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MEMORANDUMS (MAJOR)
JAN. 1944 - JUL. 1945 KLEIN
PORT-

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

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THIS FOLDER	
CONTAINS PAPERS	
FROM	JAN 45
TO	JULY 45
CATALOGUE:	

29

INTER - OFFICE MEMO

RHK/rt

Tel. 478700

21 July 1945

Ref. W/7/1317/Tn6

SUBJECT : Report on Inspection of Warehouses by
Major Robert H. Klein

TO : Chief, Port and Warehouse Division ✓

1. LEGHORN

a. Leghorn warehouse operations have been reduced greatly in scope. Federazione Italiana dei Consorzi Agrari has been doing a satisfactory job of management and the number of Military personnel has been further reduced.

b. An excess of warehouse availability now exists. Consideration is being given to the abandonment of certain less desirable warehouses. It is requested that Movements Division and Food Sub-Commission advise of future demands on Leghorn so that warehouses not needed for civil supplies may be turned over to the Army, who are still seeking Leghorn warehouses.

2. GENOA

a. Warehouse operations in Genoa are excellent, perhaps better than any other port in Italy. This is in no small part due to the excellent Italian organizations functioning there.

b. The greatest part of the merchandise received from the beach head is loaded directly from port trucks into rail cars at the warehouse for onward dispatch. Rail sidings at warehouse are large enough to accommodate any anticipated demand. Rail wagon supply has been plentiful.

c. Beach head clearance has been accomplished by port vehicles, assisted by ALCCM vehicles of the MTG. The ALCCM Company at Genoa has performed admirably. Much credit can be given its commander, Capt. Bickel.

d. Genoa Port has not as yet opened for Liberty Ships, although coasters and schooners are being unloaded in one section of the Port. Liberty Ships are being unloaded by barges and lighters over the beach head.

1450

Mr. Allman - Mr. Ghilardi and return to RMB

W 23/7/45 *[Signature]*
23/7/45

3. SAVONA

a. Warehouse personnel assigned to Genoa is satisfactorily handling the receipt and despatch of civil supplies in Savona, in addition to this work in Genoa. The Italian organizations in Genoa, working in conjunction with the Italian organizations at Savona, are highly satisfactory.

b. There is a warehouse within the port of Savona which, although damaged, can easily serve as transient shed for in excess of 5,000 tons. As yet it has not been used because rail clearance from Savona quays has been completely satisfactory. An abundant supply of rail wagons has been available and no problem is anticipated.

c. There have been complaints from warehouse personnel in Savona-Genoa that Savona Port has not been used to its seeming capacity. In addition to the excellent collier berth, there is another Liberty berth which can easily accommodate a general cargo Liberty drawing 25 $\frac{1}{2}$ ft. (or possibly more). There is no problem of port clearance by rail from this berth and there is easy access to motor trucks as well. In addition, several coaster and schooner berths exist, which are not being used to capacity.

d. Even with the expected opening of Genoa Port, after completion of mine sweeping, Savona is such an efficient operation that its continued use would seem desirable.

4. VENICE

a. Venice warehouse operations have been causing some difficulty due to the failure of the Army to evacuate that portion of the ALCOM warehouses loaned by ALCOM to the Army for an agreed period of time. Although this time has elapsed, the Army still holds these warehouses as transient sheds because the Army's contemplated plan to use Santa Marghera has either been abandoned or delayed.

b. However, the ALCOM warehouse picture could be markedly improved by better cooperation between the ALCOM personnel and the port Military personnel. With the contemplated change in ALCOM personnel Venice, it is hoped that this can be accomplished. Specifically it is urgently recommended that the long quay used now for all ship discharges be divided, and that one section of it and the warehouses or transient sheds adjacent to that section be assigned for the exclusive use of civil supplies. It is firmly believed that this would not impair the Army program and it would greatly facilitate the efficient handling of civil supplies.

5. CESENA

a. Cesena warehouse on 17 July 1945 contained only a few hundred tons of supplies which have since been cleared from the warehouse so that it is now empty.

b. Orders were issued to Lt. Lester, Officer in Charge, to proceed with derequisitioning and complete closing of the warehouse, which will be accomplished in the next few days.

6. ANCONA

Ancona warehouse operations have been greatly reduced in scope in the last short time. Consolidation of supplies in a few warehouses is in progress. There is in Ancona, as in Leghorn, an excessive amount of unused warehouse space. It is requested that the Ship Movement Division and Food Sub-Commission advise expected Ancona program so that excess inefficient warehouses may be abandoned.

b. Federazione Italiana dei Consorzi Agrari are doing a satisfactory job at Ancona and consequently military personnel has been decreased, with further decrease in prospect.

Copy to:

Director Transportation S/C
Attention: Mr. M. H. Taylor
Chief Movements Division
Attention: Lt. Col. Baker
Accounts Branch
Attention: Capt. Wyatt
Roads Division
Attention: Mr. Gross
Food Sub-Commission


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

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SUBJECT : Procedure
TO : Chief, Ports and Warehouse Division

1. The results of my recent trip to Bari, as indicated in my report ref. W/6/1195/Tn6, 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 Annunziata, Civitavecchia, Piombino, Reggio, Catania, etc.

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

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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 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.

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 advice, 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 advice on incoming supplies.

11. It is recommended that at least one additional Junior officer be assigned to the Warehouse Branch if 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 Movement 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 end-of-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 Neel, 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 that the 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

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 enunciated 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 Beel 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.

INTER OFFICE MEMO

Ref. 3/2/ /Tn6

SUBJECT : Complaint of Major Martin about Major Klein.

TO : Chief, Ports & Warehouse Division, Transportation S/C

FROM : Major Robert H. Klein, Warehouse Branch

1. In response to your verbal request for a written answer to the letter on the above subject, dated 8 June 1945, ref. P/1956, from J. A. C. Pennycook, Commissioner, AMG Naples Command, and his enclosure from Major Martin, my remarks follow:

2. Reference paragraph 2 of Col. Pennycook's letter, Major Martin's work, by and large, has been satisfactory in my opinion.

3. Reference Col. Pennycook's third paragraph, he states that he does not know me. I have spent in recent weeks approximately one hour in his office discussing warehouse matters. At that time, I was accompanied by Major Hovers, who invited Major Martin to visit Col. Pennycook with me. Major Martin refused.

4. Major Martin's letter, paragraph 2, is a series of untruths. I don't recall that I have ever "flown into a panic" at any time or any place, reference to Major Martin or others.

5. Long distance phone calls to Naples and other places are limited to 6 minutes by the regulations of the Communications Section by the SC.

6. Again referring to paragraph 2 of Major Martin's letter, it is suggested that "standing orders or procedures be disobeyed to suit my whim, etc." The orders for procedure established by Major Martin are an attempt to operate the warehouses on a civilian basis, ignoring the fact that they are actually operated under wartime conditions. I consider it good practice either to change procedures or to make exceptions thereto when they interfere with efficient operations. In my experience with AC/AMG warehousing in Italy, I have found it impossible to set up a standard operating procedure that can properly and efficiently cover all situations which have in the past or may in the future arise.

7. With reference to paragraph 3 of Major Martin's letter, it is indeed true that I recommended to Major Martin some weeks ago that Warehouse 682 be closed at the earliest opportunity. At that time best information available to me indicated that receipts in Naples

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would be comparatively small because of the opening of Genoa and continued use of Leghorn. When this situation changed because Genoa did not open as scheduled and Leghorn was closed for the receipt of civilian supplies, Naples' receipts increased and my instructions to Major Martin changed accordingly.

8. Capt. Ramsey is Port Liaison Officer in Naples, and why he should attempt to secure additional warehouse space rather than Major Martin, who is Officer in Charge of Warehouses, I do not understand. I was instructed by Col. Staff to secure additional warehouse space in Naples. I passed this instruction to Major Martin last week. This particular conversation resulted in Major Martin's letter of the 8th of June. Major Martin advised me over the phone that he was writing letters to various people reference to securing additional warehouse space. I stated to him that of the various warehouse space I had secured in various cities, it had all been obtained by personally going into the streets and finding space and then making a specific request upon the proper authority for the allocation of that space. Major Martin demurred and said he would not demean himself to follow such procedure. I did not think it necessary to report him to my superiors for insubordination at that time.

9. With reference to Major Martin's paragraph 4, the matters to which reference is made are routine matters. I do not understand the necessity of Major Martin's referring these to the Commissioner AIG Naples nor the necessity for the Commissioner's referring them to this Headquarters. I held myself in readiness to discuss these details if called upon to do so.

