

Declassified E.O. 12356 Section 3.3/NND No. 785015

ACC

10000/100/449

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COURTS OF INQUIRY
AUG. 1943 - MAR. 1944

108pp

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A.F.A. 2.

COURT OF INQUIRY.Proceedings of a Court of Inquiry held at Military GovernmentSchool & Holding Centre.....on 13th September, 1943by order of Col. Parkin, School Commandant, M.G.S......to enquire into the loss of a rifle No. S/24068 the property of.....S/10673614 Pte. BASTABLE, Q/C. on Saturday 28 Aug. 43.....Lt.-Col. R.R. Cripps, J.D......President.229234 R.W. Challenger, Lieut......242757 B. Hoyle, Lieut......Members.

The Court having been duly convened, proceeds to take evidence:

S/10673614 Pte. Bastable, C.C. states:

"While on a journey from Phillipville to Tizi-Ouzou on August 27th - 28th, I placed my rifle in a truck at the Staging Camp. On arriving at TIZI-OUZOU on evening of 29th August, 43 I was called away to unload Col. Platt's baggage. When I returned to the truck to recover my belongings I found my equipment but not my rifle. It was dark and I made a good search as I could but I have not been able to find it. I was not able to search the following morning in daylight as the trucks had left"

(Sgd) Cyril C. Bastable
Pte S/10673614

S/11864 S.S.M. D.S. Crawford, R.A.S.C. states:

"Whilst on a journey from Phillipville to Tizi-Ouzou the equipment and arms of the other ranks in the contingent were carried in the vehicles with personnel. During the night 27th - 28th Aug. 43 I ordered all men to have their rifles under their mosquito nets. On the morning of 28th Aug 43 all kit and equipment was again loaded into personnel trucks. On the morning of the 29th Aug. 43 Pte Bastable reported to me he could not find his rifle. I told him to make a search of the trucks and equipment. The rifle

.....

229234	Lt.-Col., R.R. Cripps, J.D. President.
	R.W. Challenger, Lieut. (Members.)
242757	B. Hayle, Lieut. (Members.)

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(Sgd) D.S. Crawford. S.S.M.

S/103101 S/Sgt R. Merten, R.A.S.C. states:

"On morning of 28th August; when the contingent was preparing to leave Staging Camp at Sétif Pte Bastable asked me whether we were changing vehicles on the next phase of the journey. I said not and assisted Pte Bastable to load his kit into the truck. The equipment was placed close to mine and his rifle was placed under the seat."

Question: Did you see the rifle on arrival at Tizi-Ouzou?

Answer : I saw a number of rifles with mine but could not recognize any one as belonging to Bastable.

(Sgd) S. MORTON, S.S.M.

The Court was Here Adjourned.

9679 Lieut.-Colonel W.A.Platt, The Sherwood Foresters, attached A.M.G. School and Holding Centre, having been duly sworn, states:

"On 28th Aug. 43 at Sétif Staging Camp I was the last officer to leave and inspected the site. The site was clear and no equipment or arms were left behind. I saw Pte. Bastable with his rifle before embussing and told him on which truck to travel.

No arms were taken off the trucks on the journey to Tizi-Ouzou. Pte. Bastable had been doing batman to me and it is probable that in unloading Officers' kit at Tizi-Ouzou his rifle was left behind on a truck and taken away by the convey in the dark"

(Sgd) W.A.PLATT Lieut.-Colonel
The Foresters

FINDINGS OF THE COURT:

- (a) There is no evidence to show that the rifle No. S-24068 did arrive at TIZI-OUZOU.
- (b) No. S/106736L4 Pte Bastable C.C. is partly to blame in that he failed to collect his rifle No. S-24068 on alighting from vehicle on arrival at Tizi-Ouzou or to draw attention to the fact immediately that he could not find it.
- (c) THAT THE COST BE BORNE -
 - (a) By No. S/106736L4 Pte Bastable C.C. as to one third of the vocabulary rate
 - (b) By the public as to two thirds of the vocabulary rate.

(Sgd) President: R.R.Cripps Lt.-Col
(Sgd) Members : E. Hoyle, Lieut
R.W.Challener Lieut

COMMANDING OFFICER'S OPINION

Agree with the opinion of the Court

873 Col R.C.

Lt.-Col.

15-9-43

on arrival at Tizi-Ouzen or to draw attention to the fact immediately that he could not find it.

(c) THAT THE COST BE BORNE -

(a) By No. S/10673614 Pte Bastable C.C. as to one third of the vocabulary rate

(b) By the public as to two thirds of the vocabulary rate.

(Sgd) President: R.R.Cripps Lt.-Col
(Sgd) Members : E. Hoyle, Lieut
R.W.Challenger Lieut

COMMANDING OFFICER'S OPINION

15-9-61

Agree with the opinion of the Court
Sgt Culliver

Lt.-Col.
Asst. Comdt. M.G.S. & Hdq Centre.

Not sufficient care was taken by Lt-Col Platt and his subordinates to ensure that rifles were collected, checked and safeguarded at each stage of the journey; this is most important when work is being carried out. There should always be clear orders on the subject. This does not alter the fact that a soldier is at all times responsible for his rifle and if no orders are issued should ask for instructions before leaving a rifle in a truck in this manner.

Pte Bastable made no effort to safeguard his rifle and I direct that he be put under stoppages of pay to the extent of £2.17.4, subject to his right to elect trial by P.G.C.M.

791

H. P. Under

Brigadier,
Commander,
ALGERS SUB DISTRICT.

8 Nov 43.

785015

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
G-1

9891

REFERENCE : 16077/G-1

5 March 1944

SUBJECT : Court of Inquiry

TO : Military Government School
& Holding Centre, N.A.

CC'D 2675 Regt.
ATE 3-8-44
TIME 1040 Hf.

S/10673614, Pte. Bastable, C.C.

1. Reference your letter dated 12 Nov 43 addressed to Camp Commandant, AMG Region VII, forwarding proceedings of a Court of Inquiry in respect of the a/m soldier, are returned duly completed.
2. The directions of the Sub-District Commander have been noted and carried into effect. Pte. Bastable has chosen to pay £2.17.4d., his share of the loss incurred.

BY COMMAND OF LIEUT GENERAL MASON MACFARLANE.

JKH/es

F. A. Purgold
F.A. PURGOLD,
Lt. Colonel, R.A.,
G-1.

STATEMENT

File

11 January 1944

On Monday 10 January 1944, at approximately 1430 hours, I left the Post Office with ten bags of American mail and approximately four bags of British mail. After putting the mail on the truck we locked the tail gate on the trailer and proceeded on our way to Tizi Ouzou. Just as we entered Menerville, we met up with a jeep occupied by two British officers. They motioned us to pass them so we did. When we reached the town of Bordj Menial these two officers stopped us and told us our tail gate was undone. I immediately got out of the car to check on the mail. All the American mail was there. The British boy did not get out to check his mail at the same time that I did. When we got to Tizi Ouzou the British boy told me that one bag of mail was missing. I told him to report to his Commanding Officer and get permission to get a jeep and go back and then I went back to the American Headquarters Mail Room to sort out the American mail.

Hyman J. Edelman

HYMAN J. EDELMAN, 32153811,
T/4, Hq Co, 2675th Regt, ACC.

*British had a
Court of Inquiry*

1/31/44

*We should have copy for
file with these papers*

CHP

LOSS OF MAIL BAG
10th January/44

STATEMENT BY 6093209 L/Cpl WHITE J.H.

Sir,

I am Post Corporal to the M.G.S. & H.C., and in the course of my duty I proceeded on the morning of the 10th January 1944 with the outward Post to the A.P.O. in Algiers. Upon arrival in Algiers the American mail was taken to the Warehouse and the Mail for the XXX. School picked up, from there we went to the A.P.O. where I unloaded the three British Bags of Mail and went with them into the A.P.O. I picked up four bags of British Mail for the School and signed for four registered Letters which I put into one of the bags of Mail. I then went to the Trailer and put the four bags on to it and left the Tailboard down for the American to put his mail on. I then returned to the A.P.O. to get some registered envelopes and the American driver came to me in there and told me that he was ready. We both came out and I got in the back of the Command car sitting on the left hand side, I did not have the opportunity of noticing whether the tailboard was in position or not. The driver then went to approximately half way down the drive and picked up the American Sjt. We then proceeded to the M.B.S. School and picked up three passengers, by this time I was surrounded by mail, overcoats and personal belongings of the passengers and from my position I did not have a view of the Trailers Tailboard. We then came out of Algiers on our way back to the School. At approximately Minerville we passed the British Q.M. in a jeep, about four villages past there we were pulled up by the jeep and the other British officer with the British Q.M. asked the driver what the speed limit was for the vehicle and the driver replied "40 to 45 Miles per hour" and the Officer told him to drive more carefully. He then asked who was in charge of the Mail and the American Sjt said that he was, the officer then told him that the tailboard was down, then the Sjt and one of the passengers got out and went to the rear of the vehicle. The Officer then asked the Sjt if he had lost any mail and he said "No". During this time I sat in the truck surrounded with the articles already stated, and took the American Sjts word for it that the British mail was still there, as he was in charge of the vehicle. The Tailboard was fastened up we started on our way back to the School. On arrival at the school I got out of the Command Car and took the Trailer Board down to take out the British Mail and there was only three bags there I told the American Sjt that there was only three bags there and he said get a Jeep and go back to look for the sack of mail. I did not do this, but reported the loss to Lt. Challoner who is in charge of the British Post. The Officer then instructed me to get a truck but I was unable to do this and darkness was already starting, he then told me to ring the A.P.O. and the Military Police at Algiers. I rang up the A.P.O. and also the A.P.M. in Algiers and reported the loss and asked them to make enquiries for us.

Sir,

Signed

*J. H. White*In the Field
12th January 1944.

30190. WLW31514/19/1 10,000. 10/42. K. & H., Ltd. G657/10. Forms A2/64.

Army Form A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(B); also to paragraph 764, et seq., King's Regulations, 1940.

PROCEEDINGS of a* COURT OF ENQUIRY.
assembled at Military Government School & Holding Centre.
on the 13th January 1944
by order of Lt. Col. R.H. Robertson. Assistant Commandant.
Military Government School & Holding Centre TIZI-OUZOU
for the purpose of enquiring into the circumstances in which one
bag of British Mail in transit from M.G.S. A.P.O. and this
station was lost on 10th January 1944.

PRESIDENT.

Major W.H. Green

MEMBERS.

Capt. W. Collyer

Capt. W.H. Gamble

IN ATTENDANCE.

Sgt Edelman (Amer)

Cpl Grinolds "

L/Cpl White (Brit)

Capt. Hodgson.

Lt. Rowlands.

Lt. Challoner.

The COURT having assembled pursuant to order, proceed to
take evidence.

First Witness. Sgt Edelman. 32183811 HQ. Coy. 2875 Regt. ACC after being sworn in / states
On the 10th January I was on duty as Postal Clerk and Courier. I proceeded to ALGIERS in the mail vehicle which on this occasion was a connaissance car with 1 ton trailer. The driver was Cpl Grinolds and the other passengers were L/Cpl White British Postal Clerk and a civilian who was authorised by Col Parkin. We reached ALGIERS at about 12-00 noon and as the British A.P.O. closes noon and 12-30 we first proceeded to Special Service NATOUSA to pick up a film, then to the Base Censor to deposit American Officer's mail, then to HOTEL ANGLETERRE to deposit and pick up official correspondence.

After this we parked the vehicle in the Rue Manche under the care of a military policeman, whilst we had lunch, and proceeded to the A.P.O. at about 1-30pm. I picked up American mail which I loaded in the trailer, then leaving the vehicle in charge of the driver I walked to HQ. Command to deposit and pick up official correspondence, returning to the vehicle about 2-45pm. British mail was being loaded and when this was completed I secured the tail-board with the help of the driver.

We left the A.P.O. about 3-0pm and proceeded to the Rue Mache where we picked up the civilian passenger and Cpl Cullen of the American FX. We then proceeded towards TIZI-OUZOU. We stopped at ALMA to enable the driver to speak to someone with whom he had an appointment. During our stop I stood beside the vehicle and the other passenger remained seated. We did not stay in ALMA more than 3 or 4 minutes, and then proceeded on the journey. Whilst passing through MENERVILLE we overtook a jeep in which were two officers who waved us past. At the entrance of the third town beyond MENERVILLE (I think the name is BOURDJ MANIEL) this jeep overtook us and the officers signalled us to stop. They told us that the tail unit was open, they also said we were speeding at about 55 to 60 miles per hour but this was not true as no jeep could have caught up to us especially as the officers appeared to be stopping in MENERVILLE.

Cpl Cullen and I dismounted and I checked the number of bags (10) of American mail. I did not know how much British mail there should be. I closed the tail gate and we proceeded to TIZI-OUZOU where L/Cpl White found one bag of British mail was missing and I advised him to report the matter to his Commanding Officer.

Questioned by the Court.

- Q. Are you sure that the tail gate was secure when you left ALGIERS.
A. Yes. I remember particularly that the driver had to climb on the fender to insert one of the pins.
Q. Had it been arranged that you should pick up the civilian at the Rue Mache
A. Yes. Between 2-30 and 3-0pm. Cpl Cullen was also there but not by arrangement. There was no wait.
Q. Did the driver go out of sight at ALMA?
A. No. He spoke to someone across the road.
Q. Who was the person?
A. I don't know but he appeared to be a civilian.
Q. When you were told that the tail gate was down and dismounted to check the American mail did the British courier get down also or raise any question as to the security of the British mail?
A. He did not leave the vehicle. He asked whether the mail was alright. I cannot remember his exact words, I replied "It seems so" or "I think so" swinging
Q. When you got out to secure the tail gate were any of the bags in such a position that they appeared likely to fall out?

A. No, they were at least six or seven inches from the end of the trailer.

Signed: Sgt Edelman. H.

Second Witness. Cpl Grinolds. 20708732 HQ. Coy 2675 Regt. ACC after being sworn in states: When I left the Motor Pool the only trailer in running condition had its tail gate sprung and it needed weight on the pin which holds the tail board in order to fasten it. It remained secure on the way to ALGIERS. We left ALGIERS between 2-30 and 3-0pm and in MENERVILLE we passed a British Lieutenant and Captain in a jeep. We checked at the M.P. at MENERVILLE corner and travelled along until about 15 miles beyond MENERVILLE I heard a horn behind me and pulled over and stopped. It was the British Captain and Lieutenant who told us that the tail gate was down. Before I left A.F.H.Q. I checked on the tail board and had to put pressure to get the pin in. On hearing there was no shortage of mail, I drove on.

Questioned by the Court.

Q. Where did you make your first stop after leaving ALGIERS?

A. At ALMA where I had to leave a message.

Q. If the tail board fastenings were sprung and the pin difficult to insert, would not this have the effect of making the tail board more secure?

A. Yes.

Q. What did the British officers say when you stopped?

A. I could not hear exactly but I caught the sense that the tail board was down and Sgt Edelman got out to investigate.

Q. What was your speed between MENERVILLE and the place where you were stopped?

A. Between 40 and 45 m.p.h.

Third Witness. L/Cpl White. J.H. 6093289 after being sworn in states:

There were three bags of British mail on the truck when it proceeded to ALGIERS. We arrived at the American Warehouse picked up and deposited American mail, then parked the van at the A.P.O. and took three bags of British mail into the A.P.O. I signed for four registered envelopes and put them in one of the four British Mail bags. The bags were not sealed but were tied with string. When I went out to the trailer to put the four bags in, there was plenty of room near the tail board. Leaving the tail board down I went back to the A.P.O. to buy some registered envelope and while I was in there the driver came in and said they were ready to go off. I think there were some American mail to go in the trailer after mine were put in. I came out of the Post Office with the driver and got back in to the back of the car. We then picked up the Sgt halfway down the drive and further on made a stop to pick up three passengers - two American soldiers and a civilian. At MENERVILLE we passed the Q.M. and another British Officer in a jeep. About four villages past MENERVILLE we were pulled up by these officers who asked the driver what speed the vehicle was supposed to do. The driver replied 40 to 45 m.p.h. They then asked who was in charge of the mail. The Sgt replied that he was, and he and one passenger got out and went to the rear of the trailer. The officer asked him if the mail was all there and he said "Yes". I was sitting in the back with two passengers and took the Sgt's word for it. The Sgt and the passenger got back into the car. When I arrived at the School I noticed one bag was missing. I reported it to the Sgt who said "Get a jeep and go back and look for it" but I went instead and reported to Lt. Challoger who

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A. I could not hear exactly but I caught the sense that the tail board was down and Sgt Edelman got out to investigate.

