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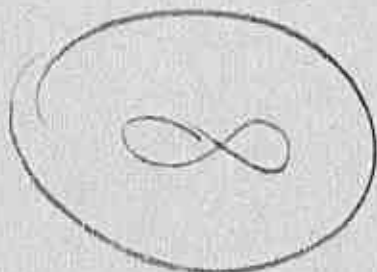
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0000/148/3490

ISOLINA
MAR. 1945

Dest: Ancona

Cargo: ~~Sugar~~



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THIS FOLDER
CONTAINS PAPERS

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THIS FOLDER
CONTAINS PAPERS

FROM MARCH 1945
TO

CATALOGUE.

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HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
PORT AND WAREHOUSE DIVISION
ANTONA DEPOT

13 MARCH 1945

PHONE : 2202

SUB : Shortage from
Schooner "ISOLINA"

TO : Chief Provost Marshall
H.Q. M T O U B A.

REF : TE/C/DE

Attached is copy of a report from 68 S.P.B.
reference the above subject.

for A. M. H. ps
S. J. BOYD, CAPT.
C. I. C. I. / 1.

COPY TO :-

P & W. DIV. (Major Klein)
" " (Capt Wyatt)

3576

RECEIVED

Our Ref.: RIB 65/A/45/85

68 Section,
Special Investigation
Branch,
Corps of Military Police,
Central Mediterranean
Forces.

Subject :- Alleged larceny of 95 Books of A.T.I. Sugar
Mineralized from the "Schooner 'VIOLETTA'" at
ANZORA BOOKS.

To : - D.F.M. 1 District. (2)
C.M. Forces.

Herewith attached, file relative to the above subject,
submitted by Sergeant W. BELL of this SECTION.

For your information, please.

In the field.
10th March 1945

C.D.P. WILLIAMS, Lieut.
for D.M.P. (MOL)
68 Section,
Special Investigation Branch,
Corps of Military Police.

COPY TO :- A.I.M. 61 Area
Capt. BOYD
A.D.C. - Port Det
ANZORA
File.

3375

REF ID: A66780

Our Ref. :- SIE 68/A/45/95

68 Section
Special Investigation Branch,
Corps of Military Police,
Central Mediterranean Forces.

Subject :- Alleged larceny of 95 sacks of A.C.C. sugar
discharged from the schooner "ISOLINA" at
ANCONA DOCKS.

To :- B.A.F.M.
68 Section,
Special Investigation Branch,
Corps of Military Police.

READ & SUBMITTED.

A.L. FAHEY, Captain
B.A.F.M. SECTION

DISTRIBUTION. Report.

D.F.M. 1 District. (2)

A.F.M. 61 Area.

Capt. BOYD.

A.C.C. Port Det
ANCONA.

File:

On Wednesday 21st February 1945, a verbal message was received at this Office from Sergeant WARNER, 153 Ports Provost Company, to the effect that 95 sacks of sugar had failed to arrive at the A.C.C. Warehouse ANCONA. This sugar had been discharged from the schooner "ISOLINA".

At 0900 hours on Thursday 22nd February, 1945 I went to the Docks ANCONA, and interviewed NO. 10678304 Sergeant. BAILEY, W.A. 797 Company, R.A.N.Z. Water Transport, N.Z.C. i/c schooner "ISOLINA". I disclosed my identity, and informed him that I was investigating the loss of 95 sacks of sugar from the cargo which he had discharged. He informed me that he was aware the six sacks were deficient to the number shown on the ships manifest, whereupon he produced a receipt dated the 19th December 1944, to the effect that he had taken aboard the cargo of sugar at REGGIO DI CALABRIA from the schooner "MAIA 3", which at that time was lying disabled at REGGIO DI CALABRIA. This receipt was for 828 sacks of sugar signed by Sergeant BAILEY, and countersigned by Corporal J. REGAN, N.Z.C. i/c schooner "MAIA 3." Against the 834 sacks of sugar shown on the manifest, which had been loaded on the "MAIA 3" six weeks prior to it being transferred to the "ISOLINA".

On inspecting the log book 3374 found that the

22: - D.A.P.M.

68 Section.

Special Investigation Branch,
Corps of Military Police.

READ & SUBMITTED.

A.L. FAIRBY, Captain

D.A.P.M. SECTION

DISTRIBUTION.
Report.

D.P.M. 1 District. (2)

A.T.M. 61 Area.

CAPT. BOYD.

A.L.J. Fort Det
ANCONA.