10. Reference to Major Martin's fifth paragraph, it is inferred that he is unable to do his job as Officer in Charge of Warehouses at the moment because he is relieving Major Bowers. The current warehouse situation in Naples is critical. It is likely to pass to a routine standing with the opening of Genoa and the actual large shipments from Naples warehouses, which are planned in the near future. During this present critical period, it would seem that local arrangements in Naples should be made so that Major Martin's full time might be given to his warehouse duties.

11. Major Martin's sixth paragraph seems to me irrelevant. I have always held myself responsible to my superiors, rather than to my subordinates.

12. Reference Major Martin's 7 paragraph, to the extent that Major Martin has been ordered by higher authority to come under my control, it is his first obligation, as a good soldier he suggests he is, to take orders and properly fulfill them.

13. It has always seemed to me that it was the obligation of the Warehouse Branch to accept and warehouse to the best of its ability all merchandise within its categories presented for storage. It is my considered opinion, considering the great handicaps under which this branch has functioned, that it has

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very well fulfilled this function. It seems to be Major Martin's idea that the only merchandise to be stored is that which under civilian warehouse practices, can properly and efficiently be stored. He has repeatedly suggested to me that merchandise be refused because of limited storage capacity. It is hardly necessary to state the advisability of meeting temporary warehousing problems by improvising.

14. It is suggested that Major Martin be retained in his present position for the next short time until the critical warehouse situation in Naples abates, and that he be told in positive terms precisely what his official relationship is to me.

1440

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 408
Ref. W/7/1309/Tn6

REK/lml
20 July 1945

SUBJECT : Report on Accounting in Northern Italy -
Reference 3/A/Tn1 - 11 July 1945 by Capt. C. S. Wyatt

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

1. In Paragraph 6 (c) of the above-mentioned report a recommendation is made that Ports and Warehouse Division take action in reference to the port and warehouse personnel on duty in Trieste. It is stated that present personnel is inadequate in quantity and quality.

2. The Deputy Director of Transportation Sub-Commission stated sometime ago that Warehouse Branch would have no responsibility in reference to Trieste.

3. It is therefore suggested that no action should be taken by this Branch.

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

CC: Col. M. B. Thomas
Deputy Director
Accounts Branch, Capt. Wyatt

for filing

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INTER OFFICE MEMORANDUM

RHK/rf

15 June 1945

Tel. 478700

Ref. W/3/1111

SUBJECT : Warehouse Security - LEHIGH
TO : Mr. R. M. Bazzanella, Chief
Ports and Warehouse Division ✓
FROM : Major Robert H. Klein
Warehouse Branch

1. Attached hereto is copy of letter from Capt. Ramsey, Officer in Charge ALCON Warehouse in Lehigh, on above mentioned subject.
2. Letter is self-explanatory.
3. No further information is available at present.
4. It is requested that some arrangements be made to alleviate the dangerous situation.

Copy to:-
Food Sub-Commission
(Attention: Lt. Col. Imrie)

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

1 Attachment
Copy of letter as per para 1.

1438

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
Port & Warehouse Division
Leghorn
APO 392

5 June 1945

SUBJECT : White Security, Leghorn.

TO : Regional Commissioner,
Toscana Region.
(Thru Channels)

1. Three platoons of Italian soldiers, now being used to guard the seven food depots in Leghorn, will be sent elsewhere in the near future, leaving approximately seventy unarmed civilians as security.
2. The number of civilian guards can be increased; but in my opinion, unarmed civilians are not sufficient.
3. Efforts have been made in Leghorn, through the Prefect, and in Rome, by Major Klein, to replace these soldiers with either finance guards or carabinieri; however so far, no progress has been made.
4. Please advise as to the possibility of the Region making armed guards available for this purpose.

ALLEN G. SAMPSON
Capt., P.A.
C. i/c AC White, Leghorn

Copy to :
Regional I. C., Toscana Region
Port & Warehouse Division

(attn: Col. Giles
{ " Maj. Klein)

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

RHY/rf

INTER OFFICE MEMORANDUM

8 June 1946

Tel. 478700

Ref. W/5/1077/Tn6

SUBJECT : Port Liaison - Bari Area

TO : Chief, Port and Warehouse Division ✓

1. Attached hereto is letter of 4 June 1946, reference BA/PL/1/11 A, from Lt. O'Leary, Port Liaison Officer, Bari.
2. Lt. O'Leary's position is slightly anomalous and has been so for some time.
3. There are several transportation officers assigned in Bari, but Lt. O'Leary, whose basic assignment has been Food, accounts for the warehouse branch in precisely the same manner in Bari as do our warehouse and Port Liaison Officers in such places as Naples, Leghorn, Ancona, Genoa, or Venice.
4. Under these circumstances, Lt. O'Leary's letter must be carefully considered and a decision reached in reference to his request for additional personnel. It should be borne in mind that cargo losses in Bari and satellite areas are higher than elsewhere in Italy. Only recently over 10,000 cases of milk were lost from a single vessel.

Copy to:-

Deputy Director Transportation S/c
(Attn.: Col. Thomas)
Food S/C (Attn.: Lt. Col. Horie)

Robert H. Elgin
ROBERT H. ELGIN
Major Med. Adm. C.
Port & Whse. Div.

1 Attachment
As per para 1 above.

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ALLIED COMMISSION
LIAISON OFFICE
B A R I

4 June 1945.

REF. : BA/PL/1/11 A

SUBJECT : Port/Food Liaison - Bari Area

TO : Food Sub-Commission
Hq. Allied Commission
APO 394

& : Port & Warehouse Division
Transportation Sub-Commission
Hq. Allied Commission
APO 394.

Reference recent expressions of dissatisfaction with conditions in this area, the following is presented for consideration:

1. In August of 1944 A.C.C. was withdrawn from the heel provinces, with the exception of Bari. This left me with accounting, shipping and a portion of the supply responsibilities for six provinces, including the ports of Brindisi, Bari, Taranto, Gallipoli and Barletta.
2. As of 1 September 1944 warehouses and food supply stocks were turned over to the Consorzio Agrario as ordered. Subsequent orders, through Administrative and Food channels, were to the effect that the progress of turning over work and responsibility to the Italians must be speeded up. Both authority and personnel were withdrawn - until early in 1945 I was left with one enlisted man and the designation of "liaison". One O/R has subsequently been added.
3. During the same period the flow of supplies, the volume of reports and paper work in General, as well as the amount of direct action required of this office by the various Sub-Commissions continually increased.

Since being assigned here in December 1943 I have constantly urged that the volume of work was too great to be handled efficiently by one officer without at least a skeleton staff of military personnel.

When I suggested to the Senior Supply Officer, ~~Abulia~~, in January 1944 that Port and Warehousing was a full-time job without distribution, transportation and accounting, I was assigned as Assistant Supply Officer.

When I pointed out to the Regional Supply Officer, Region II, in the Spring of 1944 that there were three officers doing the same work on a considerably smaller scale at Taranto and for an adjustment, I was relieved of three enlisted

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Since being assigned here in December 1943 I have constantly urged that the volume of work was too great to be handled efficiently by one officer without at least a skeleton staff of military personnel.

When I suggested to the Senior Supply Officer, ^{Apulia,} in January 1944 that Port and Warehousing was a full-time job without distribution, transportation and accounting, I was assigned as Assistant Supply Officer.

When I pointed out to the Regional Supply Officer, Region II, in the Spring of 1944 that there were three officers doing the same work on a considerably smaller scale at Taranto and asked for an adjustment, I was relieved of three enlisted men by Region II Headquarters. I was never again able to maintain a constant shift at Bari Port to trouble shoot and guard against mis-delivery of supplies.

After the other ports were added in September 1944, I constantly lobbied for help and pointed to the records as justification. I conferred with Bari Port Commandant and he pushed the matter through Area to Region Headquarters. I was informed by Southern Region and Bari Zone that the Italians must be made to do the work.

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During the progress of the sea export program to Leghorn and Ancona, I asked all concerned for help. Transportation referred me to Food. Food referred me to Region. Region was unable to prevent the withdrawal of two of my three remaining enlisted men - or of their replacements three weeks later.

4. At the present time the volume of shipping is such that the amount of paper work, emergency trouble shooting, and necessary contacts with movements over the area comprising Bari, Brindisi, Taranto and Lecce, renders direct supervision and control of Consorzio and I.C.I. activities impossible.

It is requested, therefore, that a coordinated definition of the responsibilities attaching to Port/Food Liaison in this area be forwarded.

If more than liaison and general supervision is desired, may consideration please be given to personnel requirements.

