About 45,000 tons space available but other supplies may take about 25,000 tons space.

(C) In addittion to the figure shown, A.C. Warehouses have Cap. of about 50,000 tons and to the extent not filled with other supplies may be used for wheat.

(D) Silos of about 5000 tons capacity to be ready soon.

(E) In addittition to the figure shown, A.C. Warehouses with a capacity of about 30,000 tons may also be used to the extent they are not filled with other supplies.

(F) These are sheds located at Ilva Works.

(G) Space also exists in the Magazini Generali within the port in so far as not utilized for other supplies.

(H) By about 15th Jan. 1946 capacity will be about 50,000 tons.

(J) Information not at hand.

.....

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

Ref. AC/1/12/Tn 6

14 December 1945

SUBJECT: Warehouses at Ponte Calvi

TO : Regional Commissioner, Liguria Region

1. Attached herewith is a translation of a letter which the Consorzio Autonomo del Porto, Genoa, has sent to the Port Liaison Officer at Genoa, who has passed it on to this office.

2. This warehouse is one of the best in Genoa, and at present is lying completely idle. In view of the heavy import tonnage expected thru Genoa in the next few months, it is imperative that every existing warehouse space should be available in case railway conditions prevent the Port being cleared as quickly as ships can unload.

3. It is understood that this warehouse has never in fact been legally requisitioned, and since Genoa is now a Class A Port the use of such a warehouse for military purposes can hardly be justified.

4. I would, therefore, be very grateful if you could make arrangements to regularise this question. If you agree with me that retention for military purposes can no longer be justified, you would then no doubt arrange for the warehouse to be restored to its rightful owners, i.e. Consorzio Autonomo del Porto. In any case, however, it is clearly unfair to the proprietors that they have not the use of their warehouse when (it seems) that it has never been properly requisitioned. My own feeling is that, for the good of the Port and the Region, the warehouse should be restored to the Consorzio.

5. The matter was discussed between Colonel Jordan and Mr. Crooks of this Sub-Commission when the latter was in Genoa some three weeks ago. I understand that Colonel Jordan was in general agreement with our views, but the position still seems to be much the same.

P.D.G. Buchanan

P.D.G. BUCHANAN, Colonel
Director

Copy to: Lt.Col. Harris, Office of
the Economic Commissioner, Milan.
Port Liaison Officer, Genoa.

FILE

3738

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 1/68/G

FF/cc

Subject : Warehouses at Ponte Calvi.

6 Dec 45

To : Transportation Sub/Com.
H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crooks)

Attached herewith please find translation of letter received from Consorzio Autonomo del Porto, Genoa.

FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa

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

Ref. 1/68/G FF/cc

Subject : Warehouses at Ponte Calvi. 6 Dec 45

To : Transportation Sub/Com.
H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crooks)

Attached herewith please find translation of letter received from Consorzio Autonomo del Porto, Genoa.

FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa

3737

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

(TRANSLATION)

From : Consorzio Autonomo
del Porto di
Genoa

Subject : Warehouses at Ponte Calvi

To : A.M.G. Port Liaison Officer
Ponte di Mille
Genoa

5 Dec 45

In date 8 June last the firm of Davidson Rhode & Smith of Genoa, took possession of the Consorzio warehouse at Ponte Calvi in the name of the "British Command".

Following the enquiries made by the competent office of the Consorzio it appears that the Command in question was the Ministry of War Transport by whom the occupation was verbally confirmed.

Later and precisely on the 17th June, the firm Davidson Rhode & Smith officially communicated the assignment of the warehouse on the part M.W.T. pointing out the urgent repairs necessary and enquiring the amount of the rent. Later correspondence was always on the same lines.

The situation at the present time is as follows :- no sum of money has been paid as rent or as indemnity for requisitioning.

37736

In place of the certificate of requisitioning repeatedly requested, a simple declaration of having taken possession was given by the M.W.T.

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

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In place of the certificate of requisitioning repeatedly requested, a simple declaration of having taken possession was given by the M.W.T.

Not even a gram of merchandise has been deposited in the a/m warehouse, whilst this Consorzio is very preoccupied by the problem of how to warehouse the goods which are stored in the open on the quays owing to want to suitable warehouses, whereas in the warehouse occupied there could be placed at least 2000 tons.

(Signed)
SAPO DIVISIONS

3736

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

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

Tel. 503

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
Requisition Branch

ESL/cl

Ref: RB-813.6

8 December 1945

SUBJECT: Ships Document Section and Shipping Information

TO : Colonel Charles Walton, Chief, Supply Group.

1. The following will bring you up to date on our activities relative to the Ships Document Section in general and shipping documents in particular.

2. The Ships Document Section is in operation, but the Italian representation has not been formally established. At a meeting Saturday, all but ICE were agreeable to a proposal made by the Italian Minister of Reconstruction that a representative of the Interministerial Committee for Reconstruction be put in charge. Lt. Di Loreto is pursuing this matter with the Italian Government. In the meantime, the Italian interests have been informed that they are welcome to see all documents that we receive and they have been taking advantage of the opportunity afforded.

3. The newly created Ships Document Section has been absorbed into the Requisition Branch with resulting elimination of some duplication of effort within A.C. and speedier and more reliable routing of ships' documents throughout A.C.

4. A new notification form with information of interest to Allied and Italian authorities has been prepared to supersede two forms, previously used by the Ports and Warehouses Division of the Transportation Subcommission and the Requisitions Branch. Responsibility for the new notification forms has been placed in the Ships Document Section and personnel of Requisition Branch have been freed for other duties.

5. The Ships' Documents Section is now routing expeditiously invoices, bills of loading and other documents to the Finance Subcommission of A.C., and to Transportation Subcommission, notices of ships' sailings and advance manifests.

6. Speed and accuracy of information about imports remain serious problems. The principal purpose that advance shipping information is designed to achieve is the coordination of overseas with overland transportation in order to assure the most expeditious handling of commodities to ultimate consignees. Subordinate objectives are, accordingly, speedy port clearance, elimination

AC/4.1

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

where possible of the necessity for port warehousing, and the minimizing of long overland hauls.

7. Advance information on monthly loading programs has been arriving too late. A cable requesting information on December loadings was sent 16 November and a follow-up on 3 December. Today, 8 December, the requested December loading program was received.

8. No response has yet been received to Mr. Crooks' request for call forward reports on shipments destined to Italy. Mr. Crooks will follow-up on his letter unless a reply is received in a few days.

9. Information on ships sailings is received from two sources - the so - called Darr cable from War Shipping Administration, Washington, and our own COM series. We are not on the distribution list for the Darr cable, but have been receiving the majority of them. Neither the Darr not the COM cables give us adequate information.

10. A letter, RB-813.6, 8 December, has been prepared for Colonel Walton's signature and addressed to Mr. Regan, W.S.A., Rome. In it, we ask that we be included on the Darr distribution list and that the Darr cable include additional information. Mr. Regan has agreed to forward our request in the form of a joint request from his office and ours to Washington.

11. A MOG cable has been sent in which we request that in the future COM cables on ship sailings give needed additional information, in order that the consist of ships may be identified.

12. More detailed but less speedy advance notice of ship arrivals is received in the Air Manifests directed to War Shipping, Rome. Mr. Regan has, at our request, forwarded those manifests to us on the same day as he receives them. If the information on cables were expanded as we ask, the need for manifests by air would be greatly lessened. In any case, not all manifests sent by air are received by W.S.A., Rome, because of mishaps in flight and for other reasons.

13. Ships' documents are presently not received at any central point in Italy, but sent in Ports, in the Naples office of W.S.A., and elsewhere, as well as in W.S.A., Rome. W.S.A. and Requisition Branch have made a joint request, concurred in by W.S.A., Italy, to Washington that all Ships' documents be channeled through W.S.A., Rome, which in turn will transmit them to Requisitions Branch, A.G. No reply has been received from this

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

request. In the meantime, Mr. Crooks has ordered all port officers to route all ships' documents to W.S.A., Rome, and some progress has been observed in this matter.

EDWARD S. LYNCH
Chief, Requisition Branch
Economic Section.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

CCC/mvm
4 December 1945

Tel. 290
Ref. AC/4.1/10/Tn6

SUBJECT: Outturn Reports

TO : War Shipping Administration
Rome
(Att: Mr. Stephen Regan)

1. At your suggestion, I visited WSA agents at many of the ports in Northern Italy concerning outturn reports for bulk cargoes.

2. The agents at Leghorn, La Spezia, Genoa, Savona and Ancona all told me that it was impossible to get the various receiver groups for coal and grain to sign outturn reports based on the tonnage stated on manifests. In each case, they advised me that it would be necessary to have the proper Italian Government agency in Rome issue an order to all receiver's agents at the ports to sign outturn reports based on tonnages stated on ships' manifests.

3. Proper weighing facilities are not available at most ports. At Savona, for example, the weight is estimated by figuring the capacity of the bucket by the number of buckets discharged. Cargo is again weighed when it is loaded into the cars of the rope way for delivery to San Guiseppi and again weighed after being loaded into rail cars at San Guiseppi. The Director of this operation told me that the three weights never correspond. When I inspected the operation, there were at least 30 improvised fire pots burning coal, which the workmen used to keep warm. At San Guiseppi, the coal is usually backpiled awaiting rail cars. Naturally there is pilferage all along the line, yet the receivers at Savona insist upon using the weight loaded into the cars at San Guiseppi which is 18 km. from Savona, the port of discharge.

4. At Genoa, the weight is based upon loaded rail cars, but frequently coal is backpiled and remains on the quay for several days.

5. In the case of bulk grain, at ports where there is no elevator, the grain is bagged in the hold and weighed by the car, weighed by the bucket, or bagged and weighed by portable packing machines. In each case, the Federazione Consorzi Agrari has held

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out for the loaded weight in the rail cars or in their warehouses. All wastage and pilferage after the grain has been discharged is, therefore, for the account of the ocean carrier until it is safely in rail cars or warehouse. This includes even that grain delivered by lighters.

6. The agents agree, that since all these cargoes are covered by weight certificates issued by bonded weighers, the only fair outturn weight can be determined by using the weight appearing on the manifest, except in cases where the cargo has suffered damaged.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Copy to:
Finance Sub Commission
Document Office, Supply Group

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

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

CCC/mvm

Ref. AC/4.1/9/Tn6

20 November 1945

SUBJECT: Proposal for Future Operations of Warehouses

TO : Federazione Italiana dei Consorzi Agrari
Rome

1. It is proposed to withdraw, in the near future, all Allied personnel now attached to the various warehouses operated by you. Your organization will be expected to take over the duties now performed by these men.