A. What was your speed between MENERVILLE and the place where you were stopped? Between 40 and 45 m.p.h.

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Questioned by the Court.

Q. What time was the loss discovered and what time was it reported to the police?

A. The loss was discovered at 5-30pm and I saw Lt. Challopier about 5-50pm 'phoning the police almost immediately after.

Q. When the car was stopped because the tail board was down, did you make any enquiries about the mail?

A. I did not know until the Sgt had got back into the van, that the tail board had been down. I thought it was only a pin out.

Q. Why did you not get out to see if the mail was alright?

A. It was difficult to get out because there were two passengers and their belongings in the back seat, and not knowing that the tail board was down, I thought that the mail would be safe.

Q. What exactly was it that the officer who stopped the vehicle said about the question of speed?

A. I cannot remember exactly but it was something to the effect "Have you seen the back of your vehicle?"

Q. Did you stop anywhere between the Warehouse and the A.P.O.?

A. No.

Q. Where did you have lunch?

A. As far as I know none of us had any.

Q. After leaving ALGIERS did you stop anywhere on the road before the officers pulled you up?

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A. I am not sure but I don't think so.
 Q. You were awake all the way home were you?
 A. No sir. From FOUERBA until the rough road just past ALMA was asleep.

Signed: 6099289 L/Cpl White, J.

Fourth Witness. Capt. Hodgson. 145430 Hampshire Regt. After being sworn in states:
 At 15-45 on the 10th January 1944 I was returning to TIZI-OUZOU in a jeep with the Quartermaster. At about 15-20 miles from ALGIERS we were overtaken by the Staff car and trailer taking the mail to TIZI-OUZOU. I pointed out to the Quartermaster that the tail of the trailer was down and we decided to catch up with the Command car and inform them as the mail appeared to be in danger of falling out. At this time we were travelling at approx 40-45 m.p.h. We accelerated to a speed of between 55-60 m.p.h. but were unable to overtake the staff car. The Quartermaster was driving and blowing his horn continuously and I blew my whistle. We must have covered more than 10 miles before we were able to overtake and stop the staff car in a village. I demanded who was in charge of the car and found it to be an American Sgt. I asked the driver the permitted speed of the car and he told me 45 m.p.h. I told him he had been proceeding at 55-60 m.p.h. This he did not deny.

I pointed out to the Sgt that the tail board was down and we left him adjusting the tail board.

Questioned by the Court.

Q. Did you observe anything to fall from the trailer?
 A. Nothing fell from it during the period we were following.
 Q. Who got out of the car?
 A. The Sgt.

Q. Was there anyone else in the car?
 A. It was not easy to see inside the car but it appeared to be full.

Signed: Capt. M.E. Hodgson.

Fifth Witness. Lt. Rowlands. 294224 after being sworn in states:
 I was returning to TIZI-OUZOU accompanied by Capt. Hodgson about 3-45pm on 10th January and when we were about 20 miles this side of ALGIERS and approaching MENERVILLE a car and trailer passed us. We were then doing about 40 m.p.h. I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out. Capt. Hodgson and I decided to catch up with the car. We travelled through MENERVILLE and on to the next village before we caught up at an average speed of 55 m.p.h. Capt. Hodgson was blowing his whistle and I blew the horn without any attention being paid. It was impossible to pass them until we had to slow up for the village. When we eventually stopped them, Capt Hodgson got out and went back to the car while I sat in the jeep. I did not the conversation. When Capt Hodgson returned to the jeep we proceeded.

Questioned by the Court.

Q. During the chase were you close up to the trailer?
 A. It was difficult to keep up but on several instances we were close behind but could not gain their attention or get them to allow us to pass. We were never more than about 20 yards behind them.

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Questioned by the Court.

Q. Did you observe anything to fall from the trailer?

A. Nothing fell from it during the period we were following.

Q. Who got out of the car?

A. The Sgt.

Q. Was there anyone else in the car?

A. It was not easy to see inside the car but it appeared to be full.

Signed: Capt. M.E. Hodgson.

Fifth Witness. Lt. Rowlands. 294224 after being sworn in states:

I was returning to TIZI-OUZOU accompanied by Capt. Hodgson about 3-45pm on 10th January and when we were about 20 miles this side of ALGIERS and approaching MENERVILLE a car and trailer passed us. We were then doing about 40 m.p.h. I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out. Capt. Hodgson and I decided to catch up with the car. We travelled through MENERVILLE and on to the next village before we caught up at an average speed of 55 m.p.h. Capt. Hodgson was blowing his whistle and I blew the horn without any attention being paid. It was impossible to pass them until they had to slow up for the village. When we eventually stopped them, Capt Hodgson got out and went back to the car while I sat in the jeep. I did not the conversation. When Capt Hodgson returned to the jeep we proceeded.

Questioned by the Court.

Q. During the chase were you close up to the trailer?

A. It was difficult to keep up but on several instances we were close behind but could not gain their attention or get them to allow us to pass. We were never more than about 20 yards behind.

Signed: T. Rowlands. Lt. Q.M.

Sixth Witness. Lt. Challoner. 229234 Recce Corps/ after being sworn in states:

At 5-45pm on the evening of 10th January, the Post Cpl reported to me that it was possible that a bag of mail had been lost en route from ALGIERS. At that moment I was talking to the Quartermaster who had just told me of some trouble he had had in overtaking the staff car which had passed him with its trailer door open. I told the Post Cpl that the best thing to do would be to go back and search but as it was getting dark I decided that this was impracticable. The Post Cpl had already telephoned the A.P.O. to confirm that he should have four bags of mail. I told him to report to the A.P.C. and the A.P.M. and I arranged for the French Police at villages en route to be notified of the loss.

Questioned by the Court.

Q. What was the condition of the Post Cpl when he reported this matter to you?

A. He was quite normal.

Q. Is there any check on the itinerary on the mail van on the run to and from ALGIERS

A. The vehicle is provided by the Americans and it is mainly on American Service.

Q. The only check so far as I know is the senior N.C.C. on the vehicle.

Signed. R.V. Challoner. Lt. 229234 Recce Corps.

The Court is of the opinion :-

- (1) That, despite the evidence of Sgt Edelman and L Grinolds, the loss of the mail bag was primarily due to failure to ensure that the tail board of the trailer was properly secured when the vehicle left ALGIERS.
- (2) That excessive speed was a contributory factor.
- (3) That there was negligence on the part of Sgt Edelman and L/Cpl White in failing to check the entire ~~the~~ mail - British and American - when the vehicle was stopped by Capt. Hodgson and Lt. Rowlands.
- (4) The vagueness of the evidence given by L/Cpl White regarding his movements in ALGIERS and recollection of incidents on the return journey gives rise to doubts as to his mental alertness.

W.H. Green. Major.
W. Collyer. Capt.
W.H. Gamble. Capt.

President.
Member.
Member.

COMMANDING OFFICER'S OPINION:

I concur with the findings of the Court.

Disciplinary action has been taken against L/Cpl White who was all the time directly responsible for the British mail.

W.H. Robertson. Lt. Col.
Asst Commandant.
M.C.S. & H.C.

COMMANDING OFFICER'S OPINION:

I concur with the findings of the Court.

Disciplinary action has been taken against L/Cpl White who was all the time directly responsible for the British mail.

W.H. Robertson. Lt. Col.
Asst Commandant.
M.C.S. & H.C.

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

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Proceedings of a Court of Inquiry held at MILITARY GOVERNMENT SCHOOL & HOLDING CENTRE on 3rd. March 1944 by order of Lt. Col. R.H. Robertson, Commandant to enquire into the circumstances in which a Hillman utility W.D. vehicle No. 5100903 was lost on or about 2 March 1944.

Capt. D.C. Doyle, R.A. President
Lt. G.J. Blair, Royal Scots Members.
Lt. W. H. Bissell, C.L.

The Court having assembled pursuant to order proceed to take evidence.

The convening officer directs that the evidence be taken on oath and that the Court record an opinion

1st. Witness Lieut. R.V. Dudley Clarke, - R.I.F. having been duly sworn states that he is M.T. Officer at the Military Government School & Holding Centre and has on charge 72 vehicles. Owing to the shortage of drivers available only 18 of these vehicles are in daily use. All vehicles were checked by him on 28 February 1944 and found correct. Orders were given by him that a number of vehicles should be prepared for shipment and for a parade of personnel at 0900hrs on 2 March 1944 for the purpose of assigning a driver to each vehicle. The driver assigned to Hillman utility W.D. vehicle 5100903 reported that he could not find his vehicle. This vehicle was not ~~not~~ in daily use and had no permanent driver assigned to it. Inquiries were made by him but the vehicle could not be traced. He reported the loss to the Commandant M.G.S. & H.C. and to the A.P.M. Algiers Sub-District. He cannot say whether the vehicle was immobilised. Orders were given by him on the 6 & 7 February 1944, when a number of vehicles, including the missing vehicle was collected from the R.A.S.C. depot that all these vehicles should be immobilised, as no permanent drivers could be assigned to them. On 10 February 1944 an inspection of these vehicles was made by the R.A.S.C. and they were accordingly immobilised. On completion of this inspection the order for immobilisation was not repeated but it was the practice to immobilise all vehicles when not in use. No personnel check that all vehicles standing in the vehicle park at any one time were immobilised was made by him after 10 February 1944 but occasional checks were made. The only drivers authorised to drive vehicles are those specifically assigned, Sergeant T.F. Chipperton, 18pl. Hickner and Driver Brindle, for testing purposes. On 1 March 1944 a party of R.A.S.C. personnel arrived to undertake the monthly inspection of vehicles. They were ordered by him to commence their inspection of vehicles not earmarked for shipment and they had no occasion to work on or drive the missing vehicle.

Read over and confirmed.

Signed :- P.V. Dudley Clarke Lt.

2nd Witness T/55609 Sergeant T.F. Chipperton - R.A.S.C. having been duly sworn states he is M.G.C. in charge Motor Transport, Military Government School & Holding Centre. On 2 March 1944 he was present with the M.T. Officer at an inspection of the vehicles in the vehicle park when the driver assigned for the purposes of the inspection to vehicle number 5100903 reported that he was unable to find a vehicle with that number. The vehicles were checked but the missing vehicle could not be traced. He could not say when he last saw the vehicle in the vehicle park as he could not remember when

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charge 72 vehicles. Owing to the shortage of drivers available only 16 of these vehicles are in daily use. All vehicles were checked by him on 29 February 1944 and found correct. Orders were given by him that a number of vehicles should be prepared for shipment and for a parade of personnel at 0900hrs on 2 March 1944 for the purpose of assigning a driver to a vehicle. The driver assigned to Hillman utility W.D. vehicle 5100903 reported that he could not find his vehicle. This vehicle was ~~not~~ ^{on} daily use and had no permanent driver assigned to it. Inquiries were made by him but the vehicle could not be traced. He reported the loss to the Commandant M.G.S. & H.C. and to the A.P.M. Algiers Sub-District. He cannot say whether the vehicle was immobilised. Orders were given by him on the 6 February 1944, when a number of vehicles, including the missing vehicle was collected from the R.A.S.C. depot that all these vehicles should be immobilised, as no permanent drivers could be assigned to them. On 10 February 1944 an inspection of these vehicles was made by the R.A.S.C. and they were accordingly immobilised. On completion of this inspection the order for immobilisation was not repeated but it was the practice to immobilise all vehicles when not in use. No personnel check that all vehicles standing in the vehicle park at any one time were immobilised was made by him after 10 February 1944 but occasional checks were made. The only drivers authorised to drive vehicles are those specifically assigned, Sergeant T.F. Chipperton, L/Cpl. Hickner and Driver Brindle, for testing purposes. On 1 March 1944 a party of R.A.S.C. personnel arrived to undertake the monthly inspection of vehicles. They were ordered by him to commence their inspection inspection of vehicles not earmarked for shipment and they had no occasion to work on or drive the missing vehicle.

Read over and confirmed.

Signed :- P.V. Dudley Clarke Lt.

2nd Witness T/56609 Sergeant T.F. Chipperton - R.A.S.C. having been duly sworn states he is M.C.O. in charge Motor Transport, Military Government School & Holding Centre. On 2 March 1944 he was present with the M.T. Officer at an inspection of the vehicles in the vehicle park when the driver assigned for the purposes of the inspection to W.D. vehicle number 5100903 reported that he was unable to find a vehicle with that number. The vehicles were checked but the missing vehicle could not be traced. He could not say when he last saw the vehicle in the vehicle park as he could not remember when he last checked the vehicles daily. He was unable to say whether the vehicle was immobilised. The vehicle was immobilised and the rotor arm retained in the M.T. Office prior to 10 February 1944. Verbal orders and M.T. detail provided for the immobilisation of all vehicles when not in use. He did not check all the vehicles after the inspection on 10 February to see if they were immobilised.

Read over and confirmed.

Signed :- T.F. Chipperton, Sgt.

3rd. Witness 6147197 L/Cpl. A. Hickner, East Surrey Regt. having been duly sworn states that he is a driver mechanic employed in the M.T. POOL, Military Government School & Holding Centre. On the morning of the 1 March 1944 he tested 16 vehicles. Amongst these was the Hillman utility W.D. vehicle No 5100903. He definitely remembers this vehicle as it was the one he drove from the R.A.S.C. depot Algiers to the Motor Pool and had a girl's address written above the driver's seat in the cab. He is unable to state whether the vehicle was immobilised before he tested it on 1 March 1944 and he cannot say whether he immobilised it after the test. Of the 16 vehicles tested on 1 March 1944 the majority of them had not been immobilised. He did not see the vehicle again after the morning of 1 March

1944

Read over and confirmed

Signed :- A. Hickner L/Cpl.

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2. 4th Witness 3852783 Cpl. E. Clarke - Loyals-estate- attached to M.G.S. A.M.C. having been duly sworn states that he was at M.G.C. in charge of the Guard at the Motor Pool which mounted at 1700hrs on the 28 February 1944 and dismounted at 1700hrs on the 1 March 1944. No unusual occurrence was reported to him by the Guard Commander whom he relieved nor by the sentries during his tour of duty. Orders for the Guard did not provide for the checking in and out of vehicles entering or leaving the vehicle park.

Read over and confirmed

Signed :- E. Clarke Cpl.

5th Witness 5109267 Corporal T. Ashford - Pioneer Corps Attached M.G.S. A.M.C. having been duly sworn states that he was the M.G.C. in charge of the guard at the Motor Pool which mounted at 1700hrs on 1 March 1944 and dismounted at 1700hrs on 2 March 1944. No unusual occurrence was reported to him by the Guard Commander whom he relieved nor by the sentries during his tour of duty. Orders for the Guard did not provide for the checking in and out of vehicles entering and leaving the vehicle park.

At about 1100hrs on the 2 March 1944 he was informed by the M.T. Sgt that a Sillman utility R.D. vehicle was missing. He inquired of his sentries whether a vehicle of this nature had been seen to leave during their tour of duty and he ascertained that only 2 vehicles had in fact entered the vehicle park but no vehicle had left during the hours of darkness.