DM [Signature] Lt.
Liaison Officer (Food)

1434

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If more than liaison and general supervision is desired, may consideration please be given to personnel requirements.


Lt.
Liaison Officer (Food)

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INTER OFFICE MEMO

RHK/er

Ref : W/15/858/TN6

14 May 45

SUBJECT : Report of Trip to Cesena and Forlì Depots.

TO : Chief, Port & Warehouse Division, Transportation S/C.

1. Contacts were made with the following :

Lt. Col. TOSCANI,	Sr. Supply Officer, AMG 5th Army
Maj. Col. BOWMAN,	Reg. Commissioner, Emilia Region
Maj. SOWERS,	Sr. Tn. Officer, Emilia Region
Lt. PIERATTINI,	Supply Officer, AMG 5th Army
Lt. LESTER,	Off. i/c Cesena/Forlì Depots

2. Inventories continue to rise rapidly. With the prospect of early use of Genoa and Venice ports, and possibly Trieste, there may be some question whether heavy shipments to Cesena and Forlì from Ancona should be continued as receipts are in excess of withdrawals. An unwieldy, unwanted stockpile may result.

3. One day last week shipments to Cesena from Ancona were ordered discontinued because there were about 90 rail wagons under load at Cesena, caused by insufficient labor. Labor was lacking because 8th Army AMG trucks used to haul workers to the depot from the country side were withdrawn. Altho this situation had been foreseen several weeks ago, and altho Maj. Hughes, then Emilia Region Sr? Transportation Officer had agreed to provide the necessary 10/12 trucks, nothing was done. The situation was so bad that Ancona depots had to request the S.S. TUBMAN, a flour ship destined for Ancona, be held temporarily at Bari, because Ancona depots had no empty warehouse space, having planned to rail most of the flour ex S.S. TUBMAN direct from shipside to Cesena.

4. Lt. Lester, Officer in Charge Cesena, failed in his attempt to get transport from the Region, but succeeded in borrowing a few trucks from a local British military unit. Lt. Col. Christensen has been in touch with Lt. Lester and apparently the situation is now in hand.

5. Lt. Col. Toscani, AMG 5th Army Supply Officer, agreed to loan 2 Officers and 2 Sgts to Emilia Region for the operation of Cesena/Forlì depots. Lt. Lester will remain for one or two weeks to train these new officers, and then will move to Venice or Trieste. (The two Officers are Lt. Pierattini and Lt. Bombino). This plan is subject to the approval by this HQ and HQ Emilia

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Robert E. Klein
ROBERT E. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

Copy to :- Col. Thomas, Deputy Direct. Tn.S/C.
Col. Sieff, Chief Mov. Div.
Lt.Col. Baker, Chief Rail Section
Lt.Col. Christensen, Chief Roads Section
Lt.Col. Toscani, AMG 5th Army
Maj. Sowers, Sr. Tn.Off. Emilia Region
Lt.Col. Imrie, Food S/C.

INTER OFFICE MEMO R HE/er

Ref : W/7/759/TN6 27 April 45

SUBJECT : Report of Trip to Forli, Cesena, Ancona ALCOM Depots

FROM : Port & Warehouse Division

TO : Chief, Port & Warehouse Division

1. Forli- a) Depot in good condition. Only about 500 tons closed storage space available (which will be filled shortly). Large amount of open space still available. Current inventory about 14,000 tons.
b) Rail siding in efficient use.
c) Depot at present under direct supervision of Maj. Kennedy, 8th Army AMG, with several O.R.'s. Accounts handled by Federazione Italiana dei Consorzi Agrari.
2. Cesena-a) Depot in fair condition - repair work continues. Closed storage availability estimated at 20/25,000 tons. Open storage availability more than possible demand. Current inventory about 5000 Tons.
b) Rail siding in efficient use.
c) Depot at present under direct supervision of Lt. Lester, assigned Emilia Region, attached 8th Army AMG, with 9 EM/OR's. Accounts handled by Federazione Italiana dei Consorzi Agrari.
d) Depot capable of accepting at least 500 T.P.D. by rail and road.
3. Ancona-a) Greater warehouse availability than anticipated demand.
b) At present, wagons loaded at railhead with supplies trucked from warehouses. Arrangements were made with Mov. Rail Ancona to load inside port at railhead, direct from shipside and/or from port lorries. This will be in addition to present railhead loadings.
c) Some slight difficulty in securing sufficient lorries to shuttle to railhead. Capt. Bent was contacted and will take action.

- open space still available. Current inventory about 14,000 tons.
- b) Rail siding in efficient use.
 - c) Depot at present under direct supervision of Maj. Kennedy, 8th Army AMG, with several O.R.'s. Accounts handled by Federazione Italiana dei Consorzi Agrari.
2. Cesena-a) Depot in fair condition - repair work continues. Closed storage availability estimated at 20/25,000 tons. Open storage availability more than possible demand. Current inventory about 5000 Tons.
- b) Rail siding in efficient use.
 - c) Depot at present under direct supervision Lt. Lester, assigned Emilia Region, attached 8th Army AMG, with 9 EM/OR's. Accounts handled by Federazione Italiana dei Consorzi Agrari.
 - d) Depot capable of accepting at least 500 T.P.D. by rail and road.
3. Ancona-a) Greater warehouse availability than anticipated demand.
- b) At present, wagons loaded at railhead with supplies trucked from warehouses. Arrangements were made with Mov. Rail Ancona to load inside port at railhead, direct from shipside and/or from port lorries. This will be in addition to present railhead loadings.
 - c) Some slight difficulty in securing sufficient lorries to shuttle to railhead. Capt. Bent was contacted and will take action.
4. Rail Program -
- a) AQMG, Cesena, agreed to assist in every way possible to maintain rail lift of between 4/500 T.P.D. with some hope of increasing to 800 T.P.D.
 - b) It is believed his assistance will be fruitful.

ac/pb/fmk

- 2 -

5. Future Cesena/Forlì Program

- a) It was agreed with Maj. Hughes, Tn. Officer Emilia Region, Maj. Young, Economic and Supply Officer 8th Army AMG, Lt. Col. Toscani, Economic and Supply Officer 5th Army AMG, and Maj. Eardley, Food S/C that Emilia Region will operate both Cesena and Forlì Depots immediately upon 5th Army's withdrawal. Lt. Lester will supervise both depots, and his staff of E.M./O.R.'s will be increased immediately by 4 or 5 E.M./O.R.'s to be transferred from Leghorn and Ancona. It is understood by all that warehouse stocks at Cesena/Forlì are and will continue to be considered as "national" stocks, subject to allocations only by the Food S/C.
- b)

6. General

- a) It is suggested the G.T. Co. now lifting from Ancona to Cesena remain, because of the uncertainty of the rail program.
- b) Majs. Young and Eardley will order goods forward from Ancona to insure proper proportions of various supplies in the forward depots.
- c) 5th Army AMG is immediately placing an officer at Forlì depot to supervise the dispatching of vehicles from Forlì with supplies for 5th Army, the withdrawal of which has already begun in small quantities. It is NOT planned to open an "in-transit national" depot at Bologna.
- d)

Robert H. Klein
ROBERT H. KLEIN

Maj. Med. Adm. C.

Port & Whse. Div.

Copies to:-

Maj. Kennedy, AG/AMG Depot No. 2, c/o AMG 8th Army Rear
Maj. Young, Econ & Supply Div. " " " "
Lt. Lester, AG/AMG Supply Depot No. 2, Cesena C.M.F.
Lt. Col. Toscani, Econ & Supply Div. c/o AMG 5th Army Rear
Maj. Hughes, Tn. Officer, Emilia Region
Maj. Eardley, Food S/C, Ancona
Maj. Boyd, Officer i/c ALCON Depot, Ancona.

b) It is understood by all that warehouse stocks at Cesena/Forlì are and will continue to be considered as "national" stocks, subject to allocations only by the Food S/C.

6. General

- a) It is suggested the G.T. Co. now lifting from Ancona to Cesena remain, because of the uncertainty of the rail program.
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- d) It is NOT planned to open an "in-transit national" depot at Bologna.

Robert H. Klein
ROBERT H. KLEIN

Maj. Med. Adm. C.
Port & Whse. Div.