2. Personnel of the Allied Commission will, thereafter, make frequent visits to the warehouses, offer suggestions, and render aid when necessary. It is felt that, as the personnel of the Allied Commission is continually being reduced, more effective assistance to your organization can be provided by such handling. Your problems will continue to receive our prompt attention, in the interest of expediting the movement of supplies.

3. It is our intention to start the withdrawal on about 30 November 1945 and complete it within about fifteen days.

(signed)

HARLAN CLEVELAND
Acting Vice President

Copy to:
Supply Group, Economic Section
Food and Agriculture S/C
Industry and Utilities S/C
Finance S/C
Commerce S/C
USA, Rome
MUT, Rome

3730

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

Ext. 761 HH/lp

HEADQUARTERS ALLIED COMMISSION
APO 394
FOOD & AGRICULTURE SUB-COMMISSION

60-1/Food 20 November 1945

SUBJECT: Proposal for future operations of Warehouses

TO : Transportation S/C (Attn. Col. Buchanan)

1. Reference your AC/4.1/7/Tn6 of 8 Nov. 45

2. It is assumed that you have discussed this proposal with Federconsorzi in Rome, and that they have expressed themselves as being able to carry on as from 1 December without Allied personnel.

3. If the foregoing assumption is correct, and subject to its being made quite clear to the Federconsorzi that Warehouse Stock Reports will have to be forwarded regularly to this Sub-Commission for information as long as supply responsibility remains that of AC, this Sub-Commission concurs in your proposed letter to Federconsorzi.

J. M. Merritt
JAMES M. MERRITT
Director.

Distribution
Economic Section (Supply Group)

3729

AC/4.1

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

Pass to Port Planning Div. for Info. & Rec. Action

WAR SHIPPING ADMINISTRATION

Rome, Italy
November 16, 1945

TO : Col. P.D.G. Buchanan
Director, Transportation S/C
Allied Commission, Rome

FROM : W.S.A., Rome

SUBJECT : Proposal for Future Operations of Warehouses

REF. : AC/4.1/7/Tn6

Reference your letter AC/4.1/7/Tn6 of Nov. 8th on the above subject, we believe your proposal to withdraw all Allied port liaison officers and replace them with Italian officers is basically sound and in keeping with the general policy of turning the ports back to the Italians as soon as possible. I believe this group of officers would be much more valuable to both the Allied and Italian authorities if they were briefed on the present Italian YB Program covering such subjects as the signing of documents and the general procedure to be followed by the Italian Government representatives in the ports upon receipt of this cargo. They might also call to the attention of the various organizations, difficulties and minor differences which exist in the ports between the various organizations receiving and handling this cargo, as many of these differences are never called to the attention of the Rome offices.

I believe the Finance Sub-Commission as well as the War Shipping Administration would be willing to set forth other problems before these men especially as regards the proper work in the ports in connection with the Italian YB and related programs.

Stephen A. Regan, Liaison Repr.,
War Shipping Adm./Allied Com.

SAR/af

3728

AC/4.1

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Sup
15.05

Tel. 290
Ref. AC/4.1/7/Tn6

CCC/mvm
8 November 1945

SUBJECT: Proposal for Future Operations of Warehouses

TO : Supply Group, Economic Section ok
Food and Agriculture Sub Commission ok
Industry and Utilities Sub Commission ok
Finance Sub Commission ok
Commerce Sub Commission ok
WSA, Rome ok
MWT, Rome ok

1. Attached is a draft letter which it is proposed to send to Federazione Italiana dei Consorzi Agrari, notifying them that Allied personnel will be withdrawn shortly from the warehouses operated by them.

2. At the time this becomes effective, Allied Port Liaison Officers will be withdrawn from Italian civilian operated ports. It is proposed that Italian Officers, appointed by the Ministry of Marine, will then assume the duties of liaison officers.

3. Allied Officers, thus relieved, will then be formed into a group of port and warehouse inspectors. Even with the limited number now available, they should be able to visit the various Italian ports and warehouses at reasonably frequent intervals.

4. They would endeavor to correct complaints made by Sub Commissions, suggest improvements and offer advice. They would inspect records, see that all necessary reports are dispatched promptly, that goods are stored properly, and that Sub Commissions are notified promptly of matters concerning them.

5. Please indicate by 12 November whether this proposal meets with your agreement. Any suggestions will be appreciated.

P.D.G. Buchanan

P.D.G.BUCHANAN, Colonel
Director
Transportation Sub Commission

Attachment:
As stated in para 1.

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

DRAFT

SUBJECT: Proposal for Future Operations of Warehouses

TO : Federazione Italiana dei Consorzi Agrari
Rome
(Att: Director)

1. It is proposed to withdraw in the near future all Allied personnel now attached to the various warehouses operated by you.

2. Your organization will be expected to take over the duties now performed by these men.

3. ~~Officers~~ Personnel of the Allied Commission will thereafter make frequent visits to the warehouses, offer suggestions, and render aid when necessary.

4. It is our intention to start the withdrawal on about ~~20~~ 30 November 1945 and complete it ~~by 1 December 1945~~ within about fifteen days.

It is felt that, as the personnel of the C C will be greatly reduced, it will be impossible for them to continue to exercise control of your warehouses.

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

Sup
6.0P
20.02

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

PDGB/mvm

Ref. AC/4.1/8/Tn6

14 November 1945

SUBJECT: Disposal of Incoming Shipments

TO : Chief, Supply Group
Economic Section

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

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

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

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

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

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

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

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

P.D.G. Buchanan

P.D.G. BUCHANAN, Colonel
Director
Transportation and Shipping Sub Commission

Copy to:
Requisition Branch
Movements - Shipping
Finance Sub Commission

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

Transportation S/C

AGR/71

13 November 1945

My dear Mr. Prime Minister:

I am referring again to the procedure for consigning imported supplies to the Italian Government, with especial regard to your letter of 8 October which indicates that the Istituto Nazionale per il Commercio Estero is the sole consignee for all Allied supplies.

The Allied Commission, on behalf of the Governments which are now furnishing basic supplies under the present supply program, is of course interested in the manner in which these supplies are handled after their arrival in Italy. In the interest of increased efficiency in handling such supplies, therefore, I believe that further consideration of the matter mentioned in the preceding paragraph is desirable.

Since 28 May, when Decree No. 370 was enacted, the various organizations acting as sub-agents have demonstrated their efficiency in directly receiving and accounting for supplies, and the Istituto Nazionale per il Commercio Estero has not in fact been in a position to assist, as an operating agency, in receiving bulk supplies. Therefore, it seems advisable to consider such modifications in the Decree as may be necessary to establish the Federazione Italiana dei Consorzi Agrari, the Ufficio Centrale Carboni della Direzione Generale delle Ferrovie dello Stato and the Comitato Italiano Petroli as agents of the Italian Government, directly rather than as sub-agents of the Istituto Nazionale per il Commercio Estero - and to provide for expansion of the list of agents as may be necessary.

On the other hand, the Istituto Nazionale per il Commercio Estero can perform a valuable service in recording and licensing matters pertaining to imports and exports, and general supervision of the handling of imported supplies. Hence, it is recommended that whatever modification of the Decree may develop should provide for periodical reports of completed transactions from the receiving agents of the Istituto Nazionale per il Commercio Estero, for purposes of record and to serve as a basis for policy directives issued by the Government to its various designated agencies. This would provide a centralized office of record and control, but would decentralize the operational phases so that the receiving and distribution of supplies would not be impeded by unnecessary participation.

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This procedure, and the necessary modifications in the Decree to carry it out, are recommended for your favorable consideration, before any change is made in the present procedure, in order that procurement and financial agencies of the supplying Governments can be assured that these vitally important supplies will be handled by the most efficiently operating organizations available in Italy. In view of the urgent need for a smoothly functioning procedure, your prompt review of the matter will be appreciated.

Yours very truly,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Professor Ferruccio Parri
The President of the Council of Ministers
Italian Government
Rome

APPROVED J. M. Merritt
James M. Merritt
Director
Food & Agriculture S/C
12 Nov 45

Distribution
Chief Commissioner (2)
Executive Commissioner (2)
Economic Section (2)
Finance Sub-Commission
Transportation Sub-Commission
Food & Agriculture Sub-Commission

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

DRAFT

DUTIES OF WAREHOUSE OFFICER

1. He is responsible to the Regional Commissioner, through the Regional Transportation Officer, or to the Commune Commissioner, through the Senior Transportation Officer, or to the Transportation Sub-Commission, through the Senior Transportation Officer, depending upon the set-up at his locality.

2. He is responsible to the Transportation Sub-Commission (Warehouse Section) for technical advice, as well as advice regarding expected arrivals of imported civilian supplies, including supplies for Italian Government, AMG, AC, UNRRA, and Red Cross Relief.

3. Transportation Sub-Commission (Warehouse Section) will assist in supplying disposition advice as well, in conjunction with the various Sub-Commissions, Italian Governmental agencies, UNRRA, and ARC.

4. All warehouses are under the management of the Federazione Italiana dei Consorzi Agrari, who are responsible for warehouse accounting as well. They act as owners for merchandise of the class of food and agriculture, and in the capacity of bailee for other merchandise. They will keep general warehouse accounts only on this latter class of merchandise, specific accounts being kept by the actual owners of the merchandise.

5. The Officer in Charge of the warehouses is responsible for general supervision of accounting, in accordance with the instructions of the Accounts Branch, Transportation Sub-Commission. 3721

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6. He is also responsible for general supervision of warehouse operations, warehouse efficiency, and warehouse repairs, all of which are specifically the functions of the Federazione Italiana dei Consorzi Agrari. Warehouse Officer will secure additional warehouse space, in conjunction with the Federazione Italiana dei Consorzi Agrari, if, as, and when required. He is also responsible for the procurement of billets for his Officer (s) and EM/OR's.

7. Such personal transport as may be necessary for the Warehouse Officer (s) and Military personnel will be furnished by the Region, Commune, or this Headquarters.

8. Security is basically the responsibility of the Federazione Italiana dei Consorzi Agrari, but the Warehouse Officer is responsible in general, as he is for all other warehouse activities.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/4.1/6/Tn6

RMB/mvm
19 October 1945

SUBJECT: Rats in Warehouses

TO : Federazione Italiana dei Consorzi Agrari
Via Luigia Sanfelice, N. 23
Naples

1. Reference your letter of 13 October 1945 on the above subject.

2. It is suggested that a supply of rat traps be obtained and thickly spread out throughout your warehouses.

3. In the United States, we do not have much trouble with rats at warehouses not only because same are rat-proof but also because merchandise is not held in storage for any long period and this, in itself, eliminates damage by rats.