Read over and confirmed

Signed :- T. Ashford, Cpl.

The court questioned the guards which mounted at 1700hrs on 29 February 1944 and all the drivers regularly employed as such in the Motor Pool are known to them personally. Vehicles driven only by known drivers were seen by them to leave the motor pool from time to time during their tour of duty.

Although no specific orders existed with regard to the checking in and out of vehicles by sentries, they stated they would in the normal course of duty have checked a vehicle leaving the motor pool driven by an unknown driver.

3rd Witness - Recalled

L/Cpl. Rickner states he cannot say definitely that the missing vehicle had the address of a girl written above the seat in the driver's cab. He is certain that one of the vehicles had such writing and he had checked the remaining vehicles in the Motor Pool but was unable to find a vehicle with such writing. He cannot state definitely that he saw the missing vehicle and tested it during the morning of 1 March 1944.

Read over and confirmed

Signed :- L/Cpl. Rickner, A.

6th Witness T/55827 L/Cpl. Thomas, R.T. - R.A.S.C., (487 C.T. Coy.) having been duly sworn states that he arrived at the M.G.S. A.M.C. on 1 March 1944 for the purpose of making the monthly inspection of vehicles. He reported to Sgt. Chipperton who informed him that owing to the fact that a number of vehicles were awaiting shipment it would not be necessary to carry out an inspection of all the vehicles and indicated those which were to be inspected and those awaiting shipment. The A.M.C. 412.8 of the vehicles to be inspected were given to him by Sgt. Chipperton.

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Signed :- I. Ashford, Cpl.

The court questioned the guards which mounted at 1700hrs on 29 February 1944 and 1700hrs on 1 March 1944, respectively. All sentries of these guards are drivers and all the drivers regularly employed as such in the Motor Pool are known to them personally. Vehicles driven only by known drivers were seen by them to leave the motor pool from time to time during their tour of duty.

Although no specific orders existed with regard to the checking in and out of vehicles by sentries, they stated they would in the normal course of duty have checked a vehicle leaving the motor pool driven by an unknown driver.

3rd Witness - Recalled

L/Cpl. Rickner states he cannot say definitely that the missing vehicle had the address of a girl written above the seat in the driver's cab. He is certain that one of the vehicles had such writing and he had checked the remaining vehicles in the Motor Pool but was unable to find a vehicle with such writing. He cannot state definitely that he saw the missing vehicle and tested it during the morning of 1 March 1944.

Read over and confirmed

Signed :- L/Cpl. Rickner, A.

4th Witness T/55537 L/Cpl. Thomas, R.T. - R.A.S.C., (487 G.T. Coy.) having been duly sworn states that he arrived at the A.G.S. & H.C. on 1 March 1944 for the purpose of making the monthly inspection of vehicles. He reported to Sgt. Chipperton who informed him that owing to the fact that a number of vehicles were awaiting shipment it would not be necessary to carry out ^{an} inspection of all the vehicles and indicated those which were to be inspected and those awaiting shipment. The A.B. 412 of the vehicles to be inspected were given to him by Sgt. Chipperton, the A.B. 412 of the missing vehicle was not ~~amongst~~ them. None of the vehicles awaiting shipment was inspected or driven by him.

Read over and confirmed

Signed :- R.T. Thomas L/Cpl.

The Court inspected the utility vehicles remaining in the Motor Pool and found a girl's name and address written in the driver's cab but in a position different from that referred to by L/Cpl. Rickner.

of one of the vehicles.

The Court having examined all witnesses and recorded their evidence are of the opinion :-

- (a) That the Hillman utility A.B. vehicle No 310055 was removed from the vehicle park between 29 February 1944 and 2 March 1944 without authority by a person or persons unknown.
- (b) That all possible action was taken towards the recovery of the vehicle when its loss was discovered.
- (c) That insufficient precautions were taken for the immobilisation, safeguarding and checking of vehicles in the vehicle park but such inadequacy did not amount to gross negligence; and
- (d) That the cost of replacement be borne out of public funds.

Signed :- D.C. Moxley, Capt. M.A. President

W.M. Blair, Lt J Members

W.H. Bissell, Lt)

Filed

2 March 44

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Page 3.

The Commanding Officer directs that the Court re-assess to record further evidence with Lt. E. Hoyle, D.W.S. replacing Lt. A.H. Hissell, General List as a Member of the Court, the latter having proceeded overseas, and that the Court reconsider its opinion, if necessary in the light of further evidence.

FIRST WITNESS. Lt. Dudley-Clarke, R.V. re-called, states, that after the loss of the vehicle was discovered a check was made of the vehicle's documents which comprised:- A.S. 412, and A.P. 406, which were prepared at the last inspection on the 11 Feb'44, and since then they have been retained in the M.T. Office, together with the tool-box and keys, and were found to be correct. No work-ticket had ever been prepared in respect of this vehicle as it was not in daily use and the authority for its journey from the depot to the School Vehicle Park was a convey note. He estimates that there would be between four and four and a half gallons of petrol remaining in the vehicle whilst it was in the vehicle park which would be sufficient for it to undertake a journey of about a 100 miles.

Petrol ~~is~~ supplied by the American Motor Pool which shares the School Vehicle Park with the British M.T. A receipt of the amount of petrol issued, of the vehicles to which it is issued, and the drivers' signature, is obtained by the American Corporal in charge of petrol issues.

There is no record of any driver having been supplied with petrol for vehicle No 5100903.

Signed: A.V. Dudley-Clarke, Lt.

The Court having recorded and considered the additional evidence confirm the finding of the Court of the 4 March 44.

Field.

8 Mar'44.

President.	D.C. Hoyle, Capt. R.A.
Member.	C.D. Blair, Lt.
Member	E. Hoyle, Lt. R.A.
	240/57

COMMANDING OFFICER'S OPINION.

I concur with the findings of the Court as far as paras (a) and (b) are concerned. In regard to para (c) Lt. Dudley-Clarke is the duly appointed M.T.O. of the M.S. & H.C. and as such must be held responsible for the loss of the vehicle owing to his failure to issue specific and definite orders in regard to the safe custody of all vehicles on his charge.

In regard to para (d) Lt. Dudley-Clarke has, with this exception, carried out his duties, for which he had no special training or substitute, efficiently and conscientiously - consequently, I concur with the Court.

There is no record of any driver having been supplied with petrol for vehicle
No 5160903.

Signed: R.V. Dudley-Clarke, Lt.

The Court having recorded and considered the additional evidence confirming the findings of the Court of the 4 March 44.

President.	D.C. Hoyle, Capt. R.A.
Member.	C.J. Blair, Lt.
Member	M. Hoyle, Lt. U.M.F. 242757

Field.
5 Mar'44.

COMMANDEE OFFICER'S OPINION.

I concur with the findings of the Court as far as paras (a) and (b) are concerned. In regard to para (c) Lt. Dudley-Clarke is the only appointed M.F.O. of the M.C. & H.O. and as such must be held responsible for the loss of 7081 vehicle owing to his failure to issue specific and definite orders in regard to the safe custody of all vehicles on his charge.

In regard to para (d) Lt. Dudley-Clarke has, with this exception, carried out his duties, for which he had no special training or attitude, efficiently and conscientiously - consequently, I concur with the Court's finding.

Field.

9 Mar 44.

M. G. S. & H. O.
M. G. S. & H. O.,
Commandant,
M. G. S. & H. O.

subject :- Grant of Inquiry.

Commandant,
Br Adams H. .

Reference your letter 425740-1, dated 10 March, I enclose herewith the original and two copies of proceedings of the Court of Inquiry in connection with the injury sustained by 770715 Cpl. Box, B.

Field.

19. 10. 1940.

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C O U R T O F E N Q U I R Y .

Proceedings of a Court of Enquiry held at..... Military Government School & H.C.

by order of..... Lt. Col. R.H. Robertson, Comdt..... 11 February 1944

to enquire into..... into the circumstances under which 7757185 Cpl Box B. became injured.

..... Major F. Craig, OBE MCPresident.

..... Capt. D.C. Moyle, R.A.)

..... Lt. E. Hoyle, D.W.R.) Members.

The Court having assembled pursuant to order proceed to take evidence:
The convening officer directs that the evidence will be taken on oath:

1st Witness. Lt. L.A. Wraight. Green Howards attached Military Government School & Holding Centre, having been duly sworn ~~at~~ states:
He is officer commanding the Holding Centre, Military Government School, and he investigated the circumstances in which 7757185 Cpl Box, B. became injured.
As a result he obtained statements from Cpl Box, Cpl Fisher, Pte Hillman, Pte Page which are handed for the Court's information.
Read over and confirmed.

Signed: Lt. L.A. Wraight. Green Howards.

Witness. Lt. J.F. Pearce RAMC attached Military Government School & Holding Centre having been duly sworn ~~at~~ states, that he is the Medical Officer attached to the School. He called at the Dispensary at approximately 2215hrs on 8 February 1944 and saw 7757185 Cpl Box, B. who was detained there being treated by an orderly for head injuries. He examined him and found he had a crushed laceration the size of a two shilling piece situated just at the left of the mid line in the parieto-occipital region. This injury was not severe in itself and was not sufficiently serious to prevent him from doing duty the following day. He was under the influence of alcohol in that his speech was slurred, his breath smelt of alcohol and his thoughts were confused. He does not consider that Cpl Box was fit for immediate duty. In his opinion the injury could have been the result of a blow from a blunt instrument or could have been occasioned

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Major F. Craig. OBE MCPresident.

 Capt. D.C. Moyle. R.A.

 Lt. E. Hoyle. D.W.R.Members.
)

The Court having assembled pursuant to order proceed to take evidence:
 The convening officer directs that the evidence will be taken on oath:

1st Witness. Lt. L.A. Wraight. Green Howards attached Military Government School & Holding Centre, having been duly sworn ~~he~~ states:
 He is officer commanding the Holding Centre, Military Government School, and he investigated the circumstances in which 7757185 Cpl Box. B. became injured.
 As a result he obtained statements from Cpl Box, Cpl Fisher, Pte Hillman, Pte Page which are handed for the Court's information.
 Read over and confirmed.

Signed: Lt. L.A. Wraight. Green Howards.

Witness. Lt. J.F. Pearce RAMC attached Military Governane School & Holding Centre having been duly sworn ~~he~~ states, that he is the Medical Officer attached to the School He called at the Dispensary at approximately 2215hrs on 8 February 1944 and saw 7757185 Cpl Box. B. who was detained there being treated by an orderly for head injuries. He examined him and found he had a crushed laceration the size of a two shilling piece situated just at the left of the mid line in the parieto-occipital region. This injury was not severe in itself and was not sufficiently serious to prevent him from doing duty the following day. He was under the influence of alcohol in that his speech was slurred, his breath smelt of alcohol and his thoughts were confused. He does not consider that Cpl Box was fit for immediate duty. In his opinion the injury could have been the result of a blow from a blunt instrument or could have been occasioned by a fall. It is possible that his general condition was due to the effect of the injury except for his alcoholic breath.
 Read over and confirmed.

Signed: Lt. J.F. Pearce. RAMC

3rd Witness. 7757185 Cpl Box. B. South Staffs Regt attached Military Government School & Holding Centre having been duly sworn states that, he is employed as a despatch clerk at British Administrative HQ Military Government School.
 On 8 February 44 he came off duty at 1900hrs and as he usually does, visited a cafe owned by Madame Bensquet near the Mondial Cinema. He was alone though there were other troops in the cafe. He was not in company with Cpl Fisher, Ptes Page, & Hillman, though these soldiers were also in the cafe. Here he had two bottles of French beer. He is almost sure that he didn't have any wine at this cafe. At approximately 1930hrs

this cafe closed and he left. He visited a restaurant adjoining the Cafe Glacier in the main street, where he had and drank part of a bottle of red wine table wine. He only drank half a bottle of wine. He had nothing more to drink during the evening. He is not accustomed to wine. He left the cafe alone at approximately 2030hrs and walked along the main street towards the Garde de Mobile, turned left towards the Stadium and left again towards the Salle de Fetes near which he met Cpl. Fisher and Ptes Hillman and Page. They walked back towards LONDON building, where they slept, via the road leading to the Stadium, turning left beyond behind MIAMI when at a point on the road met the rear of LONDON building he was suddenly struck on the head. He did NOT see who struck him. He was knocked down on his knees. It was dark under the trees. As he looked up he saw Cpl. Fisher chasing a man towards the Tented City. He saw a man wearing a overcoat running towards the Stadium and he ran after him. He saw two men also running towards Washington. He could NOT say whether these two men were soldiers or not. He caught the man whom he chased, wearing an overcoat about 60 - 70 yards away close to the Stadium. He was an Arab. He denied striking him. Before he caught the Arab he had joined a party of five or six other Arabs. The latter did NOT interfere with him. He brought the Arab with him with the intention of having him interrogated by an officer, but on the way up as he held him by the collar of his coat, the Arab slipped out of it and escaped. He did NOT see Cpl. Fisher or Ptes Hillman and Page again that night because he returned to LONDON building along the main road. He reached the Dispensary at about 2000hrs and was attended to firstly by the M.O.'s orderly and then by the M.O. himself. When he caught the Arab he obtained an address and handed it to the M.O. with the Arab's overcoat. He did NOT assault the Arab and used only sufficient force to apprehend him.

Read over and confirmed.

Signed :- R.F.W. Box, Cpl.

4th witness. D/29225 Cpl Fisher. P.G. Royal Sussex Regt Attached Military Government School & Holding Centre having been duly sworn states, he is N.C.O. i/c Holding Centre and on 8 February 44 at approx: 1900hrs he was drinking in a cafe near the Mondial Cinema, where he saw Cpl Box. After a while Cpl Box left remarking that he was going for a meal. He left the cafe with Ptes Page & Hillman at about 1930hrs and went for a walk towards Hollywood. Eventually meeting Cpl Box near the Salle de Fetes at approx: 2030hrs. Cpl Box was sober but had had a drink or two. With Cpl Box and Ptes Page & Hillman he made his way back to his billet at London by the road leading to the rear of Miami. When they reached a point at the rear of London Building on the road, they were attacked. He was struck on the arm in an attempt to guard his head. He saw Cpl Box being struck on the head. He shouted to Cpl Box to run to the Dispensary whilst he himself gave chase to a man who he thought was Arab and who ran in the direction of the Tented City. He failed to catch this man and returned directly, to his billets in London as he saw no one and he presumed Cpl Box had gone to the Dispensary. On his return to his billets he saw Ptes Page and Hillman who had returned before him. He returned to his billet approx: 2100hrs. He did NOT drink with Cpl Box.

Read over and confirmed.

D/29225 Cpl Fisher. R.J.

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men were soldiers or not. He caught the man whom he chased, wearing an overcoat about 60 - 70 yards away close to the Stadium. He was an Arab. He denied striking him. Before he caught the Arab he had joined a party of five or six other Arabs. The latter did NOT interfere with him. He brought the Arab with him with the intention of having him interrogated by an officer, but on the way up as he held him by the collar of his coat, the Arab slipped out of it and escaped. He did NOT see Cpl. Fisher or Ptes Hillman and Page again that night because he returned to LONDON building along the main road. He reached the Dispensary at about 2100hrs and was attended to firstly by the M.C.'s orderly and then by the M.C. himself. When he caught the Arab he obtained an address and handed it to the M.C. with the Arab's overcoat. He did NOT assault the Arab and used only sufficient force to apprehend him.

Read over and confirmed.

Signed :- R.F.W. Box, Cpl.