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Lt. Lester, AC/AMG Supply Depot No.2, Cesena C.M.F.
Lt. Col. Toscani, Econ & Supply Div. c/o AMG 5th Army Rear
Maj. Hughes, Tn. Officer, Emilia Region
Maj. Heardley, Food S/C, Ancona
Maj. Boyd, Officer i/c ALCON Depot, Ancona, 1431
Director Tn.S/C (Att. Col. Thomas)
Chief, Mov Div. Tn.S/C (Att. Col. Sief)
Lt. Col. Imrie, Food S/C

S E C R E T

INTER OFFICE MEMO

RHC/ex

Ref : W/1/725/TH6

20 April 45

SUBJECT : Personnel

FROM : Port & Warehouse Division

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

1. I have not received any advice from this sub-commission or from any other source, to indicate that Allied military personnel, is to be made available to staff those in-transit warehouses planned for Northern Italy, as well as personnel to staff those Port Warehouses and Port Liaison Assignments planned for Genoa, Venice and Trieste. My recommendation were contained in letter, Ref. 1/90/TH/W., dated 1 Dec 44, copy attached.

2. Request that I be advised whether personnel has been earmarked or is to be made available, what personnel, from what sources and when.

3. In the event that no personnel is to be assigned, may I be instructed how it is contemplated to effectuate the planned warehousing program.

Robert H. Quinn
ROBERT H. QUINN
Major Med. Adm. C.
Port & Whse. Div.

1430

0 8 7 2

RM/er

SECRET

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

Phone : 478790

Ref : 1/30/TH/M.

1 Dec 44

SUBJECT : Request for Personnel

TO : Director, M. S/O.

1. In contemplation of the necessity of operation by this section of AC port warehouses in the Cities of Genoa, Venice and Trieste, additional military personnel is needed.

2. Details are as follows :

a. Officers Assignment	City	Officer of Sub company Total	
		Grade	Total
O I/c Warehouse	Genoa	1	
	Venice	1	
	Trieste	1	3
Port Liason Officers	Genoa	1	
	Venice	1	
	Trieste	1	3
Asst Warehouse Off.	Genoa	3	
	Venice	1	4
			10
b. Non - Com. Assignment		City	Senior Sub non-Coms. Total

Ref: 1/30/TH/M.

1 Dec 44

SUBJECT: Request for Personnel

TO: Director, Pa. S/C.

1. In contemplation of the necessity of operation by this section of AC port warehouses in the Cities of Genoa, Venice and Trieste, additional military personnel is needed.

2. Details are as follows:

a. Officers Assignment

	City	Officer of Sub company	Total
O i/c Warehouse	Genoa	1	
	Venice	1	
	Trieste	1	3
Port Liaison Officers	Genoa	1	
	Venice	1	
	Trieste	1	3
Asst Warehouse Off.	Genoa	3	
	Venice	1	4
			10

b. Non-Com. Assignment

	City	Senior non-com.	Sub non-com.	Total
Non-coms i/c Base.	Genoa			
	Venice	1		
	Trieste	1	3	4
1429				
Non-com i/c railroad	Genoa	1		
	Venice	1		
	Trieste	1	3	4
Asst non-com i/c warehouses	Genoa	1		
	Venice	1		
	Trieste	2	3	5

c. H.M./O.R.'s

Assignment	City	HM/OR's	Sub Total	Total
Warehouse foremen	Genoa	17		
	Venice	2		
	Trieste	5	31	31

3. All personnel (both officer and HM/OR's) requested should be men trained in depot work in such units as Q.M., H.A.S.C., Ordnance, Ingr. etc.

4. At present personnel assigned to this Division is spread so thin that there can be little contemplation of subsequently moving them North as new areas become active. It is possible that with a change in the tactical situation, a fraction of the personnel might, at some future date, be spared from Leghorn. However, it must be borne in mind that since Leghorn is today primarily a stockpiling area for the populous area north, it is contemplated that Leghorn personnel will be occupied in making water shipments at the same time as it will be necessary for other ports to accept them.

5. It is not contemplated that any of the port cities in which this section now operates (Naples, Leghorn & Ancona) will be de-militarized.

6. Present assignment of personnel:

	Officers	HM/OR's
Rome	1	2
Naples	2	85
Leghorn	5	38
Ancona	1	78

7. At present three platoons of Italian soldiers (90 men) of AG HQ are assigned for duty in Leghorn as warehouse guards. In Naples, PRC has furnished Italian Army guards under control of American M.P.'s. In Ancona, civilian armed guards have been furnished by the local AMG HQ. If the local Military Commanders in Genoa, Venice and Trieste do not furnish warehouse guards, the following Italian soldiers must be furnished by this H.Q.

Genoa	3	Pl.
Venice	2	Pl.
Trieste	1	Pl.

128

4. At present personnel assigned to this Division is spread so thin that there can be little contemplation of subsequently moving them North as new areas become active. It is possible that with a change in the tactical situation, a fraction of the personnel might, at some future date, be spared from Leghorn. However, it must be borne in mind that since Leghorn is today primarily a stockpiling area for the populous area north, it is contemplated that Leghorn personnel will be occupied in making water shipments at the same time as it will be necessary for other ports to accept them.

5. It is not contemplated that any of the port cities in which this section now operates (Naples, Leghorn & Ancona) will be de-militarized.

6. Present assignment of personnel:

	Officers	EN/CR's
Rome	1	2
Naples	2	25
Leghorn	5	30
Ancona	1	78

7. At present three platoons of Italian soldiers (90 men) of AC HQ are assigned for duty in Leghorn as warehouse guards. In Naples, PRG has furnished Italian Army guards under control of American M.P.'s. In Ancona, civilian armed guards have been furnished by the local AMG HQ. If the local Military Commanders in Genoa, Venice and Trieste do not furnish warehouse guards, the following Italian soldiers must be furnished by this H.Q.

Genoa	3	En.
Venice	2	En.
Trieste	1	En.

ROBERT H. KELLEN
Capt. M.A.C.
Shipment, Port & Base Div.

for

D.S. ADAMS
Colonel, C.I.
Director Tn.B/O

N A P L E S

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

A N C O N A

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

L E C C 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

INTER OFFICE MEMO

19 April 1945

W/1/707/226

SUBJECT : Personnel

FROM : Admin. Division, Transportation Sub-Commission

TO : C-1 (A) ✓
C-1 (B)

1. Below is quoted a portion of a letter (dated 1 Dec 44) to this office from Port and Warehouse Division, this sub-commission:

"1. In contemplation of the necessity of operation by this section of AC port warehouses in the Cities of Genoa, Venice and Trieste, additional military personnel is needed.

2. Details are as follows:

a. Officers Assignment

City	Officer	Sub Total of compa-Total by grade
------	---------	-----------------------------------

O.i/c Warehouse	Genoa	1
	Venice	1
	Trieste	1
		3

Port Liaison Officer

Genoa	1	
Venice	1	
Trieste	1	
		3

Ass't Warehouse Off.

Genoa	3	
Venice	1	
		4

b. Non-Coms. Assignment

City	Senior Non-Coms.	Sub Total
------	------------------	-----------

Non-coms i/c base.

Genoa	1	
Venice	1	
Trieste	1	
		3

Non-com i/c railroad

Genoa	1
Venice	1

1. In contemplation of the necessity of operation by this section of AC port warehouses in the Cities of Genoa, Venice and Trieste, additional military personnel is needed.

2. Details are as follows:

a. Officers

Assignment

City	Officer	Sub Total	Total
Genoa	1		
Venice	1		
Trieste	1	3	

O.I/c Warehouse

Genoa	1
Venice	1
Trieste	1

Port Liaison Officer

Genoa	1
Venice	1
Trieste	1

Ass't Warehouse Off.

Genoa	3
Venice	1

b. Non-Coms.

Assignment

City	Senior non-coms.	Sub Total	Total
Genoa	3		
Venice	1	4	10

Non-coms i/c Whse.

Genoa	1
Venice	1
Trieste	1

Non-com i/c railroad

Genoa	1
Venice	1
Trieste	1

Ass't non-com i/c Whse. Genoa

Genoa	1
Venice	1
Trieste	1

c. D.M./C.R.'s

Assignment

City	DM/CR's	Sub Total	Total
Genoa	17		
Venice	9		
Trieste	5	31	31

Warehouse foremen

Genoa	17
Venice	9
Trieste	5

3. All personnel (both officers and EN/OR's) requested should be men trained in depot work in such units as Q.M., R.A.S.O., Ordnance, Eng., etc.

4. At present personnel assigned to this Division is spread so thin that there can be little contemplation of subsequently moving them North as new areas become active. It is possible that with a change in the tactical situation, a fraction of the personnel might, at some future date, be spared from Leghorn. However, it must be borne in mind that since Leghorn is today primarily a stockpiling area for the populous area north, it is contemplated that Leghorn personnel will be occupied in making water shipments at the same time as it will be necessary for other ports to accept them.

5. It is not contemplated that any of the port cities in which this section now operates (Naples, Leghorn and Ancona) will be demilitarized."