4. The use of chemicals as a protection against rats is not advisable where foodstuffs are concerned because of the danger of the rat poison contaminating the food, thereby making it unfit for human consumption.

CHARCLES C. CROOKS, Chief
Ports & Warehouse Division

3719

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

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 – SEDE CENTRALE ROMA – REGISTRO IMPRESE ROMA

UFFICIO INTERREGIONALE DI NAPOLI

WARTHOUSES MANAGEMENT

Per telegrammi: FEDERCONSORZI - NAPOLI
Telefono 13177

TO : HQs. ALLIED COMMISSION
A.P.O. 394
Transportation S/Commission
Port and Warehouse Division

Ref. Nº 2010 = MB/DR = Depot 676.

NAPOLI 13th October 1945.
Via Luigia Sanfelice, N. 23

SUBJECT: INFESTATION OF MICE.

1. Little by little that the old items stored at our Depots are being issued, the damage caused to the commodities, above all to the bags and particularly to the Sugar, by countless mice that infest the depots, is revealing in more and more great proportions.

2. The damage is especially grave in the stacks of sugar, because this commodity is preferred by the mice for the laying of their nests, that they lay in cavities properly made inside the bags after having gnawed and removed a large portion of canvas. Considerable quantities of sugar are in such a way going lost or wasted and the waste commodity that we succeed in recovering is so soiled as to be unedible.

3. The means available on the market to fight this ruin and consisting in the usual more or less poisoned substances, revealed to be inefficient.

4. Will you please inform us whether in America they have tried means that gave satisfactory results and, in affirmative case, we beg you to kindly furnish us some information in this connection, in order to try their application also at these warehouses.

We thank you very much in advance.

3718

FEDERAZIONE ITALIANA CONSORZI AGRARI
UFFICIO INTERREGIONALE NAPOLI
GESTIONE MAGAZZINI
IL DIRETTORE

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/4.1/5/Tn6

CCC/mvm
5 October 1945

SUBJECT: Warehouse for Rome Area

TO : Major W. E. Scotten
Commerce Sub Commission

1. There are at Torricola Station a group of eleven buildings which are well suited for use as warehouses. The buildings are at present under requisition for U. S. Army but are to be de-requisitioned on 31 October 1945 to the Italian Air Force for use as a signal school.

2. Many ships are discharging civil cargoes, including food, medicines and clothing at Civitavecchia. The operations are greatly hampered by Lack of warehouse space at Civitavecchia and Rome.

3. At present there is a ship discharging about 1000 tons of medicines for account of ENDIMEA, Italian Government drug combine. It was impossible to find suitable storage space in the Rome area until the U. S. Army granted ENDIMEA the use of buildings #3,4 and 5 at Torricola. This permission expires on 31 October 1945.

4. Mr. Miele, UNRRA, has assured this office that he can use to good advantage all space in these warehouses not used by ENDIMEA. They include about 500,000 cubic feet of covered storage space. The property is rail served and convenient to Rome by road. Security of the cargo may well be protected there.

5. Food, clothing and medicines are of such vital importance at this time, plus the fact that warehouse space is urgently needed for the rapid turn around of Allied ships, that we ask that prompt measures be taken by the proper Italian Authorities to have the entire property at Torricola turned over to ENDIMEA, UNRRA and Federazione Italiana dei Consorzi Agrari for use as warehouses.

CHARLES C. CROOKE, Chief
Ports & Warehouse Division

Copy to:
Mr. Nicholas Miele, UNRRA
Dr. DeJorio, ENDIMEA, Via Tomacelli #154, Rome
Dr. Mizzi, Federazione Italiana dei Consorzi Agrari, Rome

3,17

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

TRANSLATION of letter, dated 4 October 1945, addressed by ENDIMEA, Rome, to Ports & Warehouse Division.

Dear Mr. Crooks,

I am very grateful for your interest in the matters appertaining to the transport and warehousing of the parcel of medecines which arrived this morning at Civitavecchia per s.s. " Zebulon Pike ", and I wish to point out with special evidence the necessity of your kind intervention so that there be assured to the ENDIMEA for some time the availability of the warehouses of Torricola, which we saw together.

I would not like that, when the Royal Air Force will derequisition the warehouses, other Allied or Italian Authorities come forward to impose our giving them up.

In such event, not only would we have incurred very heavy expenses for nothing, but we would be again in serious difficulties, not knowing where to carry the medecines which we are now receiving and not knowing where to put the other goods which we may be receiving later on.

We are sure that you will take up the matter, and we are grateful for whatever you will do.

Yours, etc.

(sd) Vittorio de Jorio

Director General

3716

AC/4.1

E N D I M E A

ENTE NAZIONALE DISTRIBUZIONE MEDICINALI DEGLI ALLEATI

IL DIRETTORE GENERALE

Roma li, 4 ottobre 1945
Via Tomacelli 154
tel. 681-148

DG/cg.
8/121-721

Egregio signor Crooks,

grato del Suo interessamento per le pratiche inerenti al trasporto e all'immagazzinamento della partita di medicinali giunta questa mattina a Civitavecchia col "Zebulon Pike", mi permetto di segnalarLe con particolare evidenza la necessità del Suo autorevole intervento affinchè sia assicurata all'ENDIMEA, non per breve tempo, la disponibilità dei magazzini di Torricola che abbiamo visto insieme.

Non vorrei che, quando la Royal Air Forces dereguiserà i magazzini stessi, altre Autorità Alleate o Italiane ci impongano di lasciarli.

In questo caso, non solo avremmo sostenuto ingenti spese a vuoto, ma ci troveremmo nuovamente nella grave difficoltà di non sapere dove portare i medicinali che ora riceviamo e di non sapere dove mettere le altre merci che eventualmente potranno pervenirci in appresso.

Sicuro del Suo interessamento e grato per quanto riterrà di fare, Le porgo i miei saluti più cordiali.

Suo dev.mo F. De Jorio

(Vittorio de Jorio)

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

Egregio signor Crooks,

grato del Suo interessamento per le pratiche inerenti al trasporto e all'immagazzinamento della partita di medicinali giunta questa mattina a Civitavecchia col "Zebulon Pike", mi permetto di segnalarLe con particolare evidenza la necessità del Suo autorevole intervento affinchè sia assicurata all'ENDILEA, non per breve tempo, la disponibilità dei magazzini di Torricola che abbiamo visto insieme.

Non vorrei che, quando la Royal Air Forces dereguiserà i magazzini stessi, altre Autorità Alleate o Italiane ci impongano di lasciarli.

In questo caso, non solo avremmo sostenuto ingenti spese a vuoto, ma ci troveremmo nuovamente nella grave difficoltà di non sapere dove portare i medicinali che ora riceviamo e di non sapere dove mettere le altre merci che eventualmente potranno pervenirci in appresso.

Sicuro del Suo interessamento e grato per quanto riterrà di fare, Le porgo i miei saluti più cordiali.

Aff.mo

(Vittorio de Jorio)

3715

Egr. Sig. C.C. CROOKS
Capo della Ports &
Warehouse Division
Trasportation Subcommission
ALLIED COMMISSION
R O M A

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

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

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

RHK/rf

Tel. 476700

27 September 1945

Ref. 7/7/1599/Tns

SUBJECT : Spoilage of Milk and Fish

TO : Director, Food Sub-Commission

1. Considerable quantities of canned evaporated milk have been arriving from the United States in what the warehouses term "spoiled condition." Investigation has been made and a very interesting letter from the Italian management of the Naples warehouse has been received, copy of which is enclosed herewith. (Ref. No. 1739/MB/DR/Depot 676, Naples, 24 September 1945.)

2. Certain of the comments in the above letter also apply to the spoilage of fish.

3. Also enclosed herewith is copy of letter on a similar subject, ref. no. 193/MB/DR/Depot 676, from the Naples warehouse, dated 21 May 1945. At that time this matter was brought to the attention of G-5, AFHQ.

4. The proper channel of securing corrective action is not clear. It is requested that if action cannot be taken by the Food Sub-Commission, the matter be returned to this office for further action elsewhere.

2 encl.
As per para 1 above
As per para 3 above

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

Copy to:
Economic Section
Director, Transportation Sub-Commission
ALCOM Port Liaison Officer, Naples
(Attention: Capt. T.E. Ramsey)
Federazione Italiana dei Consorzi Agrari, Rome
Depot 676, Naples

AC/4.1

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

C
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P
Y

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

UFFICIO INTERNAZIONALE DI NAPOLI

WAREHOUSES MANAGEMENT

Copy to: Capt. T.E. Ramsey,
P.L.O., Naples
Food Sub-Commission
Director Transportation S/C

MGB. ALLIED COMMISSION
A.F.O. 394
Transportation Sub-Commission
Port and Warehouse Division
(Attn. Maj. R.H. Klein)

Ref. No. 1739-MB/DR-Depot 676

Naples 24th September 1945.
Via Luigia Sanfelice, N. 23

SUBJECT : SPOILAGE OF MILK AND FISH.

Reference is made to yours E/R/1572/TMC of 19 Sept. 1945.

Evaporated Milk - We refer to our ref. No. 192, of 21 May 1945, of which we send you a copy herewith attached.

2. The date stencilled on the outside cases of Evaporated Milk, ex S/S MORRILL and S/S LONGFELLOW is of July 1945.

3. About the cause of the spoilage, same is to be attributed, according to our judgment, to the too weak packaging.

4. It is pointed out that no spoilage, or a percentage of same to be neglected, was noted for the Evaporated Milk packed in wooden cases, whilst said commodity packed in pasteboard cases presents very high percentages of spoilage.

5. It is evident that the outside pasteboard involucre doesn't protect sufficiently the inside cans from the effects of the unavoidable hits and pressure in the rough handlings to which the commodities must undergo during the loading and unloading operations of the ships.

6. As the plate which constitutes the cans is extremely thin, it happens that the hits or the pressure easily cause some openings in the cans not sufficiently protected from the outside; through these openings the liquid leaks and overflows on the bottom of the case. For this, the other cans, still sound and lying on the bottom of the case, become rusty. The rust itself causes the piercing of these other cans with a new and increased leakage of liquid. The pasteboard bottom of the case becomes soft and rotten, transmitting moistness and leakage to the underneath case in the hold stack which, in this way, begins, on its turn, with the rust, the piercing etc., its cycle of spoilage and so on.

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

7. To the openings of the cans depending on hits or pressure, we have to add the openings caused by the explosion of the cans in which, owing to the decomposition of the inside contents, a development of gas is determined. Also in this case the too thin plate constituting the can doesn't withstand the tension of the inside gases and opens itself causing the leakage of the liquid with all the consequences already seen as far as the openings caused by hits are concerned.