File:

On Wednesday 21st February 1944, a verbal message was received at this Office from Sergeant WARRER, 183 Ports Provost Company, to the effect that 37 sacks of sugar had failed to arrive at the A.M.C. Warehouse ANCONA. This sugar had been discharged from the schooner "ISOLINA".

At 0900 hours on Thursday 22nd February, 1944 I went to the Docks ANCONA, and interviewed No. 1067880, Sergeant BAYLY, R.A. 797 Company, R.A.S.I. After transport, N.J.O. 1/c schooner "ISOLINA", I disclosed my identity, and informed him that I was investigating the loss of 37 sacks of sugar from the cargo which he had discharged. He informed me that he was aware the six sacks were deficient to the number shown on the ship's manifest, whereupon he produced a receipt dated the 19th December 1944, to the effect that he had taken aboard the cargo of sugar at REGGIO DI CALABRIA from the schooner "MARIA V", which at that time was lying disabled at REGGIO DI CALABRIA. This receipt was for 828 sacks of sugar signed by Sergeant BAYLY, and countersigned by Corporal J. REGAN, N.C.O. 1/c schooner "MARIA V." against the 374 sacks of sugar shown on the manifest, which had been loaded on the "MARIA V" six weeks prior to it being transferred to the "ISOLINA".

On inspecting the Log Book ³³⁷⁴ found that the schooner "ISOLINA" sailed from REGGIO DI CALABRIA on the 20th December 1944, arriving at CATANIA, SICILY, on the same afternoon, where it was lying in that port until the 3rd January 1945, awaiting a further cargo of sugar.

Page 2

..... cargo of sugar.

Owing to transport difficulties in this port the ship was detained, and on the latter date Sergeant DALLI was ordered to proceed to ANCONA.

The journey from PERGO to CALABRIA took 37 days owing to bad weather conditions and was terminated at CALABRIA, arriving at No. 1 Berth ANCONA on the 28th February 1945. During this journey Sergeant DALLI asserted that at no time had the hatches been opened, and all the sacks had to be man handled. It was impossible to get the 95 sacks of sugar out of the hold without his knowledge stating further that the only time that he had left the ship was at 1800 hours when he went ashore to contact an officer of his unit to arrange the replenishing of supplies and fuel. This period ashore lasted about four hours.

From 8th February 1945, the schooner lay at No. 1 Berth ANCONA awaiting orders to discharge the cargo, when on the morning of the 16th Sergeant DALLI received orders to proceed to No. 18 Berth, where unloading was commenced at 1655 hours that day, under the supervision of 1064 Ports Operating Company, Royal Engineers. This continued until about 0100 hours on the morning of the 17th February 1945, when the Sergeant i/c of the labour stopped the unloading owing to the lack of light. The hatches were then battened down, and it was not until 1100 hours the same day that work was resumed. The cargo being fully discharged at 1600 hours on the 18th February 1945.

It appears that this cargo of sugar was discharged direct to the quay in the close proximity of a large stock of flour.

At 1235 hours on the 16th February 1945, the schooner "VIOLETTA" left No. 18 Berth and crossed the harbour back to No. 1 Berth.

At 1400 hours on the 22nd February 1945, I visited the quay Office of 1064 Ports Operating Company where I inspected all the Tally Slips for the cargo of the schooner "VIOLETTA". Nineteen of these Tally Slips had been issued to vehicles amounting to 613 sacks, a further two had been issued for heavy trucks amounting to 125 sacks, making a total of 738 sacks in all for the cargo of the "VIOLETTA" leaving a deficiency of 73 sacks.

Enquiries were again continued on the 23rd February 1945, when I visited the "COCK" Superintendents Office where I

arriving at No. 1 Berth ANOONA on the 8th February 1945. During this journey Sergeant BAYLY assured me that at no time had the hatches been opened, and as all the sacks had to be man handled it was impossible to get the 55 sacks of sugar out of the hold without his knowledge stating further that the only time that he had left the ship was at BAHU when he went ashore to contact an officer of his unit to arrange the replenishing of supplies and fuel. This period ashore lasted about four hours.

From 8th February 1945, the schooner lay at No. 1 Berth ANOONA awaiting orders to discharge the cargo. When on the morning of the 16th Sergeant BAYLY received orders to proceed to No. 16 Berth, where unloading was commenced at 1600 hours that day, under the supervision of 1064 Ports Operating Company, Royal Engineers. This continued until about 0100 hours on the morning of the 17th February 1945, when the Sergeant i/c of the labour stopped the unloading owing to the lack of light. The hatches were then battened down, and it was not until 0800 hours the same day that work was resumed. The cargo being fully discharged at 1600 hours on the 18th February 1945.