4th Witness. D/29225 Cpl Fisher. R.G. Royal Sussex Regt Attached Military Government School & Holding Centre having been duly sworn states, he is N.C.O. i/c Holding Centre and on 8 February 44 at approx: 1900hrs he was drinking in a cafe near the Mondial Cinema, where he saw Cpl Box. After a while Cpl Box left remarking that he was going for a meal. He left the cafe with Ptes Page & Hillman at about 1930hrs and went for a walk towards Hollywood. Eventually meeting Cpl Box near the Salle de Fetes at approx: 2030hrs. Cpl Box was sober but had had a drink or two. With Cpl Box and Ptes Page & Hillman he made his way back to his billet at London by the road leading to the rear of Miami. When they reached a point at the rear of London Building on the road, they were attacked. He was struck on the arm in an attempt to guard his head. He saw Cpl Box being struck on the head. He shouted to Cpl Box to run to the Dispensary whilst he himself gave chase to a man who he thought was Arab and who ran in the direction of the Tented City. He failed to catch this man and returned directly, to his billets in London as he saw no one and he presumed Cpl Box had gone to the Dispensary. On his return to his billets he saw Ptes Page and Hillman who had returned before him. He returned to his billet approx: 2100hrs. He did NOT drink with Cpl Box.

Read over and confirmed.

D/29225 Cpl Fisher. R.J.

Witness. D/40593 Pte Page. A. Royal Sussex Regt attached Military Government School & Holding Centre having been duly sworn states that he is employed as a shoemaker On the night of 8 Feb. 44 he had been to a cafe with Cpl Fisher and Pte Hillman. When the cafe closed at approx: 1930hrs they went for a walk towards Hollywood returning towards the Salle de Fetes where they met Cpl Box at about 2030hrs.

~~When they met Cpl Box at about 2030hrs.~~
In company with Cpl Fisher, Cpl Box and Pte Hillman he made his way towards London Building via the road running at the rear of Miami. When they reached a point on the road at the rear of London Building they were attacked by Arabs and he was struck over the eye with a stick. He saw Cpl Box and Cpl Fisher each chase after an Arab. His vision was then obscured by the blood from the wound over his right eye. With Pte Hillman he then returned straight to his billet. He did not think that his wound was sufficiently serious to warrant medical attention and did not therefore go to the Dispensary. He saw one Arab in a military coat but he cannot whether

this Arab struck Cpl Box. He does not know at what hour he returned to his billet.
Read over and confirmed.

Signed: Pte Page. A. D/40593

6th Witness. 6410705 Pte Hillman. P. Royal Sussex. Regt attached Military Government School & Holding Centre having been duly sworn states that he is employed as an orderly at Hollywood. He was in the cafe near the Mondial Cinema on the night of 8 Feb. 44 together with Cpl Fisher and Pte Page. He saw Cpl Box in the Cafe. He was sober. He accompanied Cpl Fisher and Pte Page on a walk towards Hollywood and on the return met Cpl Box near the Salle de Fetes at approx 2030hrs. They made their way back to their billets in London Building via the road running to the rear of Miami. When they reached a point on the road at the rear of London Building they were attacked by four or five Arabs who must have been hiding the trees. He saw Cpl Box being struck by a stick and knocked down. He saw the Arabs run away and Cpl Fisher and Cpl Box give chase. He took Pte Page back to his billet to examine his eye. He arrived back at his billets at approx 2130hrs. He saw Cpl Fisher arrive back to his billet approx 20 minutes later. He did not see who struck Pte Page. He could not identify any of the Arabs.

Read over and confirmed.

Signed. Pte Hillman. P. 6410705

The Court having examined all the evidence set before it is of the opinion that;

- (a) Y357185 Cpl Box. B. South Staffs Regt whilst returning to his billets was the victim of an unprovoked attack by Arabs who had been hiding behind the trees or in a ditch at the side of the road in the camp area with the result that Cpl Box sustained a head injury.
- (b) That Cpl Box was proceeding on his lawful occasions in a sober and proper manner.
- (c) That no blame be attached to Cpl Box for the injuries he sustained.

11 Feb. 44.

TIZI-OUZOU.

Signed: Major F. Craig. President.
Capt. D.C. Hoyle. Member.
Lt. E. Hoyle. Member.

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back to their billets in London Building at approx 2030hrs. They made their way when they reached a point on the road at the rear of London Building they were a being struck by a stick and knocked down. He saw the Arabs run away and Cpl Fisher and Cpl Box give chase. He took Pte Page back to his billet to examine his eye. He arrived back at his billets at approx 2130hrs. He saw Cpl Fisher arrive back to his billet approx 20 minutes later. He did not see who struck Pte Page. He could not identify any of the Arabs.

Read over and confirmed.

Signed. Pte Hillman. P. 6410705

The Court having examined all the evidence set before it is of the opinion that;

- (a) 3357185 Cpl Box. B. South Staffs Regt whilst returning to his billets was the victim of an unprovoked attack by Arabs who had been hiding behind the trees or in a ditch at the side of the road in the camp area with the result that Cpl Box sustained a head injury.
- (b) That Cpl Box was proceeding on his lawful occasions in a sober and proper manner.
- (c) That no blame be attached to Cpl Box for the injuries he sustained.

11 Feb. 44.

TIZI-OUZOU.

Signed:

Major F. Craig. President.
Capt. D.C. Moyle. Member.
Lt. E. Hoyle. Member.

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I concur with the findings of the Court.

Field.

13 Feb 44.

Lt.-Col.

R. H. ROBERTSON,

Commandant,

M. G. S. & H. C.

TO: Commandant, .M.G.S., & H.C.
FROM: British Admin, H.Q.
SUBJECT: Enquiries, O.Rs.
REFERENCE: 5298/G.1.
DATE: 10 Feb 44.

Orders

Major F. Craig
by DC Moyle
for Hoyle

57611

7757185 Cpl. Box. B. (S. Staffs).

777

- (i) It is considered that a Court of Enquiry be held to enquire into the circumstances of the injury to the above named soldier.
- (ii) The Court will be held forthwith, detailed by you. The proceedings to be forwarded to this H.Q. as soon as possible. ~~It is suggested that~~ Major F. Craig. O.B.E. M.C. be President.

R. H. Tavenor

Colonel.
Commandant, British Admin, H.Q. A.M.G.A.C.

785015

Subject : - Loss of Arms.

Headquarters,
Regiment 4, Main,
A.S.C.

Ref. MS/4/20/5.

1/4576271 Dvr. F.C. Stafford, D.A.S.C.

Reference your RM/144.7 dated 5 Feb. 44 in connection with loss of arms sustained by the above-named soldier.

In accordance with para 1 of your above quoted letter copy of Court of Inquiry is hereby returned.

Reference para 2 the following observations are made : -

It has always been the policy of this Store that any soldier lending in either arms or equipment will himself, before they are accepted ensure that these items are securely labelled with his Personal No. Rank, and Name. When this has been done the Storeman first of all enters in the Rifle Book which is maintained by this office full particulars as to the Rifle, Type, No., and whether or not in possession of a Bayonet. The method used is hereby outlined in order that this may be clearly understood.

Personal	Rank	Name	Rifle No.	Type	Whether in possession of a Bayonet	Signature and date on withdrawal
----------	------	------	-----------	------	------------------------------------	----------------------------------

The evidence of the above-named soldier is therefore not understood as he states that when he handed in his arms and ammunition he signed the book. As no signatures are asked for by this R.C. until the arms are withdrawn this statement would appear to be incorrect.

As there is no trace of this rifle and no records are held by this office as to the handing over of this rifle it is regretted that no responsibility can be accepted by this R.C. in respect of the loss.

Further to the above your attention is again drawn to the evidence of the above-named. This soldier states that each time he came to the stores to draw his rifle he was accompanied by Dvr. G.F. Stafford and that the latter did NOT receive a bayonet. This is definitely incorrect as a signature for Rifle No. W.0452 and a Bayonet No. IV is at present held by this office, from Dvr. G.F. Stafford. Your observations regarding this matter will be appreciated.

Reference Lt.-Col. Holmes letter addressed to C. of S. Regiment 4, Military Government School & Holding Centre, B.N.A.F., dated 15th Oct. 1943. It is noted that reference is made to a certain soldier who was deficient of a rifle as being in possession of a receipt. This is not understood as no receipts are, or ever have been issued for arms taken into the stores.

785015

It has always been the policy of this store that any soldier having in either arms or equipment will himself, before they are accepted ensure that these items are securely labelled with his Personal No. Rank, and Name. When this has been done the storeman first of all enters in the Rifle Book which is maintained by this office full particulars as to the make, type, No., and whether or not in possession of a bayonet. The method used is hereby outlined in order that this may be clearly understood.

Personal	Rank	Name	Rifle No.	Type	Whether in possession of a Bayonet	Signature and date on withdrawal
----------	------	------	-----------	------	------------------------------------	----------------------------------

The evidence of the above-named soldier is therefore not understood as he states that when he handed in his arms and ammunition he signed the book. As no signatures are asked for by this R.C. until the arms are withdrawn this statement would appear to be incorrect.

As there is no trace of this rifle and no records are held by this office as to the handing over of this rifle it is regretted that no responsibility can be accepted by this R.C. in respect of the loss.

Further to the above your attention is again drawn to the evidence of the above-named. This soldier states that when time he came to the stores to draw his rifle he was accompanied by Dvr. G.T. Stafford and that the latter did NOT receive a bayonet. This is definitely incorrect as a signature for Rifle No. W.0452 and a Bayonet No. IV is at present held by this office, from Dvr. G.T. Stafford. Your observations regarding this matter will be appreciated.

Reference Lt.-Col. Holmes letter addressed to C. of S. Region 4, Military Government School & Holding Centre, B.N.A.F., dated 15th Oct. 1943. It is noted that reference is made to a certain soldier who was deficient of a rifle as being in possession of a receipt. This is not understood as no receipts are, or ever have been issued for arms taken into these stores.

Your observations to the above will be greatly appreciated.

Field,
10 Feb. 44.
ST.

MS
Lt.-Col.,
Commandant,
Military Government School & Holding Centre.

JR/jam

HEADQUARTERS REGION 4 MAIN
Allied Military Government
APO 394

TO : Officer Commanding Military Government School
and Holding Centre, AFHQ, BNAF

FROM : HQ, Region 4 Main AMG

SUBJECT: Loss of Arms

REF : R4/141.7

DATE : 5 February, 1944

1. The enclosed copy of Court of Inquiry is forwarded for perusal and return.
2. Will you please confirm to this HQ that Pte Stafford's rifle cannot be traced.

H. H-S Hartley
H. H-S HARTLEY
Lieut-Colonel
D. C. of S.

Incl:
Proceedings of Court of Inquiry

775

Distribution

- 1 - OC, MGS AFHQ BNAF
- 1 - 201 File - Pte Stafford
- 1 - 141.7

Subject :- Loss of Kit Claim.

Major A. Nevill. R.A.

AGO/36/1

The Command Paymaster informs me that your claim has been forwarded to O i/c my Pay Office, Officers Accounts, Manchester for the assessment of compensation.

He also states that advice of settlement will be forwarded as soon as notification is received.

Ficla.

22 Jan 1944


R. A. G. G. H. C.,
Asst. Commandant,
A. G. G. & H. C.

Lt.-Col.

Wt. 50779/1178. 52M lbs. 4/43. P.I. 51-6495.

Army Form C 348
(Lifts of 100 in duplicate)

MEMORANDUM.

Sender's Reference C/O Officer's/Blaney/2308	Receiver's Reference	Date 19-44
From Command Sergeant No 2 Command Sgt Office B.M.P.E.	TO: Best Commandant M.G.S & P.C. B.M.P.E.	

re - loss of Kit claim - May R. Revill - R.S.
In reply to your letter of the 15th instant
reference R.S.C/3671 this Officer's
claim has been forwarded to the Officer
in Charge Army Post Office, Office's
accounts, Manchester for the
payment of compensation.

Notice of settlement will be
forwarded as soon as notification is
received in this Office.

Walter Hunt
for Command Sergeant,
No 2 C.O., B.M.P.E.

773

Subject :- Court of Enquiry.

Jan. 18th 1944.

To :- Assistant Commandant.
M.G.S. & Hdq. Centre.

Attached herewith, 3 copies of Court of Enquiry to enquire into the loss of kit on charge to 2659067 Cdsn. Wright. R. Coldstream Guards, forwarded for your opinion.

Field.
18.1.44.


-Capt.,
O.C.HQ.Coy(Br.Sec),
M.G.S. & Hdq. Centre.

772

Subject :- Court of Inquiry.

MSC/36/1

British Admin H. J.
A. M. G. A. C.

With further reference to this office letter of even reference dated 8 Jan 44 and your MSC/3298 (G-1) dated 15 Jan 44, your remarks have been noted but it is pointed out that the Court of Inquiry proceedings mentioned were in fact returned with our letter of the 8th.

Field.

16 Jan 44.


Lt.-Col.,
R. H. ROBERTSON,
Asst Commandant,
H. G. B. & H. C.

771

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

785015

14304

TO:- Asst. Comdt. M.G.S. & H.C.
FROM:- British Admin. H.Q., A.M.G.A.C.
SUB:- Court of Enquiry.
REF:- HGC/5298 (G-1).
DATE:- 15th January 1944.

Reference your ASC/36/1 dated 8th January 1944.
As there would appear to be no benefit gained from convening an
entirely different Court of Enquiry please return the Proceedings to this H.Q.

J. P. Wainwright
Colonel,
Commandant.,
British Admin. H.Q., A.M.G.A.C.

Subject :- Loss of Kit.

ABC/36/1

Comd. Paymaster,
No. 2 Command Pay Office,
Pointe Pescade,
Algiers, B.N.A.F.

Major A. Nevill R.A. 11832

With further reference to this office letter of even reference dated 30 Nov 43. The above-mentioned officer is still at this post and is interested to know whether his claim has been forwarded or rejected. May this information please be forwarded to this H.Q.

Field.

15 Jan 44.


R. H. ROBERTSON,
Asst Commandant,
A. G. S. & H. C.

Lt.-Col.,

769

Subject :- Court of Inquiry.

Major Suler,
Executive Officer.

ASC/36/1

Lt. RALPH + Cpl. WENTON.

The two mentioned above are required as witnesses at a Court of Inquiry which is being held at British H. A. Company Office, 15th Jan 44, at 1400 hours. Will you please arrange for their attendance.

Field.

2 Jan 44.


R. H. [illegible],
Asst Commandant,
I. C. S. C. H. C.

Lt.-Col.

768

Subject :- Court of Inquiry.

10/36/1

O.C. . . Company
British.

In reply to your A/C/2 dated 11 Jan 44, authority is hereby given for a Court of Inquiry to be held 12 Jan 44 in British R.C. Company Office at 1400 hours to investigate the loss of kit enumerated in your letter. The Court will express an opinion.

The officers comprising the Court will be as follows :-

President :-	Major A.R. Hough
Members :-	Captain J. B. Black
	Captain R.L. Jackemnie.

Field.

11 Jan 44.

[Signature]
R. L. [illegible],
Asst Commandant,
M. G. S. & H. C.

11 Jan 44
767

Subject:- Loss of Kit - O.R.s

AQ/P/2

11 Jan 44

To :- Asst. Commandant.

2659067	Gdsm. Wright	-	Coldstream Guards.
10600799	Tpr. Moore	-	Recce. Corps.

May Authority please be given for a Court of Enquiry to be held to investigate loss of kit on charge to the s/m O.R.s and may I please be informed of the names of the officers comprising the Court for publication in Orders.

Field
11/1/44

Major Hugh ...
Capt Black ...
Machine ...

W. H. ...
Capt.
O/C HQ. Coy. (Br. Sec)
M.G.S. & Hdq Cent

768

TO:- Ass' Comdt. M.G.S & H.C.
FROM:- British Admin. H.Q., A.M.G.A.C.
SUBJECT:- Court of Enquiry.
REF:- MGC/5298 (G-1)
DATE:- 7th January 1944.