8. We are persuaded that, in determining the damage depending on the pouring of liquid, to the effects of the rust a particular corrosive substance, acquired by the soured milk in contact with air, is added.

9. With the wooden involucre the openings of the cans caused by hits can be avoided almost entirely, whilst if the openings happen by explosion, the damage is confined to one case and is not transmitted to the underneath cases, the wood of the bottom and of the cover of the underneath case constituting a sufficient isolation.

10. In conclusion, we deem that the spoilage of this commodity could be avoided almost entirely:

a) by packing the cans with thicker and stronger soldering;

b) by packing the packages with outside wooden involucre, instead of pasteboard.

<u>Pilchards</u> - 11. The causes of spoilage of the Pilchards are the same of the ones of the Evaporated Milk, although the spoilage, owing to the different nature of the commodity, is generally much less noted.

12. As it happened for the Milk, the pasteboard cases don't protect sufficiently the inside cans from the hits which, under the action of the hit, open or unsolder themselves rather easily. Through the opening the air enters and causes the decomposition of the contents of the can.

13. Also for this commodity the packing in wooden cases should be recommended. We think that a wooden involucre the spoilage would be completely avoided.

14. In the particular case of S/S MORRILL, however, we note that some packages contained all spoilen cans, although no one of them was opened or pierced. We think that in this case the spoilage was determined in the hold by the adherence of some bulk-head or of some transmission pipe of steam giving off a high degree of heat.

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

(Signature illegible)

3712

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

COPY

To: Capt. T.E. RAMSEY
Acting Port Liaison Officer
Naples.

Prot. No. 193-MB/DR Depot 676

COPY TO: Maj. W.T. Martin.

Naples 21st May 1945

SUBJECT: PACKAGING OF COMMODITIES.

1. With reference to our of May 1st 1945, No. 114, we are adding the following further remarks in connection with packaging of the items of:

EVAPORATED MILK - (Contractors: "Libby, McNeill & Libby", Chicago, Ill., and "The Borden Company", New York, N.Y.). This commodity is at present being shipped from America in pasteboard packages, containing No. 48 boxes each of Milk, each box weighing 13 1/2, or 14 1/2 or 15 ounces.

2. It is pointed out that the pasteboard representing the outside involucre of the packages is too thin and doesn't withstand both the several loading and unloading handlings and the considerable pressure of the large stocks, causing extensive tearings, especially along the folds of the pasteboard in the correspondence of the packages edges.

3. Furthermore, the above kind of outside package scarcely supports the inside boxes which have very thin tinned covers and bottoms bound to the sides through a weak soldering. In this way it happens that every hit that the package has to bear - which cannot be sufficiently deadened by the too weak outside package - is directly transmitted to the inside boxes, the bottoms or covers of which are in such a way easily pierced or unsoldered, causing a leakage that causes the softening of the outside pasteboard package and its complete unbinding. This inconvenient causes large losses of commodities, especially when the loading and unloading operations are to be repeated.

4. In order to avoid the a/m inconvenient, it is suggested that for the items of Condensed Milk destined overseas, the outside pasteboard package be replaced with a firm wooden case. Otherwise, if the pasteboard is to be kept, it is suggested that a more durable pasteboard be used, interposed with an impermeable diaphragm, and that the two inside strata of boxes be separated by a stuffing of soft cardboard, in order to diminish the hits between stratum and stratum, which are the most injurious ones for the integrity of the boxes.

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

3711

WAREHOUSES MANAGEMENT

Copy to: Capt.T.E.Ramsey,P.L.O.,Naple
Food Sub-Commission
Director, Transportation S/C

TO : HQs. ALLIED COMMISSION
A.P.O. 394
Transportation Sub-Commission
Port and Warehouse Division
(Attn. Maj. R. H. Klein)

Ref. Nº 1739 - MB/DR - Depot 676.

24th September 1945.

SUBJECT : SPOILAGE OF MILK AND FISH.

Reference is made to yours W/2/1572/Tn6 of 19 Sept. 1945.

Evaporated Milk - We refer to ours ref. Nº 192, of 21 May 1945, of which we send you a copy herewith attached.

2. The date stencilled on the outside cases of Evaporated Milk, ex S/S MORRILL and S/S LONGFELLOW is of July 1945.

3. About the cause of the spoilage, same is to be attributed, according to our judgment, to the too weak packaging.

4. It is pointed out that no spoilage, or a percentage of same to be neglected, was noted for the Evaporated Milk packed in wooden cases, whilst said commodity packed in pasteboard cases presents very high percentages of spoilage.

5. It is evident that the outside pasteboard involucre doesn't protect sufficiently the inside cans from the effects of the unavoidable hits and pressure in the rough handlings to which the commodities must undergo during the loading and unloading operations of the ships.

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

A.P.O. 394
Transportation Sub-Commission
Port and Warehouse Division
(Attn. Maj. R. H. Klein)

Director, Transportation W/

Ref. N° 1739 - MB/DR - Depot 676.

24th September 1945.

SUBJECT : SPOILAGE OF MILK AND FISH.

Reference is made to yours W/2/1572/Tn5 of 19 Sept. 1945.

Evaporated Milk - We refer to ours ref. N° 192, of 21 May 1945, of which we send you a copy herewith attached.

2. The date stencilled on the outside cases of Evaporated Milk, ex S/S MORRILL and S/S LONGFELLOW is of July 1945.

3. About the cause of the spoilage, same is to be attributed, according to our judgment, to the too weak packaging.

4. It is pointed out that no spoilage, or a percentage of same to be neglected, was noted for the Evaporated Milk packed in wooden cases, whilst said commodity packed in pasteboard cases presents very high percentages of spoilage.

5. It is evident that the outside pasteboard involucre doesn't protect sufficiently the inside cans from the effects of the unavoidable hits and pressure in the rough handlings to which the commodities must undergo during the loading and unloading operations of the ships.

6. As the plate which constitutes the cans is extremely thin, it happens that the hits or the pressure easily cause some openirgs in the cans not sufficiently protected from the outside; through these openings the liquid leaks and overflows on the bottom of the case. For this, the other cans, still sound and lying on the bottom of the case, become rusty. The rust itself causes the piercing of these other cans with a new and

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3210

AC/4.1

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

increased leakage of liquid. The pasteboard bottom of the case becomes soft and rotten, transmitting moistness and leakage to the underneath case in the hold stack which, in this way, begins, on its turn, with the rust, the piercing etc., its cycle of spoilage and so on.

7. To the openings of the cans depending on hits or pressure, we have to add the openings caused by the explosion of the cans in which, owing to the decomposition of the inside contents, a development of gas is determined. Also in this case the too thin plate constituting the can doesn't withstand the tension of the inside gases and opens itself causing the leakage of the liquid with all the consequences already seen as far as the openings caused by hits are concerned.

8. We are persuaded that, in determining the damage depending on the pouring of liquid, to the effects of the rust a particular corrosive substance, acquired by the soured milk in contact with air, is added.

9. With the wooden involucre the openings of the cans caused by hits can be avoided almost entirely, whilst if the openings happen by explosion, the damage is confined to one case and is not transmitted to the underneath cases, the wood of the bottom and of the cover of the underneath case constituting a dufficient isolation.

10. In conclusion, we deem that the spoilage of this commodity could be avoided almost entirely :

a) by packing the cans with thicker and stronger soldering;

b) by packing the packages with outside wooden involucre, instead of pasteboard.

<u>Pilchards</u> = 11. The causes of spoilage of the Pilchards are the same of the ones of the Evaporated Milk, although the spoilage, owing to the different nature of the commodity, is generally much less noted.

12. As it happened for the Milk, the pasteboard

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

7. To the openings of the cans depending on heat or pressure, we have to add the openings caused by the explosion of the cans in which, owing to the decomposition of the inside contents, a development of gas is determined. Also in this case the too thin plate constituting the can doesn't withstand the tension of the inside gases and opens itself causing the leakage of the liquid with all the consequences already seen as far as the openings caused by hits are concerned.

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<u>Pilchards</u> = 11. The causes of spoilage of the Pilchards are the same of the ones of the Evaporated Milk, although the spoilage, owing to the different nature of the commodity, is generally much less noted.

12. As it happened for the Milk, the pasteboard cases don't protect sufficiently the inside cans from the hits which, under the action of the hit, open or unsolder themselves rather easily. Through the opening the air enters and causes the decomposition of the contents of the can.

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

13. Also for this commodity the packing in wooden cases should be recommended. We think that with a wooden involucre the spoilage would be completely avoided.

14. In the particular case of S/S MORRILL, however, we note that some packages contained all swollen cans, although no one of them was opened or pierced. We think that in this case the spoilage was determined in the hold by the adherence of some bulkhead or of some transmission pipe of steam giving off a high degree of heat.

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

COPY

TO : Capt. T. E. RAMSEY
Acting Port Liaison Officer
Naples.

COPY TO : Maj. W. T. Martin,

Prot. N° 193 =MB/DR
Depot 676.

Naples 21st May 1945.

SUBJECT : PACKAGING OF COMMODITIES.

1. With reference to ours of May 1st 1945, N& 114, we are adding the following further remarks in connection with packaging of the items of :

EVAPORATED MILK = (Contractors: "Libby, Mcneill & Libby", Chicago, Ill., and "The Border Company", New York, N.Y.). This Commodity is at present being shipped from America in pasteboard packages, containing N° 48 boxes each of Milk, each box weighing 13 1/2, or 14 1/2 or 15 ounces.

2. It is pointed out that the pasteboard representing the outside involucre of the packages is too thin and doesn't withstand both the several loading and unloading handlings and the considerable pressure of the large stacks, causing extensive tearings, especially along the folds of the pasteboard in the correspondence of the packages edges.

3. Furthermore, the above kind of outside package scarcely supports the inside boxes which have very thin tinned covers and bottoms bound to the sides through a weak soldering. In this way it happens that every hit that the package has to bear = which cannot be sufficiently deadened by the too weak outside package = is directly transmitted to the inside boxes, the bottoms or covers of which are in such a way easily pierced or unsoldered, causing a leakage that causes the softening of the outside pasteboard package and its complete unbinding. This inconvenient causes large losses of commodities, especially when the loading and unloading operations are to be repeated.

4. In order to avoid the a/m inconvenient, it is suggested that for the items of Condensed Milk destined overseas, the outside pasteboard package be replaced with a firm wooden case. Otherwise, if the pasteboard is to be kept, it is suggested that a more durable pasteboard be used, interposed with an impermeable diaphragm, and that the two inside strata of boxes be separated by a stuffing of soft cardboard, in order to diminish the hits between stratum and stratum, which are the most injurious ones for the integrity of the boxes.