2. The situation today is even more acute than contemplated at the time the above quoted letter was written. Altho the men formerly assigned to this sub-commission for warehouse work are now assigned to the regions, the same work is being done and will have to be done in the areas as liberated. Further, inland inland transit warehouses must be opened and operated in the immediate future (two are already functioning).

3. Despite this, fewer officers and E.M./O.R.'s are at present assigned for warehouse work in ALL Italy than were assigned one year ago in Naples only.

4. It is MCST URGENTLY requested that the above requested 10 officers and 40 E.M. be assigned to the regions as indicated, at once, to prevent a complete breakdown of the handling of imported civil supplies.

AMERICAN
19 APR 1945
3670
1:25

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3. Despite this, fewer officers and S.M./C.R.'s are at present assigned for warehouse work in ALL Italy than were assigned one year ago in Naples only.

4. It is MOST URGENTLY requested that the above requested 10 officers and 40 S.M. be assigned to the regions as indicated, at once, to prevent a complete breakdown of the handling of imported civil supplies.

AMERICAN
19 APR 1945
3640
1425
OFFICE OF THE
CHIEF OF STAFF
U.S. ARMY
WASHINGTON, D.C.

PLEASE QUOTE.

V. 17.

SUBJECT: PROCEDURE - WAREHOUSING.

FROM: WAREHOUSE 676, A.M.G. BARLES.

TO: THE CHIEF P.A.W.D. H.Q. A.O. (2 copies).

Copies : Capt. F.G. JEFFREY, G.5. A.F.H.Q.
 Capt. RAMSAY (for S.O. WH 4).
 File.

1. In my various requests for the enforcement of a standard method of advising receipts into and authorising releases from these warehouses, I imagined I had recorded all the non standard methods. My imagination has failed.

2. At 1700 hours on 16 Apr 45 a Capt LEE (B) arrived here with three lorries from Bari. His task was to collect five tons of Newsprint, which he said had been loaned by Mr. White, Commerce S.O. to M.L. Albania, by arrangement, three days previously, with Capt. F.G. Jeffrey G.5. A.F.H.Q.

3. Capt. Lee had no documents whatsoever to connect him with the Newsprint.

4. Capt. Jeffrey called Roma (from A.F.H.Q.) only to find Mr. White and his secretary had gone to Florence.

5. Mr Bagnasco (Italian Manager here), quite in accordance with good warehouse procedure and that laid down for these warehouses, demands written Release Orders.

6. In this instance I accepted the responsibility of issuing the Release Order and the goods were delivered.

7. Some day this haphazard method of doing business will result in a grave error being committed, with consequent loss of valuable material and the inevitable hunt for a scapegoat.

(over)

8. DSA/hl/25 Oct 44, "Disposition of Imported Civil Supplies", is one of the orders on which these warehouses are run.

9. May a copy be sent to Mr White please, and his attention invited in particular to para 9 (b) and (d) regarding the transaction under discussion. If Capt Jeffrey's dates are correct Mr White had ample time to comply with these orders.

10. In the meantime I intend to enforce Col Adams' orders unless I receive counter orders from you and I advise that all Sub Comms be advised accordingly.

W. T. Martin

Major R. Signal
C/O 4.4.44
I had recorded all the sub-
standard records, my investigation was failed.

At 1700 hours on 13 Oct 44 I arrived here
with three letters from Major R. Signal
of 1000 hours, which he said had been issued by him, and
to Mr. Signal, by Mr. Signal, dated 1000 hours, with
Capt. R. Signal 4.4.44.

1. Capt. R. Signal had no documents whatsoever in connection with the transaction.

2. Capt. R. Signal called home (from 4.4.44) only to find Mr. White and his secretary had gone to Singapore.

3. Mr. Signal (British subject) said in Singapore with good warehouse records but that had been for three weeks, damaged and stolen records.

4. In this instance I suggested the responsibility of entering the Police Order and the goods were delivered.

5. Some day this happened method of doing business will result in a grave error being committed, with consequent loss of valuable material and the inevitable hurt to a customer.

(over)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 290
Ref. AC/3.2/21/Tn6

RMB/lml
11 April 1945

SUBJECT : Major Klein's Report on Visit to
Naples Warehouses - 5-6 April.

TO : M. B. Thomas, Colonel
Deputy Director

1. Attached hereto you will find report submitted by Major Klein as per subject.

2. In connection with Paragraph 6 thereof, I am fully in accordance with suggestions made by Major Klein to have several E.M./O.R.'s assigned for duty with Major Martin. As a matter of fact, if Major Martin is to be transferred to Rome, it is advisable to increase the present staff at Naples which seems to be an appalling necessity. Withdrawal of Major Martin and Sgt. Miller from the Naples warehouses should be postponed until this situation is cleared, particularly, if additional staff is assigned, as time will be needed for their training.

3. Regarding the statement in Paragraph 7, it seems to me that Major Marks should be released. He has officially requested his release because of failing health and under these circumstances I believe it inadvisable to keep him in his present assignment, since he cannot be as efficient as he might be otherwise. As a matter of fact, Major Klein has called my attention to several and continued happenings in the handling of the work at Naples with which Major Marks is concerned, which are certainly far from satisfactory.


R. M. BAZZANELLA
Chief, Port & Whse Division
Transportation Sub-Commission

Attachment:

1- Report

1423

INTER OFFICE MEMO

RHK/er

Ref : W/7/624/TMG

10 April 1945

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

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

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

pared to recent activities. Nine ships with cargo in excess of 15,000 tons were discharging. Outbound rail loading average in excess of 10 wagons per day.

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

3. Heavy program of future shipments was discussed. Rail program of 10/15 wagons daily is expected to continue for a month or more. In addition, two water movements out, one of 5000 tons and another 1900 tons are scheduled within the next 30 days. Very large arrivals are also anticipated.

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5. A visit to the Port showed tremendous backlog of AC merchandise. Explanation was that AC warehouses were not able to accept as fast as Port delivered. Major Martin stated Depot 676, could not handle over 20 tons per hour in. This is extremely bad. The average should be nearer 60 tons per hour at either Depot 676, 677 or 696. Truck turnaround has been exceedingly slow. It is not unlikely AC will receive a letter of protest from 8th Port authorities reference AC's inability to accept merchandise more rapidly.

- 2 -

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

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

8. A meeting was held 6 April 45 in the Offices of Depot 676 at which were present Majors Martin, Marks, Klein, Capt. Thos. Ramsey, Sig. Visco and Sig. Bagnasco of the Federazione dei Consorzi Agrari and Sig. Bordini of I.C.E. Procedures from ship arrival in Naples port to arrival of merchandise at AC warehouse were described. The proper use of the S.O.P., the use of Federazione dei Consorzi Agrari and ICE personnel were agreed. It is hoped that by 1 May 45 the plan will actually function in toto.

9. Recommendations:

- a) Rome HQ of Federazione Italiana dei Consorzi Agrari be advised of the seriousness of the situation at Naples warehouses and requested to take necessary action (Sig. Mizzi was so advised today).
- b) Four experienced E.M./O.R.'s be assigned

Col. S. S. S.

121

Italiana dei Consorzi Agrari, BUT their ability to accept is entirely another matter".

7. Altho, as indicated in para. 4, my letter W/7/596/TW6 to Deputy Director Tn. S/C., the matter of Port Liaison has perhaps not been my responsibility, a careful check was made of this situation in Naples. Despite the fact that Major Marks has had adequate information from HQ both by letter and phone conversation relative to the use of I.C.E. personnel, he had not availed himself of their services. Further, his manner of handling port liaison, in particular the S.O.F. (which is the basis of AC port liaison in a military port) is completely inadequate. It is believed Major Marks is not qualified for the position he occupies, not only for the reasons stated but for numerous others. (Details can be given if desired). Major Bowers concurs in this view.

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9. Recommendations:

- a) Rome HQ of Federazione Italiana dei Consorzi Agrari be advised of the seriousness of the situation at Naples warehouses and requested to take necessary action (Sig. Mizzi was so advised today).
- b) Four experienced E.M./O.R.'s be assigned to Major Martin.
- c) The order that Major Martin move his office from Depot 676 to the Provincial Building be postponed at least 60 days (Major Marks has already moved-Major Martin is preparing to move).
- d) Major Marks be replaced by Lt. Mitchell, who is now Port Liaison Officer, Leghorn.
- e) Lt. Mitchell be replaced by Lt. Delmerico, who is now Ass't Wase. Officer, Ancona.
- f) Another officer (preferably a junior officer) be assigned to Ancona.