The attached Proceedings of a Court of Enquiry are returned.

Please reassemble the Court to consider the further evidence of Capt. RONNIE, they should express an opinion as to the responsibility for the loss of the vehicle.

J. P. Wackins
Colonel. 785
Commandant.

British Admin. H.Q., A.M.G.A.C.

Subject Court of Inquiry.

ASG/36/1

British Admin H.Q.,
A. E. G. A. C.

Reference attached Court of Inquiry proceedings and your HQC/5298 (C-1) dated 7 Jan 44, it is pointed out that Majors McFadyean and Macchi left this post approximately 5 weeks ago and for this reason it is impossible to reassemble the Court. Captain Ronnie as a Member of the Court cannot give evidence.

Please inform this office if it is wished that a new Court be assembled. The new Court would have first to agree to accept the previous proceedings as evidence owing to the fact that several of the witnesses in this case have also left the post.

Field.

8 Jan 44.


Lt.-Col.,
R. H. ROBERTSON,
Asst Commandant,
A. E. G. A. C.

Subject. Court of Inquiry

ASC/36/1

To. R.S.M. Young.

From. Asst Comdt.

You are hereby warned that your presence is required at 1030 hrs Tuesday 4 Jan 44 in Room 12, Hollywood, as witness in connection with a C. of I.

In the Field.

3rd Jan 44.


.....Lt - Col
R.H. ROBERTSON.
Asst Commandant.
M.G.S. & H.C.

763

Subject. Court of Inquiry.

AFC/36/1

To. Region 5.

From. Asst Comdt. M.G.S. & H.C.

Herewith acknowledgement of your R5/506/15. dated 2 Jan 44.
R.S.M. Young has been duly warned that his presence is
required at 1030hrs Tuesday 4 Jan 44 in Room 12, Hollywood, as witness
in connection with a C. of I.

Field.

3rd Jan 44.

R. Robertson
.....Lt Col
ROBERTSON, R.H.
Asst Commandant.
M.G.S. & H.C.

762

To : Asst. Comdt. M.G.S., & H.C.
From : Region 5.
Sub : Court of Inquiry.
Ref : R5/506/15.
Date : 2 Jan 44.

gsc/26/1

5434232 RSM J.D. YOUNG DCI.

The a/m WO. is a witness required in connection with a C. of I. to be held at 1030 hrs Tuesday 4 Jan 44 in Room 12, Hollywood. May his attendance at this, please be arranged.

for D.C.C.A.O.

J.H.G. Womersley Capt.
J.H.G. WOMERSLEY
Capt., R.A.
Asst. Adj.

Subject :- Court of Inquiry.

130/50/1

Major A.T. Miller,
Executive Officer.

Please order the under-mentioned officers to appear as witnesses
before a Court of Inquiry on Tuesday 4 Jan 44 in British H.Q. Company
Office at 1400 hours.

Lieut Downey
Lieut Shepherd
Lieut Cookson

Field.

3 Jan 44.

M. Robertson Lt. Col.,
H. H. 201, 201, 201,
Asst. Quartermaster,
M. G. S. & H. G.

760

REAR ECHELON
HEADQUARTERS
2675TH REGIMENT
ALLIED CONTROL COMMISSION
(U.S. CONTINGENT) (PROVISIONAL)

MEG/otw

File: 250.4/300.4

3 January 1944

SUBJECT : Court of Inquiry.

TO : 2ND LT GLANVILLE DOWNEY, Company "I", 2675th Regt, ACC.
2ND LT HAROLD R. COCKSON, Company "I", 2675th Regt, ACC.

1. It is directed that you appear at the British Headquarters Company Office at 1400 hours, 4 January 1944, for duty as a witness on a Court of Inquiry.

By Order of Colonel PARRIN:

Morris K. Goldstein
MORRIS K. GOLDSTEIN,
1st Lt., Infantry,
Assistant Adjutant.

TO:- Assistant Commandant, M.G.S., and C.
FROM:- British Administrative Headquarters, AMGAC.
SUB:- Court of Inquiry.
REF:- MGC/5298 (G-1).
DATE:- 31st. December 1943.

The Court of Inquiry convened on 29th. November 1943 under this Office letter No. MGC/5298 (G-1) dated 29th. November 1943, and adjourned for the production of further evidence will reassemble on 1st January 1944 at 1100 hours.

The President and Members of the Board are as follows :-

Lt. Col. W.J. Purcell.
Major. K.P.R.S. Dunelly.
Capt. M.E. Hodgson.

J. F. Dunelly
Colonel,
Commandant,

BRITISH ADMINISTRATIVE HEADQUARTERS.
A.M.G.A.C.

Copy to :- O.C. British H.Q. Cey.

758

Col Kirkwood Assistant Chief of Staff

A Court of Enquiry will assemble at 'Mollywood' Room 2, Monday,
13 December 1943 at 1430 hours.

"To enquire into a matter which will be brought before it"

President - Col. C.B. Findlay. C.B.E., M.C.

Members - Lt.Col. W.G. Smith.
" Lt.Col. B.S. Orpwood.

Court Orderly will be provided by H.Q., (Br) Coy.
All witnesses have been warned to attend.

Kirkwood

Robert. G. KIRKWOOD,
Colonel,
Acting Chief of Staff,
M.G.C.

*recd 12.20
Chief of Staff 12.25*

757

Subject :- Court of Inquiry.

AGS/35/1

Major R.T. Uiler,
Adjutant.

Please publish the undernoted order at your early convenience :-

By order of Colonel Robert G. Kirkwood,
Acting Chief of Staff. A.G.C. a Court of Inquiry will assemble
at "Hollywood", Room 2, on Monday 13 Dec 43 at 1430 hours :-

"To enquire into a matter which will be brought before it".

President :- Colonel C.B. Findlay, C.B.E., M.C.

Members :- Lt.-Col W.B. Smith.
Lt.-Col H.B. Orpwood.

Court Orderly will be provided by H. (British) Company.

All witnesses have been warned to attend.

Field.

13 Dec 43.


H. H. H. H. H.,
Asst Commandant,
A. G. S. & H. C.

Subject :- Court of Inquiry - Loss of Jeep No. 5426615.

For the attention of Major All orth.

ASC/36/1.

Enclosed herewith are the copies of the Court of Inquiry held to investigate the loss of the above numbered Jeep together with the report of Captain Bonnie and Lieut Arnold. These two officers proceeded to Algiers to make further enquiries into the matter.

Will you please inform me of any further action you wish me to take in this matter.

Field.

12 Dec 43.


Lt.-Col.,
R. H. ROBERTSON,
Asst Commandant,
R. G. S. & H. C.

HEADQUARTERS
MILITARY GOVERNMENT SCHOOL
APO 394

6 December 1943

File 250.4

SUBJECT: Court of Inquiry.

TO : All Concerned.

1. A Court of Inquiry, composed as under, will assemble at 1400 hours, Tuesday, 7 December 1943, in the British Hq Company Office for the purpose of inquiring into the circumstances of a traffic accident on or about 2 October 1943, in which a vehicle No. 4768541 was damaged and the circumstances under which subsequent to the accident certain parts of the vehicle became missing.

MAJOR	G. W. A. KAYSER	President
CAPTAIN	G. T. GARDHAM	Member
CAPTAIN	H. JONES	Waiting Member

2. The Court will accept as evidence the signed statements of witnesses made at previous enquiries into these matters and any other relevant documents produced at such inquiries.

3. O.C. British Hq Company will make the necessary arrangements for the accommodation of the Court, and warn the O.R. witnesses.

By Order of Colonel PARKIN:

R. T. Uhler
R. T. UHLER,
Major, A.G.D.,
Actg Adjutant.

*Capt Dwyer Tompkins
warned on parade also*

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

785015

Subject :- Court of Enquiry

November 30th, 43

To :- Asst. School Commandant

5242519 Pte. ELLIS, H

Attached herewith three copies of Court of Enquiry held "to enquire into the loss of kit on charge to Pte. ELLIS."
May your opinion please be given and the copies returned to this office for onward transmission to the Comd. ALGIERS Sub-District.

Field
30/11/43

[Signature] Capt.,
O.C. HQ. Coy (Br. SEc),
M.G.S. & Hdq. Centre.

Returned

1/12/43

[Signature]

754

Subject :- Loss of Kit.

C/36/1

Command Paymaster,
No.2 Command Pay Office,
Pointe Pescade,
Algiers, B.N.A.F.

Major NEVILL, R.A.

In accordance with instructions from AA & CAG Algiers Sub-District
(Memo 2368/5 dated 27 Nov - copy attached), please find enclosed
herewith duplicate copies of A.Ps. O 178, together with duplicate copies
of the Proceedings of the Court of Inquiry.

Field.

30 Nov 43.


Lt-Col R.H. Robertson,
Assistant Commandant,
N.G.S. & H.C.

HEADQUARTERS
MILITARY GOVERNMENT SCHOOL
APO 394

File: 250.4

30 November 1943

SUBJECT: Court of Inquiry.

TO : All Concerned.

1. A Court of Inquiry, composed as under, will assemble at 1400 Wednesday, 1 December 1943, in the British Hq Company Office for the purpose of inquiring into the circumstances of two outbreaks of fire in tents.

MAJOR	N. T. BEARD	R. Warwickshire Regt.	President
CAPT	A. FRYER	Cameronians	Member
CAPT	G. T. GARDEMAN	R.A.	Member
MAJOR	F. H. FLETCHER	The Hampshire Regt.	Waiting Member
		CAPT H. JONES, S.W.B.	

2. The following witnesses will be in attendance:-

Case "A":-

LIEUT LIMBERT
LIEUT MACKENZIE
Sjt Parker
Pte Joyce

Case "B":-

CAPT BUCKLEY
CAPT EARL
Tpr Bardell

3. Evidence will be taken on oath, and the Court will render an opinion as to whether (a) any person can be held to blame, and (b) how the cost of damage is to be borne.

4. O.C. British Hq Company will make the necessary arrangements for the accommodation of the Court, and warn the O.R. witnesses.

By order of Colonel PARKIN:

R. T. Uhler
R. T. UHLER,
Major, A.G.D.,
Actg Adjutant

Subject :- Court of Inquiry.

M 36/1

Major R.T. Uhler,
Actg Adjutant.

Will you please publish the following as a Special Order :-

1. A Court of Inquiry, composed as under, will assemble at 1400 hours, Wednesday, 1 Dec 43, in the British H.Q. Company Office for the purpose of inquiring into the circumstances of two outbreaks of fire in tents.

President Major H.T. BEARD R. Warwickshire Regt.

Members Capt. A. FRYER Cameronians.

Capt. G.T. GARDHAM R.A.

Waiting Members :- Major F.H. FLETCHER HANTS. REGT & Capt. H. JONES - S.W.A.

2. The following witnesses will be in attendance :-

Case "A" :- Lieut Limbert
Lieut Mackenzie
Sjt Parker
Pte Joyce

Case "B" :- Capt. Buckley
Capt. Earl
Tpr. Barrell

3. Evidence will be taken on oath, and the Court will render an opinion as to whether (a) any person can be held to blame, and (b) how the cost of damage is to be borne.

4. O.C. British H.Q. Company will make the necessary arrangements for the accommodation of the Court, and warn the O.R. witnesses.

Field.

29 Nov 43.


Lt-Col R.H. Robertson,
Assistant Commandant.

Subject. Damaged Tentage.

Case A

To. Lt Col Aitken.

From. Asst Camp Commandant.

It has been reported to this office that one of the tents of the Tented Camp has been damaged by fire. At the time, the tent was occupied by Lt Lambert, and Lt Mackenzie.

Can a court of Inquiry please be convened in order to enquire into the circumstances and a charge accordingly made.

In the Field.
22nd Nov. '43.

.....*GAH*.....Lieut
Asst Camp Commandant.
Military Gov. School & Holding Centre.

Copy to. Lt Quartermaster.

Plt Joyce (Butcher)
Sgt Parker

Court
B Major
B Capt
B Capt

Witnesses Case A

B

Meyer^{NT} Reed R. Wainwright Lie Capt.

Capt. A. Lyet Cameronians

Capt. G. T. Gardham R. A.

HEADQUARTERS
MILITARY GOVERNMENT SCHOOL
APO 394

File: 250.4

29 November 1943

SUBJECT: Court of Inquiry.

TO : All Concerned.

1. A Court of Inquiry, composed as under, will assemble at 1030 hours, Monday, 29 November 1943, in the British Hq Company Office for the purpose of inquiring into the circumstances of an accident to a WD vehicle No. Z-4982350.

LT COL	W. J. PURCELL	President	R.A.S.C.
MAJOR	K.P.R.S. DUNOLLY	Member	R.T.R.
CAPT	M. E. HODGSON	Member	Hampshire Regt.
MAJOR	R. W. RUSSELL	Waiting Member	Int. Corps
CAPT	F. TURNER	Waiting Member	R.A.

2. The following witnesses will attend:

MAJOR	G. S. FRANKLIN	R.A.S.C.
CAPT	L. K. PAWLEY	R.A.S.C.

3. The Court will express an opinion as to why subsequent to the accident the vehicle has become classified as a total loss.

4. O.C. British Hq Company will make the necessary arrangements for the accommodation of the Court.

By order of Colonel PARKIN:

R. T. Uhler
R. T. UHLER,
Major, A.G.D.,
Actg Adjutant

Subject - Court of Inquiry.

ASG/36/1

Major R.T. Under,
Acting Adjutant.

Will you please publish the following as a Special Order :-

1. A Court of Inquiry, composed as under, will assemble at 1030 hours 29 Nov 43, in the British H. Company Office for the purpose of inquiring into the circumstances of an accident to a G.D. vehicle No. 2 4982330.

President	-	Lt.-Col W.J. PURCELL.	R.A.S.C.
Members.	-	Major K.P.R.S. DUNOLLY Capt. R.E. HODGSON.	R.T.R. Hampshire Regt.
Waiting Members	-	Major R.W. RUSSELL. Capt. P. TURNER.	Int. Corps R.A.

2. The following witnesses will attend :-

Major G.S. FRANKLIN	R.A.S.C.
Captain L.K. PANGLEY	R.A.S.C.

3. The Court will express an opinion as to why subsequent to the accident the vehicle has become classified as a total loss.

4. O.C. British H.Q. Company will make the necessary arrangements for the accommodation of the Court.

Field.

29 Nov 43.


Lt-Col R.H. Robertson,
Assistant Commandant 749

To:- Assistant Commandant, M.G.S. & H.C. 1307
From :- British Admin H.Q. ~~AMGAC~~ A.M.G.A.C.
Subject:- Court of Inquiry.
Reference:- MGC/5298(G-1)
Date:- 29 Nov 43.

Please convene a Court of Inquiry for ~~XX~~ 1030 hours Monday
29 Nov 43. H.Q. British Coy to provide accommodation.

<u>President</u>	-	Lt. Col. W.J. PURCELL.	R.A.S.C.
<u>Members</u>	-	Major K.P.R.S. DUNOLLY. Capt. M.E. HODGSON.	R.T.R. Hampshire Regt.
<u>Waiting Member</u>	-	Major R.W. RUSSELL. Capt. F. TURNER.	Int. Corps. R.A.
<u>Witnesses</u>	-	Major. G.S. FRANKLIN. Capt. L.K. PAWLEY.	R.A.S.C. R.A.S.C.

To inquire into the circumstances of an accident to a W.D. VEHICLE
No. Z 4982350 on 5 October 1943, on road Tizi-Ouzou - Algiers, and, the subsequent
disposal of the vehicle, and, to express an opinion as to why subsequent to the
accident the vehicle has become classified as a total loss.

R.H. Farren Colonel
R.H. FARREN,
Colonel.
Commandant,
British Admin. H.Q. AMGAC.

Copy To- H.Q. BRITISH H.Q. COY.