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

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

INTER-OFFICE MEMO

RHK/rf

Tel. 478700

Ref. W/18/1583/Tn6

24 September 1945

SUBJECT : Venice Warehouse

TO : Chief, Ports and Warehouse Division

1. It has been planned to move Lt. Lester, Officer in Charge of warehouses at Venice, to Leghorn to replace Capt. Ramsey, who is expected to be re-deployed to the United States in the near future.

2. In this connection a letter has been received from Federazione Italiana dei Consorzi Agrari, 20 September 45, signed by their Director, Sig. Mizzi, in which it is requested that Lt. Lester remain in charge of Venice warehouses until the first of the year.

3. It is agreed that Lt. Lester's services in Venice would be extremely valuable to the Federazione during this period, but nless another officer is provided for Leghorn, it is presumed that Lt. Lester must be moved there.

4. A decision is requested so that the information may be forwarded to the Federazione.

Copy to:
Director, Transportation S/C

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

3706

24.1

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

INTER-OFFICE MEMO

RHK/rf

14 September 1945

Tel. 478700

Ref. W/7/1553/Tn6

SUBJECT : Hand-over of Responsibilities Warehouse Branch, Port and Warehouse Division, Transportation Sub-Commission, Allied Commission, to UNRRA.

TO : Chief, Port and Warehouse Division

1. All principal port warehouses are operated by Federazione Italiana dei Consorzi Agrari. Warehouse Branch exercises only supervisory functions. If UNRRA is to control and/or supervise importation of civil supplies into Italy, it is recommended that UNRRA undertake supervision of the above mentioned warehouses.

2. The Warehouse Branch in Rome Headquarters, Allied Commission, advises the port authority, Port Liaison Officer, and Warehouse Directors in each port as to the expected arrival of ships, advises details of cargo (including supplying manifest), and further advises disposition of arriving supplies. Disposition advice is collected from interested Sub-Commissions and interested Italian Government agencies. It is recommended that UNRRA take over this function also.

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

3705

AC/41

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

TRANSLATION OF CIRCULAR of 13 Sept. 1945, ADDRESSED BY THE MINISTRY OF MARINE, DIRECTORATE GENERAL OF MERCANTILE MARINE, TO ALL ITALIAN PORT AUTHORITIES, copies to the Consorzio Autonomo of Genoa Port and to the Provveditorato al Porto of Venice.

No, 3855/P Subject: Warehouses in port areas & run by Allies.

The Allied Commission has pointed out that, notwithstanding the redelivery of ports to the Italian Administration, the warehouses at present managed by the Transportation Sub-Commission will continue to remain in their identical position.

The above Commission has further requested to be asked beforehand in those cases where the Port Commanders believe necessary to allot any space space available in the said warehouses to private individuals.

We order therefore that should the case arise, the Port Commanders must not make any allotment before asking the local Allied Authorities if the space to be destined to private individuals is or is not necessary to the Allies.

The above must be communicated also to your dependant Offices, and at the same time acknowledge receipt of this circular.

for THE MINISTER

File 666

3704

AC/4.1

MINISTERO DELLA MARINA

DIREZIONE GENERALE DELLA MARINA MERCANTILE

(h)

DIV.IV^

Prot.n.3855/P-M-A

13 Settembre 1945

ALLE MM. CAPITANERIE DI PORTO

Oggetto: Magazzini esistenti nell'ambito portuale e gestiti attualmente dalle Autorità Alleate.=

e, per conoscenza:
AL CONSORZIO AUTONOMO DEL PORTO DI GENOVA

AL PROVVEDITORATO AL PORTO DI VENEZIA

1- La Commissione Alleata ha reso noto che, nonostante la riconsegna dei porti all'Amministrazione italiana, i magazzini attualmente gestiti dalla Sottocommissione Trasporti continueranno a rimanere nell'identica posizione.

2- La suddetta Commissione ha inoltre chiesto di essere preventivamente interpellata nel caso in cui i Comandanti di porto ritengano necessario di assegnare qualche spazio disponibile nei magazzini in parola ad interessi privati.

Si dispone, pertanto, che, qualora si verifichi tale ipotesi, i Comandanti di porto non procedano ad alcuna assegnazione senza aver prima chiesto alle Locali Autorità Alleate se gli spazi da destinare a privati siano, o meno, necessari per le esigenze dell'Amministrazione Alleata.

3- Quanto precede venga comunicato anche agli Uffici dipendenti ed nel contempo, sia segnata ricevuta della presente circolare.

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

AL PROVVEDITORATO AL
PORTO DI VENEZIA.

1- La Commissione Alleata ha reso noto che, nonostante la riconsegna dei porti all'Amministrazione italiana, i magazzini attualmente gestiti dalla Sottocommissione Trasporti continueranno a rimanere nell'identica posizione.

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Mi dispone, pertanto, che, qualora si verifichi tale ipotesi, i Comandanti di porto non procedano ad alcuna assegnazione senza aver prima chiesto alle Locali Autorità Alleate se gli spazi da destinare a privati siano, o meno, necessari per le esigenze dell'Amministrazione Alleata.

3- Quanto precede venga comunicato anche agli Uffici dipendenti e nel contempo, sia segnata ricevuta della presente circolare.

p. IL MINISTRO
Mattoini

3703

PER COPIA CONFORME
IL CAPO DIVISIONE
Valtertino Arnoldi

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

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

INTER-OFFICE MEMO

RHK/rf

Tel. 478700

Ref. W/18/1546/Tn6

13 September 1945

SUBJECT : Report of Inspection at Venice Warehouse 13-14 September 1945

TO : Chief, Ports and Warehouse Division

1. Warehouse conditions are relatively good. Additional warehouse space has been taken within the port area, due to its being freed for civilian use by the Army.

2. The management of the warehouses is exceedlingly complicated because Federazione Italiana dei Consorzi Agrari does not actually operate; the warehouses being within the port area are controlled by the port itself. There is such an excess of labor in Venice that it is the desire of the Italian port owners to rotate labor, with a resulting difficult situation, namely, there are new employees working almost every day. Consequently, Federazione is able to exert little control over physical warehouse operations.

3. The presence of an Allied officer with good warehouse judgment in the person of Lt. Lester, has improved conditions materially.

4. Discussion was held between Lt. Lester/Capt. Bowes to determine whether Lt. Lester might be relieved shortly to go to Leghorn, leaving Capt. Bowes in charge of the port and warehouse both. At first it was agreed that Capt. Bowes could do both functions, but later in the conversation it appeared that Capt. Bowes believes he is overburdened already and that the Italians should be able to handle the warehouses by themselves. It was definitely agreed that although they should be able to handle the warehouses alone, there has been no demonstration that they can do so.

5. Checking at shipside is lackadaisical. Federazione has not been complying with regulations of this Headquarters in reference to comparing shipside tallies with manifest quantities. The Federazione is inclined to accept whatever merchandise is delivered at their warehouse, without any effort at reconciliation of manifest quantities or attempt to recover lost merchandise. The supervision of this second feature has been previously agreed to be the job of the Port Liaison Officer at all ports. However, Capt. Bowes refused to accept this responsibility and further claims that he has not time to perform it.

3702

AC/4.1

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

Inasmuch as Capt. Bowes comes under the Port Section of the Port and Warehouse Division, I merely called his attention to the directive on the subject.

6. The warehouses are receiving allocations for shipments to the Provinces very slowly. Up to September 13, allocations for September had not been received. Inventories are growing, apparently needlessly. This matter has been discussed with the Food Sub-Commission.

7. Venice and other Italian ports need Italian organizations with clear-cut definitions and directions of the work to be done. Inspection of Venice Port and Warehouse operations point to this very strongly. Action along these lines is recommended.

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

Copy to:
Director, Transportation S/C
Transportation S/C
Attention: Major Laraman

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

INTER-OFFICE MEMO RHK/rf

Tel. 478700 5 September 1945

Ref. W/16/1480/Tn6

SUBJECT : Report of Visit to Genoa Warehouses

TO : Chief, Ports and Warehouse Division

1. Genoa warehouses are relatively good condition, and operations by and large satisfactory. Due to limited elevator capacity, upper stories of warehouses have not been utilized to their fullest extent.

2. Although a sufficient space is probably available in the original warehouse premises, limitations indicated above necessitate the acquisition of additional warehouse space in the premise known as "Magazzine Generale." These new premises are in good condition and great quantities of space exist there, so that no problem of capacity is expected at any future time.

3. The relationship between Mr. Crooks, the Port Liaison Officer, and Major Boyd, the Officer in Charge of Warehouses, leaves much to be desired. Despite the fact that their offices are only a short distance seperated, they do not consult by 'phone, letter, or in person on numerous matters that require their mutual attention. The antipathy between them has reached the stage where each apparently acts upon the preconceived opinion that the other is wrong before even having heard his comments on any particular matter.

4. Although no great detailed inspection was made of the port operations, it seemed apparent that better operations could result from more intelligent supervision. As a case in point, during my visit severe controversy was raised between the following: Consorzio al Porto, Federazione Italiana dei Consorzi Agrari; WSA; Mr. Crooks, Port Liaison Officer; Major Boyd, Warehouse Officer. The controversy concerned the checking of supplies as they were discharged from ships. It is hoped that the solution reached during my visit will prove satisfactory, although there is much question about this. However, it is believed the controversy could have been avoided completely by closer liaison between Mr. Crooks and Major Boyd, and a more intelligent approach to the situation as well.

5. It is recommended that the port liaison situation in Genoa be re-examined in contemplation of a possible revision of allied personnel.

3.00

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

AC/40

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

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION
Foreign Trade Division

Tel: 478487

WWH/DS/lg

1 September 1945

Ref. AC/5103/Imp/Commerce

SUBJECT: Requisitioned Warehouses

TO : Ministero Industria e Commercio
Direzione Generale Commercio Estero

1. We refer to your letter 40671/5 of 20 August.

2. We have requested all AC, A.F.H.Q. and other Allied Offices concerned to inform in advance Transportation S/C, Ports and Warehouses Division, of any warehouses being released and they will get in touch with you as and when the above information is received.