Robert H. Klein
ROBERT H. KLEIN

Copy to: Chief Port & Wase. Div.
(Att. F. Bazzanella)

Major MAC-Port & Wase. Div.

Y

Col Scoggins

*I believe Martin's move
he can move earlier;
I think he should, too.*

*I am considering
Martin's removal;
not Marks'*

MAH

INTER OFFICE MEMO

RHE/er

Ref : W/3/659/TW6

13 April 45

SUBJECT : Report of Visit to Leghorn Warehouses - by Maj. Klein-
April 10/11 1945

FROM : Port & Warehouse Division

TO : Chief, Port & Warehouse Div. (Att. Mr. Bazzanella)

1. Leghorn operation is progressing relatively satisfactorily. In contrast to receiving difficulties in Naples, Leghorn depots accepted 3600 tons in one three day period, and shipped approximately 1000 tons at the same time. The 1000 tons did NOT include 73 rail wagons of cased vehicles dispatched during the same some three days. Federazione Italiana dei Consorzi Agrari is actually employing less laborers to handle the same tonnages as were handled under the AICOM management.

2. Security has improved and there have been no recent reports of major pilferage.

3. Warehouses are in orderly condition. Most of covered storage space is now in use. Altho additional covered space could be made available with further roofing repairs, this is not considered advisable due to anticipated program of releases.

4. There appear to be four reasons for the relatively satisfactory conditions at Leghorn:

- a) Capable supervision by AICOM officer personnel
- b) The fact that the majority of the I.M./O.E.'s are still on duty.
- c) The good quality of the Federazione Italiana dei Consorzi Agrari management, especially Dr. Campiani.
- d) The incentive scheme of pay by which the workers are paid. They are guaranteed a certain minimum and receive additional based on the number of tons handled in and out of the warehouses.

5. Consideration is being given to adopting the same pay system in Naples and Ancona.



1420

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ROBERT H. ALLEN

Major Med. Adm. C.
Port & Whse. Div.

1420

Copy to:- Director, Transportation Sub-Commission

Filed ac/rb/Hab

INTER OFFICE MEMO

RHK/er

Ref : W/7/596/TN6

2 APR 45

SUBJECT : Inspection Trip to Naples - JAMES B. HURLEY
(your 653/1/TN6 - 28 Mar 45)

FROM : Port & Warehouse Division

TO : Deputy Director, Transportation Sub-Commission.

1. The A/M letter came to my attention by means of float file.
2. Mr. Hurley's report was not submitted to me, but was shown to me, in passing, by Mr. Bazzanella. I commented, verbally, to Mr. Bazzanella that those parts of the report referring to shortages between shipside and warehouse were superficial and misleading. Further, they questioned the accuracy of certain statements made by me. Support of those statements made by me is available in my files.
3. What seems to me (and has seemed to me for a long time) the important part of the situation is being overlooked. I refer to the control of cargo between shipside and warehouse - the losses that occur between these points.
4. For several months, I have unsuccessfully attempted to ascertain the responsibility for this control. In the absence of direction, I have assumed (perhaps erroneously) a portion of this responsibility. In part, I have been severely criticized for my actions.
5. The personal element is of the slightest importance. The fact is that substantial quantities of cargo have gone astray, and not been recovered. Further, there seems to be no established procedure for checking and taking necessary action to recover lost cargo or to prevent further losses.
6. In the absence of clear cut direction, and careful overall supervision, it is my belief that similar losses will continue when I.C.I. and Federazione dei Consorzi Agrari become responsible for accepting delivery at shipside, as of 1 May 45. I offer the current situation at Bari to support my views.

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

1419

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

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

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

Robert H. Klein
ROBERT H. KLEIN

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

INTER OFFICE MEMO

RHK/er

7 Mar 45

Ref : W/7/438/TN6

SUBJECT : Functions of the Warehouse Branch

TO : Mr. BAZZANELLA, Port & Warehouse Division

1. The Warehouse Branch is interested only in the warehousing of imported civil supplies arriving in military ports, and in in-transit warehouses used for temporary stock-piling. Actual warehouse operations are responsibility of AMG or the Regions. At present, warehouses to which this section gives technical advice are situated in Naples, Leghorn, Ancona and Torli. The situation in Bari is a bit obscure.

2. Technical advice is somewhat difficult of exact definition. However, matters of General warehouse policy are determined and disseminated by this office. Apportionment of personnel between the warehouses is controlled from here in conjunction with the warehouse officers. Supervision of warehouse operations, control of security, etc. are to some degree "controlled" from here.

3. This office receives advice from AFHQ, G-5 section, of expected arrivals. Using this as a basis, ships are "followed" to the port of destination. By consultation with interested Sub-Commissions, desired disposition of imports is ascertained. This office passes this advice (ship; port of arrival, time of arrival, cargo and disposition) on to the Port Liaison Officer and Warehouse Officer in the appropriate place. (This covers not only the military ports, but the non-military ports as well, when cargos originate in U.K. or U.S.). As necessary, this office enters rail and water bids for subsequent movement of the imported civil supplies.

4. By a system of reports and records, this office checks the fulfillment of the instructions mentioned in para 3 above. Necessary action is taken to insure some measure of efficiency.

5. At the present moment, the actual operation of the warehouses is being turned over to the Federazione Italiana dei Consorzi Agrari, but continued supervision, (with greatly reduced Allied military staffs at the warehouses) will be necessary. Personnel will be assigned to new locations

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5. At the present moment, the actual operation of the warehouses is being turned over to the Federazione Italiana dei Consorzi Agrari, but continued supervision, (with greatly reduced Allied military staffs at the warehouses) will be necessary. Relieved personnel will be assigned to new locations farther North as the tactical situation changes.

6. When the already approved plans relative to Istituto Commercio Estero (ICE) function better, certain of the work arranging disposition of imports will no longer be done here.

WHA
ROBERT E. KLEIN
Maj. Med. Adm. C.
Port & Whse. Div.

see 10/1/46

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

RHK/er

Phone : 478700

Ref : W/12/228/TN6

7 Feb 45

SUBJECT : Advice of Anticipated Arrivals
(your Ref. MGS/C-7, 24 Jan 45)

TO : Econ & Supply Section, G-5, AFHQ - APO 512, U.S. Army

1. The general tone of the A/M letter indicates that our letter 12/12/TN/W., 3 Jan 45, was intended as an adverse criticism of the work of your section. This is far from the case. Our letter was written at the request of your office.

2. When this office can not be sure that quantity information from you as to tonnages expected is ALL inclusive, it becomes extremely difficult for us to be certain that the collateral information we receive from other sources is complete. This is true because the collateral information sources are more or less "gratuitous" rather than "official".

3. When information of omissions is contained in later advices, it is frequently too late for use at the port of discharge because the ship is already unloaded.

4. The purpose of our previous letter and of this one as well is to call attention to the handicaps under which we operate, in hopes the system can be changed to the benefit of all concerned.

For the Chief Commissioner:

1:17

ROBERT H. KLEIN

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For the Chief Commissioner:

1417

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

for
MERRITT H. TAYLOR
Director Tn.S/C.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512



Ref. MGS/C-7

24 January 1945

SUBJECT: Advice of Anticipated Arrivals

TO : Headquarters, Allied Commission, APO 394
Transportation Sub-Commission,
Warehouse Section, Shipment, Port and
Warehouse Division.

Reference your letter 12/12/TN/1 dated 3 January 45.

1. Please note the following comments upon the "errors and omissions" listed in your letter.

A. James Bowie - BA 490 in UGS 53 (Your para 2).

Rivetting Hammers and Spares, 256 lbs, and Welding Rod, 3728 lbs (not 3928 as quoted in your letter) are definitely shown on the manifest of this vessel as being for A.M.G. (TOG). This branch letter of even number dated 31 October 44 confirmed this point and supported it with a copy of the manifest. It is realized that no trace of discharge of these items can be found - this however is not an inaccuracy in our notification to you.

B. Joseph Pulitzer - HR 653 in UGS 55 (Your para 3).

It is agreed that the 19 tons (not 39 tons as quoted in your letter) of currency, shown on the manifest of this vessel, were notified to you as "Printed Matter". It is pointed out, however, that this advice was corrected in MGS/C-7 dated 24 October 44 (para. 5 (a) (i)) to which please refer.

C. Oliver Perry - UGS 56 (Your para 4).

Can not trace this ship in UGS 56. Request more detail as this is thought to be AC coastwise traffic.

D. John Jay - BA 535 in UGS 56 (Your letter para 5 quotes "HR 535").

The manifest of this vessel was not received in time for the details to be included in the relevant 10-day letter. On receipt of the manifest, which arrived with the papers of the following convoy, Allied Commission was advised full details by telephone, and these were confirmed in our letter C-7 dated 12 November 44.