748

HEADQUARTERS
MILITARY GOVERNMENT SCHOOL
APO 394

File 250.4

27 November 1943

SUBJECT: Court of Inquiry.

TO : All Concerned.

1. A Court of Inquiry, composed as under, will assemble at 1400 hours, Monday, 29 November 1943, in the British Hq Company Office for the purpose of inquiring into the loss of a motor vehicle ("Jeep" 5156615).

President	MAJOR G. W. McFADYEAN, Somerset Lt. I.
Member	MAJOR D. A. JACOBS, General List
Member	MAJOR A. J. MACCHI, Intelligence Corps
Waiting	
Member	CAPTAIN R. C. MARKS, R. Engineers
Waiting	
Member	CAPTAIN W. RONNIE, General List

2. O.C. British Hq Company will make the necessary arrangements for the accommodation of the Court.

2. The following will appear as witnesses:

CAPTAIN L. K. PAWLEY, R.A.S.C.
CAPTAIN F. E. GILLET, R. Inniskillings
LIEUT. L. F. ARNOLD (American)
LIEUT. C. B. KEYS (American)
PRIVATE T. MITCHELL, 35202011

747

By order of Colonel PARKIN:

Morris T. Goldstein
MORRIS T. GOLDSTEIN
2nd Lt., Infantry
Assistant Adjutant

*Copies sent to each officer mentioned above.
American officers - copies left by me at
Post Room (Ltn) - a further copy left by me at
Box Office (Ltn) - another delivered to Reg 7 with attached
a few copies for use on the board.
Winchester, London.*

785015

Request delivered to Co. office 16 October 1971 & published as the O.

TO: Asst. Comdt. MGS & H.C.

FROM: British Admin. HQ., AMGAC.

SUBJECT: Loss of Vehicle - Court of Inquiry.

REFERENCE: MGC/5298(G-1)

DATE: 22 November 1943.

- 1.. Please arrange for the holding, as soon as possible, of a Court of Inquiry for the purpose of inquiring into the loss of a motor vehicle (Jeep 5156615)
2. The following officers are suggested as President, members and waiting members of the Court:-

President	-	Major. G.W. FADYEAN.	(B)	<i>Don't know</i>
Members	-	Major. D.A. JACOBS.	(B)	<i>Don't know</i>
		Major. A.J. MACCHI.	(B)	<i>Don't know</i>
Waiting	-	Capt. R.C. MARKS.	(B)	<i>R.E.</i>
Members	-	Capt. W. RONNIE.	(B)	<i>Don't know</i>

3. The O.I/c HQ Brit. Coy ~~WAC~~ will make the necessary arrangements for the accomodation of the Court.

Colonel,
Acting Commandant,
British Admin. HQ., AMGAC.

Copy to; O 1/c HQ British Coy AMGAC

William Capt Parsley Lt ARNOLD
" Gillette Lt KEVEL (CB)
ASN 35202011 Pl. T. MITCHELL

Spec Q.
Mon 1200 box office

A.F.A. 2.

COURT OF INQUIRY.

Proceedings of a Court of Inquiry held at 7171 QUIZOU

.....on 27 Oct 43

by order of Lt Col D. B. Aitken DSE DFC, Assistant Commandant Military Police School

to enquire into the loss of one 38 Colt revolver and one box of ammunition

Government Property

Lieut. F. J. JEBENS M.C. Pioneer Corps (AMG staff)
 (8010) President
Capt. P. H. Vincent, Union Officer Corps ("")
 (99644V)
Lieut. A. Riley Pen. with Members ("")
 (291658)

1st Witness Lieut. A. J. BORDASS (107355) R.A.S.C. duly sworn states.

I am attached to the Allied Commission stationed at the United
 Government School, Piz 1 Qu 204

I arrived on 24 Sep. 43, and am stationed in dormitory "A",
 LONDON Building.

There are approximately 40 beds in this room. The number varies.
 The beds are along the side walls with heads to the wall - much like
 a troops' barracks room. There is no lock up storage accommodation.
 My bed is at the end but one of the west wall, at the end nearest
 the door, which is in the north wall.

On the north wall about 3 yards from the door, there is a paneled

Major R. J. JENSEN M.C. Pioneer Corps (AMG Staff)
 (8010) President.
 Capt. P. H. Vincent Union Defence Corps ("")
 99644V)
 Lieut. A. Riley Den. Lish. (numbered " ")
 (291658)

1st Witness

Major A. J. BORDASS (107355) R.A.S.C. duty room states.

I am attached to the Allied Commission stationed at the military Government School, Pigeon Post.

I arrived on 24 Sep. 43, and am stationed in dormitory 'A',
 London Building.

There are approximately 40 beds in this room. The handcuffs. The beds are along the side walls with heads to the wall - much like a troops' barracks room. There is no lock up storage accommodation. My bed is at the end but one of the west wall, at the end nearest the door, which is in the north wall.

On the north wall, about 3 yards from the door, there is a paneled with a number of wooden pegs. My work equipment was hanging on them of these pegs. The equipment was assembled on my revolver was in the holster with lanyard attached and there were four high rounds of '38 sm. & a box of 42 rds in the anti-ponch.

My revolver was an American "Police Positive" '38 S&W. It was not numbered. It was issued to me when I was Commissioned 931 G.T. Coy. R.A.S.C. at DUNDRE, in July 1942. I saw the revolver very carefully & there definitely was no number on it.

My equipment & revolver had been in the same place covering my arrival. There were two other revolvers similarly placed. These were of the ordinary crime pattern, whereas mine was of a particularly

2
describable type.

On the morning of Friday 15 Oct. I saw that my revolver was in its normal place. ~~Subsequent~~ I was in the habit of doing this daily.

At 17.00 hrs on Saturday 16 Oct. I looked around at my equip. and found that my revolver and the box of 12.25 cal. were missing.

I immediately called my batman Pte. SUTCLIFFE & he said that he was to report the matter to me directly. He did this & I myself followed him to the camp and to office & reported the matter to ~~the~~ Lieut. HOYLE. He then was so posted on Sunday 17 Oct. I reported the matter to my Pl. Comd., Lt Col. STEPHAN, American Army on Monday 18 Oct.

I do not know ^{how} many ^{times} I can look through my. I know a suitcase, but the lock was broken on the voyage out.

To the best of my belief the revolver was stolen.

The few officers living in the dormitory were continually changing.

I do not remember whether any officers left on the 15th or 16th Oct. I am not prepared to make any statement with regard to suspecting any person. I am confident that the batmen had nothing to do with it.

I did say to Lt Hoyle that I thought it was an officer who had taken it.

On one occasion I had shown my revolver to some 5 or 6 officers in the dormitory.

At the time there were roughly 10 British & 30 American officers in the dormitory. I did not hear of any officer being reported of stealing. I can't remember an officer of American officers normally carry carbines.

which, 1944. The time was as passed in summary of what I had
passed the matter to my Pls. Cmdr, Lt Col. STEPHAN, American Army
on landing 19 Oct.

I do not know any container in which I can look things up. I have a
suitcase, but the lock is broken on the voyage out.

To the best of my belief the women was stolen.

The family of officers living in the dormitory was extremely changing.

I do not remember whether any officers left on the 15th or 16th Oct.
I am not prepared to make any statement with regard to suspecting
any person. I am confident that the women had something to do
with it.

I did say to Lt. Boyle that I thought it was an officer who had
taken it.

On one occasion I had shown my revolver to some 5 or 6 officers
in the dormitory.

At the time there were roughly 10 British or 30 American officers in the
dormitory. I did not hear of any officer being afraid of the
American number of American officers normally carry carbines.

Besides my own & the other two revolvers in the rack, there were
no revolvers visible. In order to take any revolver the holder had to
be unattended & the language blocked. This would have taken at
least one minute. The other revolvers which were sticking out of
the holders were not easily accessible & I am therefore of opinion
that who ever took mine must have known about it before hand.

107355-

1073555
Major B. S. C.

2 witnesses

(3) Lieut. E HOYLE 242757. Subj. of 44th Infantry Regt., duty
Sworn status: Saw the accident at Camp Crockett of the Mil. Post School.

The long hair BORRASS'S revolver was reported to me by
him on Saturday 16 Oct. at about 17.00 hrs. Maj. Borrass
was accompanied by Pte SUPCLIFFE, a batman in his
dormitory.

I made a note that the revolver was missing & gave in-
structions for a letter to be written to the admt. comd. reporting the
fact & asking for a const. of finding to be assembled.

The circumstances of the loss were discussed and the opinion
was that no other parties were concerned. The circumstances
appeared to point to theft. No particular officer was accused
nor was the name of any suspect mentioned.

Shortly afterwards I inspected the place from which the revolver
had disappeared.

It did not occur to my mind at the time to inquire what
officers, if any, had left on 15th or 16 Oct.

I did not inform the military police. As this was not a case
concerning other ranks and as the dormitory was full of British
officers I did not think the military police would have
been able to do anything.

I realize now that I should have reported the matter, in
accordance with R. R.

Edgar H. U. 242757.

was that no other ranks were concerned. The area witnesses appeared to point to theft. No particular officer was accused nor was the name of any suspect mentioned.

Shortly afterwards I interpreted the place from which the witness had disappeared.

It did not occur to my mind at the time to enquire what officers, if any, had left on 15th or 16th Oct.

I did not inform the military police. As this was not a case concerning other ranks and as the dormitory was full of British officers I did not think the military police could do anything.

I realize now that I should have reported the matter, in accordance with R.R.

Copy to U. 242757.

No 10602247 Lt. Tpr. SUTCLIFFE J.F. 56 Recce Regt.

No 4980768 Plt. BEARDER E. Sherwood Foresters.

These two soldiers were questioned but as they are unable to give any further information their statements have not been recorded.

No witness is available here as to the value of the watches. This is being ascertained.

Major Gordons did not wish to avail himself of his right under R.R. para. 764(a) to prevent throughout the inquiry.

Finding.

The Court, having taken into consideration that Major Bordass having been quartered in the dormitory for some time weeks must have known that a number of officers enter their house quartered therein, pass through the dormitory for the purpose of reaching the bathroom & lavatory etc that as lines other ranks such as sanitary men, orderlies etc had to come into the room, is of opinion:

* That there was negligence on the part of Major Bordass in failing to put his revolver away in his kit, out of sight

. The Court recommends that the cost of replacement should be borne by Major Bordass.

Major Bordass President.

27 October 43

Major Vincent bapt. }
Mr. R. R. R. } members

A.F.A. 2.

COURT OF INQUIRY.

Proceedings of a Court of Inquiry held at... TIZI OUZOU...

by order of Lt. Col. A. B. Aitken, CBE, DFC, Assistant Commandant Military and School to enquire into the loss of one .38 Colt revolver and one box of ammunition... 38 Government property.

Major F. J. JEBENS, M.C. Senior Capt. (AMG Staff) 8010... President.
 Capt. P. H. VINCENT, Union Defence Corps (" " ")
 Lieut. A. Riley, General List (Members (" " ") (291658))

First Witness Major A. T. Bordass, 107355, RASC. duly sworn states:-

I am attached to the Allied Commission, Nations at a Military Government School, Tizi Ouzou, arrived on 24th September 1943, and quartered in Dormitory A, London Building. There are approximately 40 beds in this room, the number varies. The beds are along the side walls with heads to the wall much like a troops' barrack room. There is no lock-up storage accommodation. My bed is at the end but one of the west wall at the end nearest the door which is in the north wall. On the north wall about three yards from the door there is a framework with a number of wooden pegs. My web equipment was hanging on three of these pegs. The equipment was assembled and my revolver was in the holster with lanyard attached and there were four single rounds of .38 ammunition and a box of sticks in the ammunition box.

785015

Major F. J. JEBENS. M.C. Pioneer Corps (A.M.C. Staff)
 8010... President.
 Capt. P. H. VINCENT. Union Defence Corps (" " ")
 (196441)
 Lieut. A. RILEY. General List (Members " " ")
 (291658)

First Witness Major. A. T. Bordass. 107355. R.A.S.C. duly sworn states:-

I am attached to the Allied Commission, Nations at a Military Government School, Tizi Ouzou, arrived on 24th September 1943, and quartered in Dormitory A. London Building. There are approximately 40 beds in this room, ^{to 44} number varies. The beds are along the side walls with heads to the wall much like a troops' barrack room. There is no lock-up storage accommodation. My bed is at the end but one of the west wall at the end nearest the door which is in the north wall. On the north wall about three yards from the door there is a framework with a number of wooden pegs. my web equipment was hanging on three of these pegs. The equipment was assembled and my revolver was in the holster with lanyard attached and there were ^{rounds} four single rounds of .38 ammunition and a box of ^{rounds} twelve in the ammunition pouch. My revolver was an American "Police positive" .38 colt. It was not numbered. It was issued to me when I was commanding 931 G.T. Coy. R.A.S.C. at Bunderie in July 1942. I examined the revolver very carefully and there definitely was no number on it. My equipment and revolver had been in the same place ever since my arrival. There were two other revolvers similarly placed. These were of the ordinary same pattern whereas mine was of a particularly desirable type. On the morning of Friday 15th October, I saw that my revolver was in its normal place. I was in the habit of doing this daily. At 1700 hours on Saturday 16th October, I looked as usual at my equipment and found that my revolver and the box of twelve rounds of ammunition were missing. I immediately called my batman Schmidtkeffe and he said that he would report the matter immediately. He did this and I

785015

Page 2.

myself followed him to the Camp Commandant's office and reported the matter to Lieut. Boyle. As there was no parade on Sunday 17th October I reported the matter to my Platoon Commander Lt Col STEPHAN, American Army on Monday 18th October. I do not possess any container in which I can lock things up. I have a suitcase but the lock was broken on the voyage out. To the best of my belief the revolver was stolen. The forty officers living in the dormitory were continually changing bag. I do not remember whether any officers left on the 15th or 16th October. I am not prepared to make any statement with regard to suspecting any person. I am confident that the batman had nothing to do with it. I did say to Lt Boyle that I thought it was an officer who had taken it. On one occasion I had shown my revolver to some five or six officers in the dormitory. At the time there were roughly ten British and thirty American officers in the dormitory. I didn't hear of any officer being efficient in side arms. A certain number of American officers normally carry ~~sub~~ carbines. Besides my own and the other two revolvers on the rack there were no other revolvers visible. In order to take my revolver the holster had to be unfastened and the lanyard detached. This would have taken at least one minute. The other revolvers which were sticking out of the holsters were more easily accessible and I am therefore of opinion that whoever took mine must have been known about it before hand.

107355

Wm. L. G. Davis

Page 3.

I am the Assistant Camp Commandant of this Military School

Second Witness Lieut E. HOYLE 242757 Duke of Wellington's Regt.

Duty sworn states:- The loss of Major Bordass' revolver was reported to me by him on Saturday 16th October at about 1000 hours. Major Bordass was accompanied by Pte Sutcliffe a batman in his dormitory. I made a note that the

revolver was missing and gave instruction for a letter to be written to the Assistant Commandant reporting the fact and asking for a Court of Enquiry to be assembled.

The circumstances of the loss were discussed and the opinion was that no other ranks were concerned. The circumstances appeared to point to theft. No particular Officer was accused, nor was the name of any suspect mentioned. Shortly afterwards I inspected the place from which the revolver had disappeared. It did not occur to my mind at the time to enquire what Officers, if any, had left on 15th or 16th October. I did not inform the Military Police, as this was not a case concerning other ranks and as the dormitory was full of Field Officers. I did not think the Military Police would have been able to do anything. I realize now that I should have reported the matter in accordance with K.R.

E. Hoyle Lt 242757

No. 10602247 Mr Sutcliffe J.E. 56 Recce Regt
No. 4980768 Pte Bearder. E. Sherwood Foresters

These two soldiers were questioned but as they are unable to give any further information their statements have not been recorded.