W.E.SCOTTEN,
Major, M.I.S.
Acting Director
Commerce Subcommission

Copy to: Transportation S/C
Ports & Warehouses Div.
(Attn: Mr.Bazzanella)
I.C.E., Rome

3699

AC/4.1

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

N A P L E S

Major MARKS (B) Port Liaison Officer-Depot 676-Naples
Major MARTIN (B) Officer in Charge " " "
Capt. RAMSEY T. (A) Accountant

A N C O N A

Major BOYD (A) Officer in Charge
Lt. DEL MERICO (A)
Lt. GRIFFITHS (B)

L E G H O R N

Capt. RAMSEY, A. (A) Officer in Charge
Lt. MITCHELL (A) Port Liaison Officer

C E S E N A

Capt. LESTER (A) Officer in Charge

AC/41/1746

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

INTER OFFICE MEMO

ERG/ram

Tel. : 245

28 July 1945

Ref. : AC/5127/53/Commerce

SUBJECT: I. C. E.

TO : Transportation S/C - Ports & Warehouse Division

FROM : Commerce S/C - Foreign Trade Division

1. Receipt is acknowledged of your letter AC/4.1/3/Tn/6 dated 25 July 1945.

2. It is understood that I. C. E. did appoint a liaison official to work with Ports & Warehouse Division, by name Dott. Ferrari, and that this official was considered unsuitable by you, and is now doing general liaison work between I. C. E. and Sub-Commissions of this Headquarters. In this connection, we would state that in his relations with this Sub-Commission we have always found him to be intelligent and efficient.

3. It is clear that this Sub-Commission cannot be made responsible for finding a liaison representative of I. C. E. who will be considered satisfactory by you. However, with a view to helping as far as we can, we have talked with Mr. Bordoni and it is understood that he already has somebody in mind who is to be discharged from the Italian Army today or tomorrow. His name is Rag. Metalli. It is hoped this gentleman will be found satisfactory by you.

H. A. GENT
Major
Director
Commerce Sub-Commission

3697

AC/4.1/Tn 6

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/4.1/3/Tn6

RMB/mvm
25 July 1945

SUBJECT: I. C. E.

TO : Commerce Sub Commission

1. It is very important that I. C. E. appoint one of their representatives to be attached to the Warehouse Branch of this Division for liaison work in connection with cargoes being received in Italy for their consignment.

2. This matter has been under discussion with Signore Bordoni of I. C. E. for the last two and a half months. However, up to this writing they have not made the appointment.

3. This matter was discussed with Mr. Taylor, our Director, who directed us to bring it to your attention with the request that you take this matter up with the Italian Government in an effort to obtain quick action.

4. Please advise us in due time the results of your handling.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 408
Ref. W/7.4/1308/Tn6

RHK/lml
20 July 1945

SUBJECT : I. C. E.

TO : R. M. Bazzanella
Chief, Ports & Whse. Division

1. It was agreed several months ago that a representative of I. C. E. would be made available to the Warehouse Division, Transportation Sub-Commission. Signore Ferrari was assigned by I. C. E. for this purpose. Since his services were unsatisfactory, he was withdrawn at my request about 2½ months ago.

2. Immediate request was made at that time upon Signore Bordoni to replace Signore Ferrari with a qualified representative. Signore Bordoni agreed.

3. Nevertheless, I. C. E. has been unable to produce such an individual and as recently as today, Signore Bordoni stated he was still trying to make one available, but due to situations beyond his control he was helpless.

4. As laid down in Executive Memorandum No. 2, I. C. E. will place a representative in each of the several ports in Italy. Despite my request as of some six or eight weeks ago that I. C. E. place a representative in Venice, no action has been taken. Signore Bordoni stated to me this morning that because of situations beyond his control he could not produce a representative at this time for Venice.

5. The underlying principle of operations of A. C. is to turn over to designated qualified Italian organizations as much of A. C.'s work as possible. I. C. E. has been designated to do certain work in connection with the Warehouse Branch. As indicated above they are not producing.

6. It is requested that higher authority take necessary action to correct this difficult situation.

ROBERT H. KLEIN
Major Sed. Adm. C.
Ports & Whse. Division

CC: Merritt H. Taylor, Director Tn. S/C
Signore Bordoni, I. C. E.

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

File Warehouse 4.1

INTER-OFFICE MEMO

RHK/rf

Tel. 478700

6 July 1945

Ref. W/7/1269/Th6

SUBJECT : Report of Inspection by Brig. Gen. Cook, Inspector General's Department

TO : Mr. Richard M. Bazzanella, Chief Ports and Warehouse Division

FROM : Major Robert H. Klein Warehouse Branch

1. On 29 June 1945, a meeting was held in Naples, at which the following were present:

Brig. Gen. Cook, Inspector General's Department
Major Woodward, Inspector General's Department
Lt. Col. Warren, Deputy Commissioner, Naples Commune
Lt. Col. Banning, Finance Sub-Commission
Mr. Merrit H. Taylor, Director Transportation S/C
Major Klein, Chief, Warehouse Branch, Transportation S/C
Capt. Thomas Ramsey, Naples ALCOM Port Liaison Officer
Major R.V. Grady, G-5, AFHQ

2. Previous to the meeting, Brig. Gen. Cook had inspected the discharge of civil supplies in the Naples Port, both in the military section of the port and in the Italian section. He physically followed merchandise to several of the ALCOM warehouses, paying particular attention to systems of checks and controls.

3. At the meeting to which reference is made above, Brig. Gen. Cook asked various questions to further inform him of the controls in use and the checks in receipt of cargo. He had been requested by G-5 in Washington to verify the efficiency and accuracy of receipt of civilian supplies in Italy.

4. Apparently he was satisfied that the Allied Commission, Federazione Italiana dei Consorzi Agrari, and Istituto Nazionale

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Per il Commercio Estero were functioning as well as has been possible, considering the handicaps under which they have operated.

5. It was agreed by all that more accurate and additional checking can and should be done through an agency to be established and to be responsible to MOWT and WSA.

6. It was explained that efforts were being made by the Allied Commission to accomplish this. Further, it was stated that WSA had agreed and that an answer from MOWT was being awaited.

7. Brig. Gen. Cook expressed a desire to compare the operations in Naples with those in Leghorn. Because the receipt of civilian supplies in Leghorn is exceedingly small at the moment, due to the requirement of the facilities of that port by the Army for its redeployment program, it was suggested by Mr. Taylor that Brig. Gen. Cook might profitably view the operations at Civitavecchia and Piombino, inasmuch as they were civilian ports, having been returned to the Italians by the Army.

8. Consequently, on 2 July 1945, Brig. Gen. Cook, Major Woodward, Major Klein, and Capt. Warley (the latter two from Ports and Warehouse Division, Transportation Sub-Commission) inspected the operations at Civitavecchia and Piombino. Brig. Gen. Cook was particularly interested in checking control of receipts. Apparently he was satisfied with the system in force.

9. In conclusion, it seems apparent that Brig. Gen. Cook believed a control through a checking system under the combined supervision of MOWT and WSA was advisable. Although Brig. Gen. Cook did not say so, it is believed he will use his best efforts at his level to assist the Allied Commission in establishing such a system.

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

Copy to:-
Transportation S/C
Attention: Mr. Merritt H. Taylor
Economic S/C
Attention: Brig. Gen. McKinley

3693

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

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T

20 JUN 1945

SUBJECT : Procedure

TO : Chief, Ports and Warehouse Division

1. The results of my recent trip to Bari, as indicated in my report ref. W/S/1195/TnG, have crystallized certain glaring points of confusion that exist in the operation of the Warehouse Branch. This memorandum is written to elucidate these points of confusion, with the recommendation that they be considered by proper authority within the Transportation Sub-Commission so that better working procedures may be laid down.

2. The duties of the Port and Warehouse Division are stated in AC/Tn Memorandum No. 1, 19 January 1945, paragraph 7. However, to the best of my knowledge, there has never been a formal breakdown within the Port and Warehouse Division of the duties covered by Paragraph 7.

3. Paragraph 7 states in part, "Its responsibilities for warehouses will extend only to those warehouses which are used as incidental to transportation, e. g., at ports and at certain limited points in the interior".

4. Despite this directive, the Warehouse Branch has been advised that its responsibilities are for warehousing in military ports only. Therefore it has taken no interest in warehousing in the several Italian civilian operated ports such as Castellamare, Torre Annziata, Civitavecchia, Piombino, Reggio, Catania, etc.

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5. The Warehouse Branch and in fact, the Transportation Sub-Commission, has taken no interest whatsoever in the receipt of

4.1

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

wheat, its handling being reserved to the Food Sub-Commission, whereas other civil supplies are handled through the Warehouse Branch.

6. The Warehouse Branch has confined its activities only to those imported civil supplies (except wheat, coal and POL), which originated outside the Mediterranean area.

7. These artificial separations of activities, which are apparently illogical, are not understood. They lead to confusion because of additional personnel handling similar matters.

8. The greatest amount of time and energy of personnel of the Warehouse Branch at Headquarters is spent on coordinating ship diversions with the Shipping Branch of the Movement Division, the securing of cargo disposition and advice from the various interested Sub-Commissions and Italian agencies, and the transmission of disposition instructions to Port Liaison Officers and warehouse personnel in the field. It is not clear whether this function properly belongs in the Warehouse Branch. It was done by the Warehousing and Forwarding Division of the Food Sub-Commission prior to that Division's becoming a part of the Transportation Sub-Commission. With the increased number of ports in Italy now available for civilian imports, with the greatly increased number of ships arriving and the consequent increase in imports, not only in tonnage but in variety, the amount of work to prepare disposition advices has increased tremendously. A recent disturbing factor has been the cessation of convoys, which complicates securing information on ships' arrivals and consist of cargo. It is desired that a clear-cut directive be issued, advising the responsibilities of the Warehouse Branch relative to ship disposition advices.

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This should be all-inclusive and should clarify position of the Port Liaison Officer in relation to the Warehouse Branch.

9. It should be noted that such Port Liaison Officers, either Italian civilian or Allied personnel, on duty in those Italian ports under Italian civilian operation do not bear the same relationship to the Warehouse Branch as the Port Liaison Officers in military ports. It is desired that this position be clarified.

10. Because of the press of activities relative to handling ship disposition advices, it is impossible for me to make the necessary visits to the various warehouses in the field. This is further complicated by the increased number of warehouses required to be visited. I feel it necessary to visit each warehouse not less than once a month. I find it impossible to do this and at the same time keep abreast of disposition advices on incoming supplies.

11. It is recommended that at least one additional Junior officer be assigned to the Warehouse Branch <u>if</u> the present duties of the Warehouse Branch, as described above, are to be continued.