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CONFIDENTIALE. Collier - BA 554 in UGS 57 (Your para 6).

There is no item of "Paper, 8 tons" for AC shown on the manifest of this vessel. Total quantity of paper in the cargo is approx. 90 tons "Plank Paper" consigned to U.S. Office of War Information.

F. Joseph Alston - BA 582, and Samuel Adams - BA 588 (NOT BA 388), both in UGS 59 (Your para 7).

A re-examination of your copies of the manifests of these vessels will show that in each case the cargo in question is clearly endorsed "Signal AMG" and also, apparently, with TOG numbers. Subsequent to our advice to AC of these items, however, further information was received which revealed that these signal stores were not in fact for AMG. This information was immediately passed to AC (letter C-7 dated 20 December 44 refers) and it is not understood, therefore, what the present problem is.

G. James Hoban - BA 575 in UGS 59 (Your para 8).

It is agreed that a cargo of Deck Paint and Lard, consigned to AC, was carried by this vessel and shown on the manifest. The documents of this vessel were not forwarded to us with the papers for UGS 59 and the omission has only recently come to light. Arrangements have now been made to rectify such omissions on the part of MTOUSA.

H. Richard Call. (Your para 9).

This vessel loaded at Oran on 12 October 44 a cargo of U.S. Army subsistence (Class 'B' mixed and Class 'B' Special rations) and Engineer stores, including 10 bundles of shovels. It would appear that AC have accepted some of these items in error. Otherwise it is suggested that the Powdered Milk and Dry Veg. referred to form part of an AC Intra-Mediterranean transshipment.

I. John Mason - BR 663 in UGS 55 (Your para 9).

This vessel carried cargo consisting exclusively of U.S. Air Ordnance. Nothing of the nature of Engineer Supplies appears on the manifest.

J. Scott - BR 875/CH 276 in UGS 61 (Your para 10).

No item resembling "1999 cases Luncheon Meat" appears on this manifest. The nearest approach is a consignment of 5810 cases Corned Beef, marked "Class I Non-Perishable subsistence", and not marked TOG.

K. Roger Williams - BA 622 in UGS 61 (Your para 11).

It is agreed that this vessel carried 11 tons Deck Paint for AC. Please refer to our remarks at para 'G' above.

L. Fort Laird - Convoy MRS 67 (Your para. 13).

This vessel carried 350 tons Caustic Soda from Mid East, consigned to "Ordnance Officer, Port of Discharge". It is presumed that the 160 tons taken on charge by AC are part of this consignment.

1415

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M. Harmatton - KK 161 in EMS 72 (Your para 14).

There is no trace of any Steel Cable or Wire on the manifest of this vessel, either for AG or for any other consignee.

N. Sanspring - KK 154 in EMS 69 (Your para 15).

This cargo of Anti-Typhus units was notified to you in MGS/C-7 dated 3 December 44 - the manifest having arrived too late for inclusion in MGS/C-7 dated 23 November 44.

O. Samuel Griffin - BA 638 in UGS 62 (Your para 16).

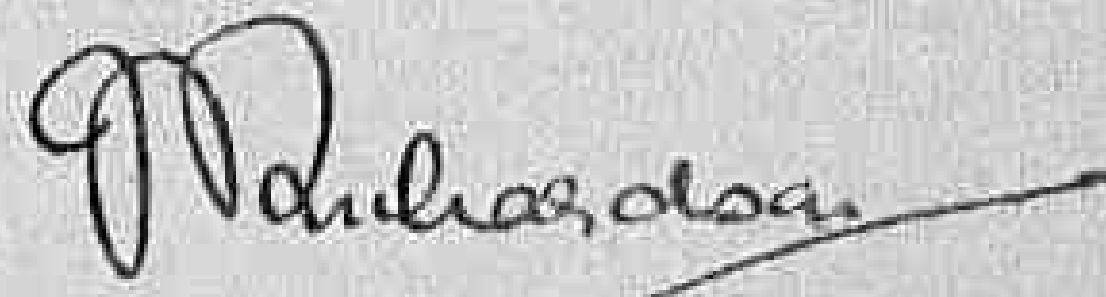
See remarks at para 'H'. Details of this vessel were passed to you in para 7 D of MGS/C-7 dated 23 December 44.

P. George Davis - BA 631 in UGS 63 (Your para 17).

Manifest was received too late for inclusion in MGS/C-7 dated 23 December but was notified in MGS/C-7 dated 31 December.

2. It would greatly facilitate the investigation of any further enquiries if more complete and accurate data is provided, such as the full names of vessels and their correct code and convoy numbers.

For the Acting Assistant Chief of Staff, G-5:



J. RICHARDSON
J. Comd. ATS
Economics & Supply Division.

1414

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB-COMMISSION

Warehouse Section, Shipment, Port & Warehouse Division

Ref : 12/12/TN/A.

3 Jan 45

SUBJECT : Errors and Omissions in Advices of Expected Arrivals

TO : Economics & Supply Section, C-5, AFHQ, APO 512

1. Below are listed a number of errors and omissions in advices of expected tonnages received by this HQ from C-5, AFHQ. The list is not complete but is indicative of the frequency of receipt of inadequate and erroneous information. This letter is forwarded at the phoned request of Economics & Supply Section, C-5, AFHQ.

2. UGS/o-7, 14 Sept 44 advised JAMES BOWIE, UGS 53-BA 490, contained 256 Lbs Riveting hammers and spores, 3918 lbs welding rods. This cargo HOT indicated on manifest, nor was it found on ship when it discharged at Leghorn.

3. HQS/c-7, 4 Oct 44 advised JOSEPH PULITZER, UGS 55-HR 653, contained 39 Tons AC Printed Matter. Manifest indicated cargo was HOT AC cargo.

4. In UGS 56, no advance notice was received of expected arrival of OLIVER PERRY, which actually discharged 8 Tons of Medical Supplies at Leghorn.

5. In UGS 56, no advance notice was received of expected arrival of HR 535, JOHN JAY which actually discharged 351 Tons Dry Veg at Leghorn.

6. In UGS 57, no advance notice was received of expected arrival of COLLIER which actually discharged 8 Tons Paper at Leghorn.

7. HQS/c-7, 12 Nov 44, advised AC cargo on BA 582

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3. MCS/c-7, 4 Oct 44 advised JOSEPH PULITZER, UGS 55-HR 653, contained 39 Tons AC Printed Matter. Manifest indicated cargo was NOT AC cargo.

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6. In UGS 57, no advance notice was received of the expected arrival of COLLIER which actually discharged 8 Tons Paper at Leghorn.

7. MCS/c-7, 12 Nov 44, advised AC cargo on BA 582 JOSEPH ALSTON and BA 386 SAMUEL ADAMS in UGS 59. Manifests indicated advised cargo was Signal Corps and NOT AC.

8. In UGS 59, no advance notice was received of the expected arrival of BA 575, JAMES HOBAN which actually discharged 9 Tons Deck Paint and 523 Tons Lard at Leghorn.

9. No advance notice was received of expected arrival of RICHARD CALL, convoy unknown, which actually discharged 1200 ea. shovels, 20 Tons Fwd. Milk, and 90 Tons Dry Veg at Leghorn about 20 Nov 44.
10. No advance notice was received of expected arrival of MASON, convoy unknown, which actually discharged 1 Bx Steel Files, 12 Bx. Engr. Supplies and 59 Bundles of Shovels at Leghorn about 20 Dec 44.
11. No advance notice was received of expected arrival of SCOTT, which actually discharged 1,999 cases Luncheon Meat at Leghorn about 20 Dec 44.
12. In UGS 61, no advance notice was received of expected arrival of WILLIAMS which actually discharged 11 Tons Paint at Leghorn about 30 Dec 44. When this HQ advised C-5 by phone of the above, it was definitely stated same was not on manifest. Cargo has been received and bears TOC number.
13. No advance notice received of expected arrival of P.T. LAIRD which actually discharged 150 Tons Caustic Soda at Naples about 7 Dec 44.
14. MGS/c-7, 23 Dec 44, advised KK 161, HARMATION contained 41 Tons Mobile A/T units. This HQ is advised ship carries approx. 10 Tons Steel Wire Cable. , in addition.
15. MGS/c-7, 23 Nov 44, failed to advise of expected arrival of SAMSPRING with 41 Tons Mobile A/T units actually discharged at Naples.
16. No advance notice was received of expected arrival of BA 638 SAMUEL GRIFFIN in UGS 62, which actually discharged 490 ea. Tires and 1395 Tons Wheat at Leghorn.
17. MGS/c-7, 23 Dec 44, failed to include 981 ea. Tires as part of the AC. cargo on GEORGE DAVIS in UGS 63

1:12

ROBERT H. KLEIN,
 Capt. M.A.C.
 Assoc. Sect. J.P. & T. Div.
 MERRITT H. TAYLOR

for

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13. No advance notice received of expected arrival of P.T. LAIRD which actually discharged 160 Tons Caustic Soda at Naples about 7 Dec 44.