No evidence is available here as to the value of the revolver. This is being ascertained.

Major Bordass did not wish to avail himself of his right under K.R. para 764(a) to be present throughout the inquiry.

Endine

742

had disappeared. It did not occur to my mind at the time to enquire what officers, if any, had left on 15th or 16th October. I did not inform the Military Police, as this was not a case concerning other ranks and as the dormitory was full of field officers I did not think the Military Police would have been able to do anything. I realize now that I should have reported the matter in accordance with K.R.

E. H. H. 242757

No. 10602247 Mr Sutcliffe J.E. 56 Reece Regt
No. 4980768 Pte Bearder. E. Sherwood Foresters

These two soldiers were questioned but as they are unable to give any further information their statements have not been recorded.

No evidence is available here as to the value of the revolver. This is being ascertained.

Major Bordass did not wish to avail himself of his right under K.R. para 764(a) to be present throughout the enquiry.

Findings

The court having taken into consideration that Major Bordass having been quartered in the dormitory for some three weeks, must have known that a number of officers other than those quartered therein pass through the dormitory for the purpose of reaching the bathroom and lavatory, also that at times other ranks such as sanitary men, orderlies etc have to come into the room, is of opinion:-

That there was negligence on the part of Major Bordass in failing to put his revolver away in his kit box at night.

The court recommends that the cost of replacement should be borne by Major Bordass.

27th October 1943

H. E. H. 242757 President

W. H. H. 242757 Members.
W. R. H. 242757

A.F.A. 2.

COURT OF INQUIRY.

Proceedings of a Court of Inquiry held at T. 12. 00200.

on 27. Oct. 43.

by order of Lt. Col. D. S. Aitken OBE, D.F.C. Assistant Commandant
to enquire into the loss of one 38.600 revolver and one box of
ammunition 38. Government Property.

Major F. J. Lebera ^{MC, Pioneer Corp (AMG, 5448)}
Capt. P. H. Vincent ^{President, (PO, 1078)}
Lt. A. Riley ^{Union Defence Corps (99644V)}
Members (AMG, 5448)
General List
291658 (AMG, 5448)

First Witness Major Bondass 107335 R. A. S. C.
duly sworn states I am attached to
the Allied Commission stationed at
a Military Government School, Tigi
Ougoa. I arrived on 24 Sept 43 and
quartered in Dormitory 'A' London
Building. There are approximately
forty beds in this room. The number
varies. The beds are along the side
of the walls with the heads to the
wall, much like a hobo's bunk
room. There is no lock up accommo-

Major F. J. Jelenka... MC Kinross Bank (AMG, 5010)
 Capt. R. H. Vincent... Union Defense Corps (996441)
 Lt. ... R. Ray... Members (AMG, 5010)
 General List (291658) (AMG, 5010)
 Major Bonasso 107355 R. A. S. C.

First Witness

Major Bonasso 107355 R. A. S. C. I am attached to duty seven states I am attached to the Allied Commission stationed at a Military Government School, Tigi Ouyore. I arrived on 24 Sept 43 and quarantined in Dormitory A' London Building. There are approximately forty beds in this room. The number varies. The beds are along the side of the walls with the heads to the wall, much like a knots' barracks room. There is no lock up accommodation. My bed is at the end but one, of the west wall, at the end nearest the door, which is in the north wall.

On the north wall about three yards from the door there is a framework with a number of wooden pegs. My web equipment was hanging on three of these pegs.

The equipment was assembled and my revolver was in the locker with my band attached and there

Page 2:

were four single rounds of .38 ammunition and a box of twelve rounds in the ammunition pouch.

My revolver was an American "Police Positive" .38 Bolt and it was not numbered. It was issued to me when I was commanding 931 G. T. Coy. R.R.S.C. at Dundee in July 1942. I examined the revolver very carefully and there definitely was no number on it.

My equipment and revolver had been in the same place ever since my arrival. There were two other revolvers similarly placed. These were of the ordinary issue pattern whereas mine was of a particularly desirable type.

On the morning of Sunday 15th Oct. 43, I saw that my revolver was in its normal place, I was in the habit of doing this daily. At 17.00 hrs on Saturday 16 Oct. 43, I looked as usual at my equipment and found that revolver and the box of twelve rounds of ammunition were missing. I immediately called my batman, Mr Sutcliffe and he said that he would report the matter immediately. He did this and I myself followed him to the Camp Commandant's office and

since my arrival. There were two other revolvers similarly placed. These were of the ordinary issue pattern whereas mine was of a particularly desirable type.

On the morning of Friday 15th Oct. 43, I saw that my revolver was in its normal place, I was in the habit of doing this daily.

At 17.00 hrs on Saturday 16 Oct. 43,

I looked as usual at my equipment and found that revolver and the box of twelve rounds of ammunition were missing. I immediately called my batman Pte Sutcliffe and he said that he would report the matter immediately. He did this and I myself followed him to the Camp Commandant's office and reported the matter to ~~the~~ Lt. Hoyle.

As there was no parade on Sunday 17th Oct. 43, I reported the matter

to my platoon commander ~~Lt~~ Col.

Steffan. American Army on Monday 18th October. I do not possess a

container in which I can lock things up. I have a suitcase but the lock was broken on the way out. To the best of my belief the revolver was stolen. The party officers living in the dormitory were continually changing. I do not remember whether any officers left

Page 4

I am the Assistant Sergeant
Commandant of the 91st Military Police
Bn. Fort S. Lee.

See Direct Witness: Letter No. 13 May 1964, 242787,
Bureau of Wallington Regiment, Daily seven
states: The loss of Major Cardoso's
revolver was reported to me by him
on Saturday 16th Oct 63 at about
17.00 hours. Major Cardoso was accompan-
ied by Pte Liddle a batman in
his company. I made a note that
the revolver was missing and gave
instructions for a letter to be written
to the Assistant Commandant
reporting the fact and asking for
assistance of enquiring to be recorded. 739
The circumstances of the loss were discussed
and the opinion was that no other cir-
cumstances were concerned. The circumstances
appeared to point to theft. No particular
officer was accused nor was the name
of any suspect mentioned. Shortly
afterwards I inspected the place from which
the revolver had disappeared. It did not
occur to my mind at the time to enquire
what officers if any, had left on 15th or
16th Oct 63. I did not inform the Military
Police as this was not a case concerning
other ranks and as the company was
full of field officers I did not think
the Military Police could do anything.
I would have been able to do anything.
I realise now that I should have

reporting the effort and asking for
 want of enquiring to be recalled 739
 The circumstances of the loss were discussed
 and the opinion was that no other il-
 lustrations were concerned. The circumstances
 appeared to point to theft. No particular
 officer was accused nor was the name
 of any suspect mentioned. Shortly
 afterwards I inspected the place from which
 the revolver had disappeared. It did not
 occur to my mind at the time to enquire
 what officers if any, had left on 15th or
 16th Oct 43. I did not inform the Military
 Police as this was not a case concerning
 other ranks and as the dormitory was
 full of field officers I did not think
 the Military Police could do anything.
 I would have been able to do anything.
 I realize now that I should have
 reported the matter in accordance with
 K. R.

W. J. H. 242757

1066022 Tm Sutcliffe F. 15 56 Recce Regt.

4980768 Pk Beader E. Sherwood Foresters
 These two soldiers were questioned, but as they are
 unable to give any further information their
 statements have not been recorded.
 No evidence is available here as to the value
 of the revolver. This is being ascertained.
 Major Bondass did not wish to avail himself of his
 right under K. R. Para 76a to be present through the
 enquiring.

Page 5.

Finding.

The Board having taken into account consideration that Major Bradas having been quarantined in the Dormitory for some three weeks must have known that a number of Officers other than those quarantined therein passed through the dormitory for the purpose of reaching the bathroom and lavatory, also that at times other ranks such as sanitary men, orderlies etc have to come into the room, is of the opinion:- That there was negligence on the part of Major Bradas in failing to put his revolver away in his kit out of sight.

The Board recommends that the cost of replacement should be borne by Major Bradas.
27th October 1943.

W. H. Bradas } President
W. H. Bradas } Members.
W. H. Bradas }
W. H. Bradas }

Subject :- Court of Inquiry. Major Gullana. (hon of Revolution)

ABC/36/1

G.1.
H. . . (British),
A.M.G.A.C.

The attached copy of Court of Inquiry proceedings is forwarded to you for onward transmission to Algiers Area.

Field.

26 Nov 43.

SEA
Lt-Col. D. B. Aitken,
Assistant Commandant.

738

TO:- Asst. Commdt. M.G. School and Holding Centre.
FROM:- Br sh Admin. H.Q., A.M.G.A.C.
SUBJECT:- Courts of Enquiry.
REF:- MGC/5298.
DATE:- 17. Nov. 43.

Reference copy letter BGMS/30 dated 14th. November 43. and relevant documents forwarded herewith.

It is requested that you convene a Court of Enquiry forthwith.

*docs etc. removed by Lt Blalock (member of the Ct.)
were subsequently forwarded to all concerned
together with (11/11/43) J.K.*

J.K. DUNLOP.
COLONEL.
COMMANDANT.

British Admin. Headquarters. A.M.G.A.C.

SUBJ: Loss of Pistol.

To:- Lt. Col. Aitken.

BGMS/30.

From:- Asst. Camp Commandant,

Further to our conversation herewith statement from Major.
C.M. Gulland regarding the loss of his pistol.

In the field.
9th November, 1943.
NRS/

-----Lieut.
Asst. Camp Commandant,
Military Gov. School & Holding Centre.

Statement by Major C. M. Gulland regarding
loss of Pistol Revolver No. 2. (.38 in) Enfield
mk I* (Regd. No. 6464) and lanyard
on 6 Nov. 43.

On 6 Nov. 43. H.M. Transport B7
(R.M.S. Arrango) docked at Algiers
and orders were issued for disembarkation
during that day, no specific time being
allotted to draft R20FR of which I was a
member. In accordance with orders I was
wearing full equipment with revolver in holster.

Disembarkation was delayed till the afternoon
& lunch was served at one o'clock.

Along with many other officers I took off
my equipment and left it in the officers lounge
& proceeded to the Dining Saloon. On my return 20
minutes later - the draft having been ordered
ashore - I found that my revolver had been
taken from the holster. When I left the equipment
I had put the pack on top of the belt & revolver
but on my return I found that the equipment
had been turned over. No other officers reported

anything missing.

The lounge is normally never empty of either officers or stewards and it was considered that it was safer to leave it there than in cabins as of course all receptacles in which firearms could have been locked up had already gone ashore.

The Officers lounge was normally only open to officers & certain members of the crew and there was an M.P. on duty at the door. On the day of disembarkation however there was considerable coming & going of other personnel.

The lounge is on B deck and the Dining Saloon on D deck. The settee on which I had left my kit was about 15 feet from the door of the lounge where there was an M.P. on duty outside but there are in all six entrances to the lounge.

I at once reported the loss to the O.C. draft and to O.C. Troops on board and immediately had a search with the draft.

Subsequent enquiries have produced no result.

William Gost. School
C. A.F.H., B.N.A.F.

William Gost. School
C. A.F.H., B.N.A.F.
8 Nov. 1943

HEADQUARTERS
MILITARY GOVERNMENT SCHOOL
APO 512

File: 250.4

19 November 1943

SUBJECT: Court of Inquiry.

TO : All Concerned.

1. A Court of Inquiry, composed as under, will assemble at 1400 hours, Monday, 22 November 1943, in the British Hq Company Office for investigating into the circumstances in which a revolver, .38 Enfield Mark I, Reg. No. 6464, was lost.

2. The evidence will be taken on oath and the court will express an opinion as to whether (a) any person can be held to blame and (b) how the cost of replacement is to be borne.

President	MAJOR EDWARD TYSON, Border Regt.
Member	CAPT. ANDREW FRYER, The Camerons (S.R.)
Member	LT. R. W. CHALLONER, RECCE Corps.

3. The following officer will appear as a witness:

MAJOR C. M. GULLAND, Royal Artillery

together with any other witnesses required by the court.

4. O.C. British Hq Company will make all the necessary arrangements for accommodation of the court and provide AFA 28.

By order of Colonel PARKIN:

R. T. Uhler

R. T. UHLER
Major, A.G.D.
Actg. Adjutant

Subject:- Court of Inquiry.

ASC/CI/1.

Major E. Tyson,
Captain A. Fryer,
Lieut. R. W. Challenor.

The following officers will assemble at 1400 hours Monday, 22 Nov 43 in the British H.Q. Company Office as a Court of Inquiry, for the purpose of investigating the loss of one .38 Enfield revolver.

President	-	Major E. Tyson	Border Regt.
Members	-	Captain A Fryer	Cameronians (3R)
		Lt. R. W. Challenor	Recce Corps.

the following witnesses will ~~attend~~ be in attendance :-

Major C.M. Gulland R.A.

732

and any other witnesses as required by the Court.

Evidence will be taken on oath, and the Court will render an opinion as to whether (a) any person can be held to blame, and (b) how the cost of replacement is to be borne.

O.C. British H.Q. Company will warn all witnesses and provide A.Ps. A2.

On the conclusion of the Court the documents will be handed in to the Assistant School Commandant.

Field.

19 Nov 43.

Lt-Col. D. B. Aitken,
Assistant Commandant.

Copies to :- O.C. HQ Coy. (Br),
Major C.M. Gulland.

Court of Inquiry.

The ~~un~~ mentioned ~~two~~ officers will report to British H. . Company Office at 1400 hours today 29 Oct 43 for Court of Inquiry proceedings :-

Captain R. A. Buckley.
~~Major~~

Field.

29 Oct 43.

J. W. Challen

Lieut, for
Lt-Col D. B. Aitken,
Assistant Commandant.

The Executive Officer. ✓

Subject:-Loss of Arms.

BMGS/303

IO7355 Major Borgass J.A.
(R.A.S.C.)

The above named Officer has this day reported the loss of his .38 Colt (American Police Pattern) and one box of ammunition 12 rds from his dormitory. May a Court of Inquiry be convened, please.

In the Field.
October 16/43.
CWR.

[Signature] Lieut
for Camp Commandant
Military Government School & H. C.

Copy to:- The Assistant Commandant for information.

730

Blom

① Detain 2 Lt. Officer
for Contship duties for this
evening.

② Detain 2 Lt. Officer
for Court of Inquiry proceedings
to report to British H.Q. Com
Cords at 1400 hrs. today.

③ Both notes to be up
by 1300 hrs on "USSB" board
- honor.

④ Due to signed by me.

Butcher

Subject:- Court of Inquiry.

ASC/CI/1.

Major Jobens, F.J.,
Capt. F.H. Vincent,
~~Capt. F.H. Vincent,~~
Lt. A. RILEY

The following officers will assemble at 1400 hours 27 Oct 43 in the British H. . Company Office as a Court of Inquiry, for the purpose of investigating the loss of one .38 Colt revolver and one box of ammunition 12 rounds.

President - Major F.J. Jobens. Pioneer Corps
Members - Captain F.H. Vincent. Union Defence Force
~~Captain F.H. Vincent. Union Defence Force~~
Lt. A. RILEY Generalist

The following witnesses will be in attendance:-

728

107355 Major A.J. Bordess R.A.S.C.
Lieut. E. Hoyle Green Howards.

and any other witnesses as required by the Court.

Evidence will be taken on oath, and the Court will render an opinion as to whether (a) any person can be held to blame, and (b) how the cost of replacement is to be borne.

O.C. British H.C. Company will warn all the witnesses and provide A.Fn. A2.

On the conclusion of the Court the documents will be handed in to the Assistant School Commandant.

Field.

27 Oct 43.

Copies to :- O.C. H.C. Coy (Br)
Major A.J. Bordess
Lieut. E. Hoyle.