12. Recent experience has indicated that the Warehouse Branch in actual operation is almost independent of the so-called Port and Warehouse Division. Direction and liaison with the Port part of the Ports and Warehouse Division are almost non-existent. In practice, the Warehouse Branch is much closer to the Shipping Branch of the Movements Division. Further, it is extremely difficult to secure advice on problems of policy and personnel, as well as day to day problems which I cannot handle at my own level. The various branches of the Movement Division are extremely cooperative, but it is in

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matters of policy and current problems over and above day to day routine activities which I have not been able to surmount within the Port and Warehouse Division.

13. The follow up on all port liaison is done in the Warehouse Branch. The Warehouse Branch has insisted that Port Liaison Officers prepare out-turn reports to indicate overages or shortages of receipts, as compared to manifested quantities said to be on arriving ships. The Warehouse Branch further has taken such steps as it deemed necessary to insure the arrival at warehouse of all manifested cargo. It is not at all clear whether this function is truly a part of the work of the Warehouse Branch. Firm advice on this subject is requested. It seems obvious that the lack of contact between the Warehouse Branch and the Port Liaison personnel in the Heel, as well as in Italian civilian ports, makes this checking only haphazard when compared to the entire Italian picture.

14. It is well known that higher policy has directed thatthe Italian Government take delivery at shipside, but it is perhaps not as well known that without careful supervision and stimulation from Allied personnel, the Italian Government's success in accounting for the receipt of manifested cargoes is mediocre at best.

15. The liaison with the interested Sub-Commissions (Food, Finance, Commerce) and the Economic Section relative to the handing over to the various Italian agencies a greater share of Port Liaison and Warehouse functions has been confused and poorly directed. It is believed this is in part due to lack of directive received from my superiors on

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this subject, and the lack of understanding of the over-all picture in the Warehouse Branch by the Ports and Warehouse Division. In order to terminate at the earliest opportunity the responsibility of the Allied Commission reference to the work of the Warehouse Branch, as described in this memorandum, and to transfer these functions to the proper Italian agencies, it is thought that a carefully devised plan should be promulgated by higher authority and the responsibilities for the execution of said plan be carefully defined.

16. Neither am I authorized nor do I consider it my proper function to suggest a solution to the above described difficulties. However, to prevent a breakdown of the already operating system, it seems necessary that it be reviewed and positive action taken.

17. The troublesome Reel situation, is described in a separate report, which should be considered in conjunction with these statements.

18. In conversation with Col. Thomas, he asked why at this late date consideration should be given to a clarification and possible revision of duties concerned with warehousing and port liaison. I believe that the difficulties described above were always incumbent in the system, but they have become aggravated and unmanageable due to the increased number of ports, as well as the increased number of warehouses and the increased volume of receipts and shipments.

Doc. 12356 Section 3.3/NND No. 785021

TRANSLATION

MEMORANDUM FOR A.C. FROM MINISTRY OF THE TREASURY

The distribution of food stuffs imported by the Allies has since the 1st of September 1944 passed to the Italian Government, and is effected by the Federazione dei Consorzi Agrari, who organizes the distribution of such food stuffs on the market for consumption.

In the past the Federazione dei Consorzi Agrari has seento the security of the warehouses by means of Allied Troops, Carabinieri, or Guardie di Finanza.

Following the withdrawal of the armed troops from this service, the Federazione dei Consorzi Agrari has tried to replace them with disabled ex service men, however they are not suitable and not in sufficient number to fulfil the job.

Though the local Commands ofthe Carabinieri and the Guardie di Finanza have been repeatedly asked to give their assistance, they have always answered that, due to a shortage of personnel they are not in a position to continue this service.

As a consequence of what has been mentioned above, the pilferage and plundering of warehouses etc. has grown considerably and is causing great trouble for the rationing system, and considerable loss to the

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As a consequence of what has been mentioned above, the pilferage and plundering of warehouses etc. has grown considerably and is causing great trouble for the rationing system, and considerable loss to the State.

The Ministry of the Treasury is greatly preoccupied by this state of affaires which appears to be general in warehouses, or during the transport by road or rail, and has therefore in agreement with the High Commission for Food, appealed to the Comandi Generali (HQ.) of the Carabinieri and the Guardie di Finanza, callingtheir attention to the situation and requesting that they should provide an adequate number of guards to be detailed exclusively for this service.

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The above mentionedCommands have offered some suggestions which however do not seem to solve the immediate problem.

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In order to put an end to this state of affaires, which as has already been said, is a great menace to the welfare of theState and the civil population, we are requesting that the Finance Sub-Commission should put pressure on N.M.I.A. (Major Bauman) for the purpose of obtaining the release of 1000 men (soldiers or guards) to be put at the disposal of the Italian Ministry of War for the Carabinieri Corps who together with the men it already has could easily accomplish this task.

The following plan indicates the warehouses to be guarded and the number of men required for each one.

Leghorn	60
Naples - Warehouses	50
" - Port and Escort from the Port	150
Bari - Warehouses	30
" - Port and escort from the Ports	50
Reggio Calabria & Gioia Tauro - Warehouses	40
" " " " - Port and escort from Port	50
Taranto	20
Ortona (Chieti)	6
Crotone - Warehouses	4
" - Port and escort from Port	10
Brindisi	10
Catania - Warehouses	10
" - Port and escort from Port	10/20
Palermo -	20

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Taranto	20
Ortona (Chieti)	6
Crotone - Warehouses	4
" - Port and escort from Port	10
Brindisi	10
Catania - Warehouses	10
" - Port and escort from Port	10/20
Palermo -	20
Messina	20
For the warehouses of the Consorzi Agrari Provinciali the need is of about 10 to 15 men per Consorzio.	400/450
	3685
Tot.	980/1040

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Tel. 316

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

WET:lrw

13/5.00

17 January 1945

SUBJECT: Distribution of Miscellaneous Imported Supplies.

TO: ~~Joint Directors, Finance, S/C~~
Director, Transportation S/C
~~Director, Food S/C~~
~~Director, Commerce S/C~~
~~Director, Industry S/C~~

1. A meeting will be held in the office of Mr. Harlan Cleveland, Executive Director, Economic Section, on Friday, 19 Jan 45, at 3:00 p.m. for the purpose of defining responsibilities in relation to the distribution of miscellaneous imported supplies and to discuss an Executive Memorandum which has been prepared in draft by the Chief Accountant, setting out the procedures to be adopted in this regard.

2. A memorandum setting out the points for discussion and a copy of the draft Executive Memorandum are attached for your information.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Economic Section

Enclosures (2)

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

Tel. 516

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

FWT:lrw

EM/500

17 January 1945

MEMORANDUM TO Mr. HARLAN CLEVELAND:

SUBJECT: Distribution of Miscellaneous Imported Supplies.

1. Colonel Crenshaw, Chief Accountant, has prepared a draft Executive Memorandum laying down the procedure to be followed by Sub-Commissions and Regions in relation to miscellaneous imported supplies.

2. It appears that, since the Italian Government has appointed the Istituto Nazionale per il Commercio Estero (ICE) to be its agent for the receipt, storage and distribution of miscellaneous imported supplies, it is generally agreed that within AC one office only should be responsible for issuing directions to ICE.

3. There is, however, a division of opinion as to which office should perform this function, the choice falling between Commerce Sub-Commission and the Port and Warehouse Division of Transportation Sub-Commission. In favor of Commerce Sub-Commission, it is argued that since its role is to plan and supervise the distribution of commercial goods other than food, the distribution of miscellaneous imported supplies falls within its province. In favor of the Port and Warehouse Division, it is pointed out that the Division is responsible for the establishment and operation of warehouses and are therefore directly concerned with the handling and consignment of all imported supplies and have the necessary contacts with the port authorities to enable them to plan for distribution of imports as they arrive.

4. There is, however, another division of opinion on the question of whether the Port and Warehouse Division should continue to operate all warehouses. It is argued that the planning for future operations and the provision of warehouses for stock-piling in connection therewith are the main functions of the Division and the operation of warehouses in relatively settled areas is a dissipation of their energy. One suggestion is that the Port and Warehouses Division should concern itself only with the provision of warehouses, that Food Sub-Commission should be responsible for the operation of food warehouses and that a third body (possibly ICE under the supervision of Commerce Sub-Commission) should operate the warehouses for miscellaneous imported supplies.

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6. It is desired to establish a policy covering the points at issue and for this purpose a meeting is proposed to which representatives of the sub-commissions concerned would be invited.

F. W. TOOBY
Major, F.A.
Chief, Economic Analysis Branch
Supply & Resources Division

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

COPY

DRAFT

10 January 1945

Ref:

EXECUTIVE MEMORANDUM)
NUMBER)

DISTRIBUTION OF MISCELLANEOUS IMPORTS

FROM PORTS AND AD/AMG WAREHOUSES

I

1. Istituto Nazionale per il Commercio Estero (ICE) has been appointed by Italian Decree to act as agent for Italian Government, to receive, store, distribute and sell imported miscellaneous supplies. The term "Miscellaneous Supplies" as here used covers all imports, except foodstuffs, medical supplies, petroleum products and coal. ICE will not be required to make payments in Lire to the Allied Commission. Accounts for the values of imported supplies chargeable against the Italian Government are maintained at London and Washington in sterling and dollars.

2. Sub-Commissions and Regional Divisions handling miscellaneous imported supplies (which include commodities in the agricultural, industrial, mining, commercial, educational and public utility categories) will effect the release of such supplies through the Commerce Sub-Commission. This requirement will not effect the authority or responsibility of Sub-Commissions or Regional Divisions to regulate and to control the distribution of such goods whether or not they are in the hands of ICE, their agents or designees.

3. Effective immediately all authorization for delivery of miscellaneous

1. Istituto Nazionale per il Commercio Estero (ICE) has been appointed by Italian Decree to act as agent for Italian Government, to receive, store, distribute and sell imported miscellaneous supplies. The term "miscellaneous supplies" as here used covers all imports, except foodstuffs, medical supplies, petroleum products and coal. ICE will not be required to make payments in Lire to the Allied Commission. Accounts for the values of imported supplies chargeable against the Italian Government are maintained at London and Washington in sterling and dollars.

2. Sub-Commissions and Regional Divisions handling miscellaneous imported supplies (which include commodities in the agricultural, industrial, mining, commercial, educational and public utility categories) will effect the release of such supplies through the Commerce Sub-Commission. This requirement will not affect the authority or responsibility of Sub-Commissions or Regional Divisions to regulate and to control the distribution of such goods whether or not they are in the hands of ICE, their agents or designees.