14. MCS/c-7, 23 Dec 44, advised EX 161, HARMATON contained 41 Tons Mobile A/T units. This HQ is advised ship carries approx. 10 Tons Steel Wire Cable.

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1412

ROBERT H. ELGIN,
Capt. M.A.C.
Hqs. Sect. S.F. & S. Div.
MURRITT H. TAYLOR
Director In. S/C.

for

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8 January 1944

Memorandum:

Subject: Report of "Survey" of AMG Food Warehousing in Naples.

1. This informal comment is a confirmation of the conversation in the office of Lt. Col. Warren, a few nights ago, at which Maj. Rex Thompson was also present. Certain statements were made at that time, and I wish to put them in writing here.

2. During the few days I have been on duty with AMG, I have visited the three principal depots, known as #676 (Cirio), #677 (Vitelli) and #681 (Savino). I have been present at #676 and #677 when merchandise was received. I have been present on numerous occasions at #676, both when merchandise was received as well as dispatched. No record WHATSOEVER was made of the incoming merchandise. No accurate record was made of the merchandise shipped. There was no one person, nor even a group of persons, responsible for the receipt or shipping of merchandise. Drivers of incoming vehicles had no memorandum showing the contents of their trucks, and incoming merchandise was IMMEDIATELY comingled with merchandise on hand so that even subsequent checking was impossible. The drivers carried load tickets indicating APPROXIMATE weight of their loads, but there was NO effort to verify even that rough estimate. Drivers withdrawing merchandise from the warehouse did so without signing receipt for same. Issuing was done by almost anyone available at that moment, either Italian civilian or American soldier.

There is no centralized method of control over inventory. All inventory records are mere estimates, and opportunities for large shortages are prevalent at all times. When shipments are made by rail, no receipt remains in the hands of warehouse or AMG personnel.

3. Issue vouchers are prepared at AMG office in large amounts, i.e. for perhaps 500 or more tons on one voucher. Inasmuch as this amount can NOT be shipped either on one vehicle at ONE time or even on several vehicles at ONE time, additional bookkeeping procedures are needed. These are of the most primitive, inaccurate and sketchy nature. Much is left to mere memory.

4. Altho a workable inventory system has been attempted, supporting records are either inaccurate or non-existent, so that the resulting records are of no value.

5. Warehouse building #676 has large floor space ^{over} which merchandise of various agencies is stored and INTERMINGLED. Only bookkeeping entries can possibly identify ownership of certain merchandise as physical separation has not been attempted in certain cases.

6. Adequate guard, PROPERLY instructed does NOT exist. On two separate occasions, in the writer's presence merchandise was withdrawn from the warehouse by outsiders without any intervention whatsoever by any army or civilian employees present. No record of any kind was made of the withdrawal.

- 2 -

At Depot #676, the building and grounds are in most disorderly condition. The expenditure of a moderate amount of time and money and materials (detailed report submitted separately) would enable this building to warehouse a much greater amount of merchandise. It is the writer's opinion that proper repair and proper utilization of the facilities available at #676 and #677, would allow sufficient space necessary to store all present stocks of AMG foodstuffs, including canned goods, flour, wheat and possible even Red Cross clothing supplies now stored at numerous warehouse thru out Naples whereing even LESS control exists than described at #676.

7. The Army personnel available for the work is inadequate both in quality and quantity. Both enlisted men and officers have had no previous training either in Army or civilian life in this type of work. However, even with the finest trained men, it would be exceedingly difficult to accomplish the work required with the small number of men assigned. Italians CAN be trained to help and ultimately take over many jobs at first allocated to soldiers, but no effort is being made to secure Italians either trained in this type of work or of sufficient education and intelligence to learn it, along with AMG principles of operation. It is interesting to not that at #676, there was ONE soldier on duty at night, with 108 Italians. During the night numerous truckloads of food stuffs were received and truckloads of Red Cross supplies were dispatched. Appropriate control was impossible.

8. Poor organization and poor supervision necessitate duplication and waste of effort. Merchandise is moved and removed without good cause. Numerous examples may be sighted.

9. The warehouses are without the simplest forms of labor saving devices, and the few devices at hand are NOT utilized, partially because of the lack of knowledge of the officers in charge. Use of efficient warehouse equipment which should be made available to an enterprise of this type would create the following advantages:

- a. Increase speed of loading and unloading (which will save time of trucks, as well as, save time in unloading ships carrying AMG food supplies.)
- b. It will decrease amount of labor used by at least 50% and probably more.
- c. It would provide time and simplicity of operation to enable use of efficient warehousing records.
- d. Reduction in number of personnel in addition to saving labor expense directly would eliminate large amount of petty thievery which all army personnel assigned have ~~adv~~ advised exists.

10. There is small effort to employ the type of Italian help most suited to the jobs. Very old men, as well as very young boys, and one severely crippled individual were observed working as roustabouts. Experience has proven that old and young men do NOT work together well in the same crews. With a tremendous labor market available discretion could easily be used.

11. Methods of labor control are lax. Men are constantly observed sitting down or standing about smoking. Altho men are divided into "squads" with foremen in charge of them, foremen are not good leaders, do not know the work, and are not themselves adequately instructed.

- 3 -

12. Sanitary conditions for employees are completely inadequate. NO satisfactory toilet facilities exist.

13. Adequate transportation is NOT provided for either ARMY personnel involved in operation of the several warehouses, or the key civilian employees. For example, the possible working time of the writer has been reduced at least 25% by lack of available PERSONAL transport.

14. Lack of transport to move merchandise has complicated warehousing and unnecessarily delayed ships unloading cargoes destined for AMI warehouses. Two excellent illustrations are the moving of the Red Cross supplies, and the unloading of biscuits from the ship Hebbie.

15. In conclusion, it is the writer's opinion that there is nothing in the entire situation that can not be put into splendid, efficient operation by use of increased, experienced personnel, along with the physical changes recommended in separate report.

Robert H. Klein
Capt. MAC

1-09

C
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Y

8 January 1944

Memorandum:

Subject: Equipment Necessary for more Efficient Operation of Cirio Warehouse,
now used to store foodstuffs of AMG.

1. The following pieces of equipment MUST be furnished either from civilian or military sources, to enable an efficient operation of the above described warehouse:

50 - Two wheel hand trucks.

200 ft. - Roller conveyor, approximate 10 ft. sections,
complete with stands.

300 - skids or pallets.

3 - lift trucks (Hi-Lows)

100 - Four wheel warehouse trucks, preferably for use with
Tow Motor.

2 - Tow Motors.

2. The lack of this equipment means that the number of personnel employed is unduly increased by as much as 200-300%, with the increased risk of theft and loss thereby. In addition, because of the amount of merchandise handled, it is extremely difficult, if not impossible, to keep any record of receipt or shipment, unless equipment as described above is used to simplify the entire warehousing operation.

3. Altho, the equipment described would furnish an ideal situation, any part of it would aid greatly as almost no equipment is available at present.

Robert H. Klein,
Capt. MAC.

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8 January 1944

Memorandum:

Subject: Supplies Necessary to Clean and Maintain Warehouse at Cirio.

15 Street Cleaner Type Brooms.
10 Shovels, short handle, square tip
5 Pick Axes
5 Corn Brooms
5 Wheel Barrows
25# Rags
50 Rolls Toilet Paper
6 Pails
6 Latrine Brushes
5 Mop Handles
15 Mops
15 Cans of Lye or Chloride of Lime.

Robert H. Klein
Capt. MAC

1-107

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9 January 1944

Memorandum:

Subject : Addendum to Report of "Survey" of AMG Food Warehousing in Naples.

1. One most serious omission has been noted in reviewing the report rendered yesterday - viz. there are NO means available for extinguishing FIRES. Neither are patent fire extinguishers available nor are water hydrants and hose available. A small fire could soon reach such proportions that destruction of large quantities of stock would be destroyed. Furthermore, it is current practice for workmen to light bonfires in the warehouses to keep themselves warm. Such practice is highly dangerous.

Robert H. Klein
Capt. MAC

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