It appears that this cargo of sugar was discharged direct to the quay in the close proximity of a large stock of flour.

At 1235 hours on the 19th February 1945, the schooner "TSOLINA" left No. 16 Berth and crossed the harbour back to No. 1 Berth.

At 1400 hours on the 22nd February 1945, I visited the Quay Office of 1064 Ports Operating Company where I inspected all the Tally Slips for the cargo of the schooner "TSOLINA", nineteen of these Tally Slips had been issued to vehicles amounting to 653 sacks. A further two had been issued for quay stacking amounting to 120 sacks, making a total of 760 sacks in all for the cargo of the "TSOLINA" leaving a deficiency of 72 sacks.

Enquiries were again continued on the 23rd February 1945, when I visited the 1000s Superintendent's Office where I examined all the Convey Notes for the schooner "TSOLINA".

Continued

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..... the schooner "YONGIN".

There I found that 22 Convoy Notes had been issued by 1064 P.O. 3. Bay Office to load carrying vehicles upon examination of these Convoy Notes, and comparing them with the particulars obtained from the Tally Slips, I found that three Convoy notes had been issued to load carrying vehicles of which 1064 P.O. 3. had no knowledge of. In comparison the amount of sugar mentioned in the Convoy Notes amounted to 729 sacks against the 762 shown on the Tally Slips, leaving a further deficiency of 33 sacks.

Subsequently I again visited 1064 P.O. 3. Bay Office, but no reasonable account could be given for the three Convoy Notes being issued without first issuing Tally Slips. As these Tally Slips are not numbered I was unable to ascertain if these had been issued, and later mislaid or destroyed. A scrutiny was then made of all Tally Slips issued on the 16th, 17th and 18th February 1945, but this proved negative.

On Saturday, 24th February 1945, I again visited the Docks Superintendents Office where I examined all the Convoy Notes of all ships discharging cargoes from 0001 hours on the 16th February 1945, until 23-5 hours on the 18th February 1945, giving sufficient time for the cargo of the schooner "YONGIN" to be cleared from the quay, but none of the serial numbers were missing, and all the Convoy Notes had in fact been acknowledged by the consignees. This scrutiny also revealed that no further supplies of sugar had been discharged during that period.

I continued enquiries by going to the A.M.S. houses in ANCONA to ascertain if they had received any sugar which had been consigned to them as salt, but I was assured that all their supplies of salt had been loose, and not in sacks.

Owing to the fact that lorry loads of A.M.S. supplies and foodstuffs have left the docks without the necessary documents, i. e. Convoy Notes, and only being in possession of Tally Slips, it is fair to assume that in view of the fact that the considerable amount of traffic using the docks in the course of 24 hours, it would be a comparatively easy matter to transport these supplies out of the docks without detection.

Enquiries are still being continuing regarding this matter and should further evidence come to light, a further full and comprehensive report will be submitted.

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the 752 shown on the Tally Slips, leaving a further deficiency of 21 casks.

Subsequently I again visited 1064 A.E.B. Quay Office, but no responsible person could be given for the three Tally Notes being issued without first issuing Tally Slips. As these Tally Slips are not numbered I was unable to ascertain if these had been issued, and later mislaid or destroyed. A scrutiny was then made of all Tally Slips issued on the 14th, 17th and 18th February 1945, but this proved negative.

On Saturday, 24th February 1945, I again visited the Rocks Superintendents Office where I examined all the Convoy Notes of all ships discharging cargoes from 0001 hours on the 14th February 1945, until 2300 hours on the 16th February 1945, giving sufficient time for the cargo of the schooner "SALONIKA" to be cleared from the quay. But none of the serial numbers were missing, and all the Convoy Notes had in fact been acknowledged by the consignees. This scrutiny also revealed that no further supplies of sugar had been discharged during that period.

I continued enquiries by going to the A.E.B. houses in ANTONIA to ascertain if they had received any sugar which had been consigned to them as salt, but I was assured that all their supplies of salt had been loose, and not in sacks.

Owing to the fact that lorry loads of A.T. Supplies and Foodstuffs have left the Rocks without the necessary documents, i. e. Convoy Notes, and only being in possession of Tally Slips, it is fair to assume that in view of the fact that the considerable amount of traffic using the Rocks in the course of 24 hours, it would be a comparatively easy matter to transport these supplies out of the Rocks without detection.

Enquiries are still being continued during this matter and should further evidence come to light, a further full and comprehensive report will be submitted.

In the Field

7th March, 1945

Bull, Sergeant

GB Section

Special Investigation Branch,

Corps of Military Police.

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