3. Effective immediately all authorization for delivery of miscellaneous supplies for the account of ICE will be made only upon issuance of a Demand Note (Form F/F 51 b) authorizing ICE their agents or designees to withdraw specific goods. Demand Notes will be prepared by the respective Sub-Commissions and forwarded in quadruplicate to the Commerce Sub-Commission for release. The Commerce Sub-Commission will deliver the original and duplicate to the Headquarters Office of ICE; forward the triplicate to the Transportation Sub-Commission (Accounting Branch of Shipment, Port and Warehouses Division); and retain the quadruplicate. ICE will sign the original Demand Note as evidence of acceptance of their responsibility to account for the goods, and surrender the same to the port Liaison Officer or the Warehouse supervisor who releases the goods.

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4. Sofar as is practicable all necessary AC arrangements in connection with the distribution of imported miscellaneous supplies will be made by the interested Sub-Commission at headquarters Allied Commission. This action should be possible in virtually all cases. Ordinarily, sufficient advance notice of cargoes on vessel arrivals is received at the headquarters Allied Commission to permit such action being taken. Sub-Commissions must not assume that ICE will automatically take over and distribute miscellaneous supplies. A Demand Note with all necessary instructions will be prepared and forwarded to the Commerce Sub-Commission as outlined in paragraph 3.

5. Emergency deliveries to ICE in the field (where a Demand Note has not previously been issued) should be the exception. In such cases, however, AC/ACC officers authorizing field deliveries will prepare a Demand Note (Form F/T 51 b) in quadruplicate. The distribution thereof will be as follows:

Original to ICE their agent or designee, for presentation to port officer, or warehouse supervisor; duplicate to Commerce Sub-Commission; triplicate to Transportation Sub-Commission (Accounting Branch of Shipment, Port and Warehouse Division); and quadruplicate to be retained by the issuing officer.

6. ICE will accept and account for the quantity "Ex Shipside" or "Ex Warehouse Platform", paying all transportation, porterage, warehouse or other handling charges after taking delivery of the goods.

The officer responsible for effecting delivery whether at port or warehouse will [illegible]

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

outlined in paragraph 2.

5. Emergency deliveries to ICE in the field (where a Demand Note has not previously been issued) should be the exception. In such cases, however, AC/AMC officers authorizing field deliveries will prepare a Demand Note (Form F/F 51 b) in quadruplicate. The distribution thereof will be as follows:

Original to ICE their agent or designee, for presentation to port officer, or warehouse supervisor; duplicate to Commerce Sub-Commission; triplicate to Transportation Sub-Commission (Accounting Branch of Shipment, Port and Warehouse Division); and quadruplicate to be retained by the issuing officer.

6. ICE will accept and account for the quantity "Ex Shipside" or "Ex Warehouse Platform", paying all transportation, porterage, warehouse or other handling charges after taking delivery of the goods.

The officer responsible for effecting delivery whether at port or warehouse will require the customary signed consignee receiving reports from the recipients of goods. Such issues will be reported in the related statement of stock movements as "ISSUES TO ICE".

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7. Standard forms of Demand Notes, Form F/F 51 b, will be available for distribution from the Office of the Chief Accountant AC, and from the Regional Supply Accountants. Pending receipt of printed forms issuing officers may use either mimeograph forms or letters, provided such authorization notices contain all essential instructions and are distributed as outlined in paragraph 3 and 5.

8. Heads of SUB-Commissions and Regional Commissioners are directed to bring these instructions to the attention of all supply officers.

9. The Chief Accountant AC shall issue all necessary accounting regulations including requirements imposed upon Istituto Nazionale per il Commercio Estero in respect to the rendering of accounts to the Allied Commission for the receipt of goods on behalf of the Italian Government.

W. S. LUSH
Brigadier
Chief of Staff

Distribution "A"
Plus 100 Copies for
Finance Sub-Commission.

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

Form F/P No. 51 (b)

ALLIED COMMISSION

DEMAND NOTE

Office from which issued.....

File Reference..... Date.....No. .....

To OFFICER in charge of Port or Warehouse at:.....

.....

Please release the undermentioned quantities upon acceptance of this authorization by Istituto Nazionale per il Commercio Estero

To:.....
(Name of company, firm, or individual and address.)

FOR ACCOUNT OF ISTITUTO NAZIONALE PER IL COMMERCIO ESTERO

DESCRIPTION OF COMMODITY	UNIT	QUANTITY	DATE OR PERIOD SUPPLIES ARE TO BE WITHDRAWN

Remarks.....
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Please release the undermentioned quantities upon acceptance of this authorization by Istituto Nazionale per il Commercio Estero

To:.....
(Name of company, firm, or individual and address.)

FOR ACCOUNT OF ISTITUTO NAZIONALE PER IL COMMERCIO ESTERO

DESCRIPTION OF COMMODITY	UNIT	QUANTITY	DATE OR PERIOD SUPPLIES ARE TO BE WITHDRAWN

Remarks.....
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Accepted for:
Istituto Naz. per il Commercio Estero

Signature of authorizing Office
Sub-Commission or Region Division

Signature of Representative

DISTRIBUTION OF COPIES

Original and duplicate to be sent to ICA who will surrender signed original to port officer or warehouse supervisor upon release of goods.
Triplicate to Transportation Sub-Commission Shipment, Port and Warehouse Division - Accounting Branch.
Quadruplicate to be retained by issuing officer.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section
Requisition Branch

Tel. 549

HOQ:lsk

15 June 45

SUBJECT: Revision of Executive Memorandum No. 2.

TO: See Distribution Below.

1. In practice, certain deficiencies have been noted in Executive Memorandum No. 2 (File reference ES/13.03 dated 26 February 45) and it has been suggested that certain revisions thereof be made, or that same be rewritten, in order to obtain a more workable procedure.

2. It is desired that your office review Executive Memorandum No. 2 with a view to determining what deficiencies it contains effecting your office. Further, it is desired that your office submit a report to Requisition Branch, Supply Division, Economic Section, not later than 19 June 45, covering the following points:

1. Specific proposals on the undesirable provisions of the above-mentioned memorandum, giving the reasons.

2. Proposed provisions that should be embodied in a new or revised memorandum, giving the reasons.

3. Upon receipt of the foregoing information, Requisition Branch will prepare a draft of a new or revised memorandum, incorporating as far as possible the proposed changes. Next, a meeting will be called of all interested parties to review the new or revised memorandum. Finally, a completed new or revised memorandum will be written and submitted for approval to the Chief Commissioner.

H. G. CARTIER
Lt. Col., QMC
Economic Section

DISTRIBUTION:

Transportation S/C
Ports & Warehouse Division
Attn: Mr. Bazzanella
Major Klein
Movements Division
Finance S/C, Chief Accountant
Agriculture S/C
Istituto Commercio Estero
AFHQ, G-5 Section
Federconsorzio
Interministerial Committee for Reconstruction
Public Works & Utilities S/C
Commerce S/C
Industry S/C
Food S/C
Public Health S/C
Education S/C
Communications S/C

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

COPY

INTER OFFICE MEMO

MHK/rf

Tel. 478700

15 June 1945

Ref. W/7.4/1133/Tn6

SUBJECT: Revision of Executive Memorandum No. 2

TO : Economic Section, Requisition Branch
Attention: Lt. Col. Quartier

FROM : Ports and Warehouse Division

1. Paragraph 1 should be clarified. It is not clear whether agricultural supplies are the responsibility of ICE or the Federazione. The Federazione warehouses them, although ICE has raised some questions reference to the accountability.

2. Reference medical supplies, although these are all warehoused by 2665 Medical Depot, Florence, their actual receipt at the port is by the Allied Commission and therefore should be the responsibility either of ICE or the Federazione. The responsibility for their onward transmission should similarly be clearly stated.

3. Reference paragraph 4, it is stated that ICE will not be responsible for checking the goods from the ship in ports where for military reasons they are excluded. There are no such ports at the present time, inasmuch as directive from AFHQ, 21 Feb 45, reference 5/86/GDM, allows ICE entrance into any port.

4. In this reference, it is much desired that the Federazione have the same access to ports as has ICE inasmuch as Federazione is checking foodstuffs from ships in a similar manner as ICE is checking other goods. At the present time Federazione representatives are in fact in the ports and checking, but they have only gained entrance by agreement between ICE and Federazione that the Federazione personnel will enter as agents of ICE. As a matter of fact, the tonnage for which Federazione is responsible is far in excess of that for which ICE is responsible. Federazione has frequently requested that proper authority issue permission for their representatives to enter the ports in their own name.

5. Reference to Appendix A, paragraph 7, it is requested that clear statement be made at this time reference to what does and what does not constitute a violence of security in reference to supplying information of expected arrivals. The situation is quite different today than when the original Executive Memorandum No. 2 was written, because the war has ended.

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6. No effort has been made to cover in this short memo those points previously discussed in the two conferences, one among Lt. Col. Banning, Lt. Col. Quartier and Major Klein, and the second among Col. Walton, Lt. Col. Quartier and Major Klein.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/4.1/2/Tn6

JEH/lml
16 February 1945

SUBJECT : Return of Stucky Mills File.

TO : Capt. Norman R. L. MacDonald
Industry Sub-Commission

1. We return herewith your file on the Stucky Mills.

2. In view of the fact that we are vitally interested in the Stucky Mills for use as covered warehouse space, will you kindly advise Ports and Warehouse Division, Transportation Sub-Commission, when a decision is reached on this matter.

JAMES B. HURLEY
Ports & Warehouse Division
Transportation Sub-Commission

Attachment:

As stated in
Paragraph 1.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/4.1/1/Tn6

JBH/lml
15 February 1945

SUBJECT : Warehousing

TO : Major R. H. Klein

1. The entire question of space for storage in the Bari Zone and de-requisitioning of Stucky Flour Mills is being handled by Industry Sub-Commission (Capt. MacDonald)and Lt. Col. J. Imrie of Food Sub-Commission.

2. This question has been taken up with the Economic Section and G-5 AFHQ and when any decision is rendered we will be notified. If the request for de-requisitioning is granted, ample covered storage space will be available to handle the requirements of the Port Liaison Officer in the Bari Zone.

3. We are returning herewith the communication received from the Port Liaison Officer, Bari Zone.

JAMES B. HURLEY
Ports & Warehouse Division
Transportation Sub-Commission

Attachment:

As stated in
Paragraph 3.

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Memorandum for Discussion of Future Operations of AC Warehouses

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 effective 1 March 1945, 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/AMG 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 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 should arrangements be subsequently made 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

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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 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.

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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 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 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 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 through normal civilian channels.

11. Should any AC warehouse to 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.

12. The remuneration of the Federazione shall be a matter for agreement

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nor become their property. Canada and the Federazione 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 as between the Federazione, IGE, 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 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 through normal civilian channels.

11. Should any AC warehouse to 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.

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.

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1 February 1945
HGC/adm.

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