D.B. Aitken
Lt-Col. D. B. Aitken,
Assistant Commandant.

File

The Executive Officer.

Subject:-Loss of Arms.

EMGS/303

IO7355 Major Boruss J.A.
(R.A.S.C.)

The above named Officer has this day reported the loss of his .38 Colt (American Police Pattern) and one box of ammunition 12 rds from his dormitory. May a Court of Inquiry be convened, please.

In the Field.
October 16/43.
CWR.

[Signature] Lieut
For Camp Commandant
Military Government School & H. C.

Copy to:- The Assistant Commandant for information. ✓

727

[Signature]

Declassified E.O. 12356 Section 3.3/NND No. 785015

To. Col. D.B.Aitken.

From. Camp Commandant.

Herewith letters re loss of a Rifle No. 24068, for your
approval.

In the Field.
10th Oct. '43.

[Signature]
.....Capt.
Camp Commandant.
Military Gov. School & Holding Centre.

File

726

Subject. Lost Rifle.

To. D.A.Q.M.S.
Philippeville

From. Camp Commandant.
Military Gov. School & H.C.

On the 28th Aug. 43 we received a draft of officers and men who had journeyed from 5th Bn I.R.T.D. Philippeville.

Since their arrival it has been reported that a rifle No 24068 belonging to one of the O.Rs was lost sometime during the journey. As there is just the possibility that this rifle was lost in the Philippeville area we are making enquiries through your office.

Have you any record, in your Area Orders, of a rifle No 24068 having been found.

Would you please inform this office at an early date whether you have any or no information on this matter.

In the Field.
11th Oct. '43.

.....Capt.
Camp Commandant.
Military Gov. School & Holding Centre.

Subject. Lost Rifle.

To. 4th Bn Nol. I.R.T.D.

From. Camp Commandant
Military Gov. School & H.C.

S/10673614 Pte. Bastable.C.

On the 28th Aug. '43 we received a draft of officers and men which had been staged in your area, and despatched to this School through your arrangements.

Since arrival, the above mentioned man reported the loss of his rifle, No. 24068. A thorough search and enquiries have been made without success, and it is therefore felt that there is a possibility that this rifle was left in one of the T.C.Vs which conveyed them to this School and departed the following morning.

As we do not know the Coy of the R.A.S.C. operating these trucks, we apply to you for this information, and if possible we would be obliged if you would make enquiries regarding the missing rifle.

724

In the Field.
11th Oct. '43.

[Signature]
.....Capt.
Camp Commandant.
Military Gov. School & Holding Centre.

Court of Inquiry.

Lt.-Col. R. Cripps.

AJO/CI/1.

The Court of Inquiry (proceedings returned herewith) of which you were President should be re-assembled to give an opinion on the following points:-

- (a) Whether the rifle reached this post or alternatively whether there is any evidence to show that it did.
- (b) Whether anyone was to blame.
- (c) By whom the cost of replacement should be borne.

723

87A

Field.

10 Oct 43.

Lt.-Col D. B. Aitken,
Assistant Commandant.

Cap. Bowen Canadian Int Corp

○ Herewith two pairs of A7A's as
requested for your insurance.
As regards the gort articles. Will you ask
the Q.M. to see if he can replace them but
I doubt if this is possible unfortunately

KIT NOW ~~FOUND~~ FOUND 722

785015

A.F.A. 2.

C O U R T o f I N Q U I R Y .

Proceedings of a Court of Inquiry held at...TIZI-OUZOUH.....
on...5th October, 1943.....
 by order of Lt. Colonel...D.R. Aitken...Assistant Commandant, Mil. Gov. School.
 to enquire into the circumstances in which a tin trunk containing Government and
 personal kit of Major...V.R. Bowers...Canadian Intelligence, was lost.....

Capt...J.H. Newby.....President.

Lieut...A. Riley.....

Lieut...T. Marsh.....} Members.

The Court having assembled proceed to take evidences.

1st Witness.

Major. V.R. Bowers, Canadian Intelligence Corps having been duly sworn states:-

At about 2300 hours, 24 September, 1943 my uniform box which is painted BLACK and had the following inscription thereon, hand painted in white, "MAJOR V.R. BOWERS, Q.O.C.H. of C. Serial R.Z.K.Y.F. A 2 G", also stencilled in white R.Z.K.Y.F. A 2 G was seen by me on the steps of the entrance to the building known as "LONDON" TIZI-OUZOUH. The box was securely fastened and locked. Owing to the lack of labour and the unknown surroundings, at that hour I did not attempt to remove the ^{steps} that night.

There was other baggage at the same place, the whole being within the view of a sentry stationed at the Gate 10 to 15 yards away. At about 0800 hours 25th September, 1943 along with a batman, Pte. Birchall a British Soldier, I proceeded to collect my trunk but found that all the baggage including my trunk had been removed.

I immediately took all possible steps to trace the missing trunk but without success. I was assisted in this search by the batman, including a search of the tents occupied by the Captains and Lieutenants.

785015

Capt. J.H. Newby.....President.
Lieut. A. Riley.....
Lieut. T. Marsh.....

The Court having assembled proceed to take evidence.

1st witness.

Major. V.R. Bowers, Canadian Intelligence Corps having been duly sworn states:-
At about 2300 hours, 24 September, 1943 my uniform box which is painted BLACK and had the following inscription thereon, hand painted in white, MAJOR V.R. BOWERS, Q.O.C.H. of C. Serial R.E.K.Y.F. A 2 G", also stencilled in white R.E.K.Y.F. A 2 G was seen by me on the steps of the entrance to the building known as "LONDON" TIZI-GUZOU. The box was securely fastened and locked. Owing to the lack of labour and the unknown surroundings, at that hour I did not attempt to remove the same that night.
There was other baggage at the same place, the whole being within the view of a sentry stationed at the gate 10 to 15 yards away.
At about 0800 hours 25th September, 1943 along with a batman, Pte. Birchall a British Soldier, I proceeded to collect my trunk but found that all the baggage including my trunk had been removed.
I immediately took all possible steps to trace the missing trunk but without success. I was assisted in this search by the batman, including a search of the tents occupied by the Captains and Lieutenants.
I then reported the matter verbally to the Assistant Camp Commandant the same morning. On the 26 September 1943 I again made enquiries of the Assistant Camp Commandant and he assured me that all possible steps had been taken to trace the missing box, but without success.
On 27 September, 1943 I notified the circumstances to the School Commandant in writing. The box contained the following equipment which is the property of the Canadian Government viz:-

- One pair. Bausnet and Lomb Binoculars.
- One Liquid Pressure Compass.
- One Signal Torch.

together with a large amount of personal kit

Having come to the conclusion that the recovery of the box was unlikely I requested on 2 Oct. 43 that the School Commandant would convene a Court of Enquiry into the circumstances of the loss.

(Sd). V.R. BOWERS. Maj.
Cdt. Int. Corps.

2nd witness:

Lieut. A. Riley, late of Wellington Regt, having been duly sworn, states:
"I am the Assistant Camp Commandant of the Military Department School, TIZI-GUZOU."
Oath.....

the complaint made by Major Bowers I took this action.

I personally went around the various billets of the officers of the school making inquiries regarding the missing box but without success.

Later, accompanied by Major Bowers I made a search of all quarters occupied by majors again without success. At a later date I caused a further search of all officers quarters to be made by Sgt. H. C. C. of the school staff but again without success.

Arrangements had previously been made for the unloading of all the baggage at the stadium to be redistributed by the school staff. The arrangements, however, were upset by officers of the draft removing baggage air at from the truck before my arrival to carry out the above-mentioned arrangements.

I am not in a position to definitely state the box in question was actually delivered at the school.

(Sgd). A. H. L. Lieut. 244737.

On 27 Sep. 43, P. M., upon my own report to the Regiment, having been duly sworn, I stated:

On 27 Sep. 43, acting on instructions of the assistant camp commandant, I searched the whole of the premises and tents occupied by officers at the school for a black box marked Major Bowers but without success.

I carried out a similar search 4 Oct. 43 but found no trace of the box.

(Sgd). A. H. L. Lieut. 244737.

Capt. J. J. C. M. M., Canadian Forestry Corps, having been duly sworn, stated:

"I was in the company of Major Bowers at about 2300 hrs on 24 Sep. 43 near the steps of the building known as LAMAR and I there saw amongst other baggage a tin box marked MAJOR V. B. BOWERS in white paint."

(Sgd). J. J. C. M. M., Capt.

The above are of the opinion:

1. That the box belonging to Major Bowers did arrive at the school on 24 Sep. 43.
2. That it did contain certain government articles, viz:
2 pr. Bunch & Loss Binoculars) Vocabulary prices
1 Liquid Irritant Compound) Not known.
1 Signalling Torch)
3. That it is lost and
4. That its loss has not been caused by neglect of either the owner or any person connected with its distribution.
5. That the cost of the government property should be borne by the public.

(Sgd). J. J. C. M. M., Capt. President.

(Sgd). A. H. L. Lieut.)

(Sgd). T. M. M. Lieut.) Members.

3rd witness-

4th witness-

*Disagree with
the court and
ask for the
court to be
set aside*

A.F.A. 2.

COURT OF INQUIRY.

Proceedings of a Court of Inquiry held at...TIZI-OUZOU.....

.....on.....5th October, 1943.....

by order of Lt. Colonel...D.B. Aitken...Assistant Commandant...Mil. Gov. School.

to enquire into the circumstances in which a tin trunk containing Government and personal kit of Major V.R. Bowers, Canadian Intelligence, was lost.

Capt...J.H. Newby.....President.

Lieut...A. Riley.....)

Lieut...J. Marsh.....)Members.

729

The Court having assembled proceed to take evidence.

1st witness.

Major V.R. Bowers, Canadian Intelligence Corps having been duly sworn states:-

At about 2300 hours, 24 September, 1943 my uniform box which is painted BLACK and had the following inscription thereon, hand painted in white, MAJOR V.R. BOWERS, Q.O.C.H. of C. Serial R.Z.E.Y.F. A 2 G, also stencilled in white R.Z.E.Y.F. A 2 G was seen by me on the steps of the entrance to the building known as "LONDON" TIZI-OUZOU. The box was securely fastened and locked. Owing to the lack of labour and the unknown surroundings, at that hour I did not attempt to remove the same that night.

There was other baggage at the same place, the whole being within the view of a sentry stationed at the gate 10 to 15 yards away.

At about 0800 hours 25th September, 1943 along with a batman, Pte. Birchall a British Soldier, I proceeded to collect my trunk but found that all the baggage including my trunk had been removed.

I immediately took all possible steps to trace the missing trunk but without success. I was assisted in this search by the batman, including a search of the tents occupied by the Captains and Lieutenants.

I then reported the matter verbally to the Assistant Camp Commandant the

Capt. J.H. Newby.....President.
Lieut. A. Riley.....
Lieut. J. Marsh.....
Members.

720

The Court having assembled proceed to take evidence.

1st Witness.

Major. V.R. Bowers, Canadian Intelligence Corps having been duly sworn states:-
At about 2300 hours, 24 September, 1943 my uniform box which is painted BLACK and had the following inscription thereon, hand painted in white, MAJOR V.R. BOWERS, Q.O.C.H. of C. Serial R.2.X.Y.F. A 2 O", also stencilled in white R.2.X.Y.F. A 2 O was seen by me on the steps of the entrance to the building known as "LONDON" TAIL-QUODU. The box was securely fastened and locked. Owing to the lack of labour and the unknown surroundings, at that hour I did not attempt to remove the same that night.

There was other baggage at the same place, the whole being within the view of a sentry stationed at the gate 10 to 15 yards away.

At about 0800 hours 25th September, 1943 along with a batman, Pte. Birchall a British Soldier, I proceeded to collect my trunk but found that all the baggage including my trunk had been removed.

I immediately took all possible steps to trace the missing trunk but without success. I was assisted in this search by the batman, including a search of the tents occupied by the Captains and Lieutenants.

I then reported the matter verbally to the Assistant Camp Commandant the same morning. On the 26 September 1943 I again made enquiries of the Assistant Camp Commandant and he assured me that all possible steps had been taken to trace the missing box, but without success.

On 27 September, 1943 I notified the circumstances to the School Commandant in writing. The box contained the following equipment which is the property of the Canadian Government viz:-

- One pair. Gausset and Lomb Binoculars.
- One Liquid Pressure Compass.
- One Signal Torch.

together with a large amount of personal kit

Having now to the conclusion that the recovery of the box was wholly impossible on 2 Oct. 43 I at the time local circumstances would convene the Court of Enquiry into the circumstances of the loss.

(Sgd) V.R. BOWERS, Maj.
Cdn. Int. Corps.

2nd Witness:

Lieut. J. Marsh, who of Wellington Regt, having been duly sworn, states:
"I am the batman at Camp Commandant of the Military Government School, TAIL-QUODU."

I agree with
by the court
at the time

1000

I was present whilst the distribution was made. Following the explanation made by Major Brown I took this action. I personally sent around the various billets of the officers of the school noting enquiries regarding the missing but not of lost success.

Later, accompanied by Major Brown I made a search of all quarters occupied by Major Brown's unit without success. At a later date I caused a further search of all officers quarters to be made by Sjt. E. Cable of the school staff but again without success. Arrangements had previously been made for the unloading of all the baggage of the students to be redistributed by the school staff. The arrangements, however, were upset by officers of the draft removing baggage direct from the train before it was time to carry out the arrangements.

I am not in a position to definitely state the last in question was actually delivered at the school.

(Sgt.) E. Cable. Lieut. 20777.

On 27 Sep. 43, Keble, Brown's unit was moved to the school, having been sent by a train, a letter:

On 27 Sep. 43, being on the morning of the morning
Camp 3 commandant, I searched the whole of the premises and found
originated by officers of the school for a letter in the school
Major Brown's unit without success.

I carried out a similar search to that of 27 Sep. 43 but found no
trace of the letter.

(Sgt.) E. Cable. Sjt.

Sgt. E. Cable, Canadian Forestry Corps, having been sent to
school:

"I was in the company of Major Brown at about 2.30 PM on
24 Sep. 43 near the steps of the building known as 1000 and I
there saw amongst other baggage a bin box marked Major V. 2.3. 43
in white paint."

(Sgt.) E. Cable. Sjt.

The court was of the opinion:

1. That the box belonging to Major Brown had arrived at the school on 24 Sep. 43.
2. That it did contain some in government articles, viz:
A Mr. Brown & Co's "Circular" (containing prices
of liquid nitrogen compound)
A quantity of
3. That it is lost and
4. That the loss has not been caused by neglect of either the
cause or any person connected with the distribution.
5. That the cost of the government property should be borne by
the Public.

(Sgt.) E. Cable. Sjt. 1000.
(Sgt.) E. Cable. Sjt. 1000.
(Sgt.) E. Cable. Sjt. 1000.

Subject: Courts of Inquiry.

To Lt Col Aetken
Assistant Commandant
Military Government School

Sir.

Attached please find.
proceedings of. H Courts of Inquiry
in respect of.

Major Bowers
Sgt. Carpenter.
Pte Foster
Pte Hughes.

Major Bowers has requested
that he be supplied with
3 copies of the proceedings in the 719
case to facilitate Insurance
and his own Government
proceedings. (Your approval is
requested)

I have the Honour to be

Sir

Your obedient Servant

John A. Healy Capt
President of the Courts

7 Oct 43.

Military Government School &
Holding Centre.
A.F. H.Q.

Max Newby

Many thanks for your work on the Courts of Inquiry which were well done and have saved a great deal of delay. I am afraid you had a long day of it.

Please thank the other two officers.

Yours,

10th Oct. 45.

JSA

718

785015

Subject:- Court of Inquiry : Loss of kit belong to 3/200397 Sjt Green O.

O.C."H." Company,
(British).

Confidential

ABC/CI/1

Reference attached A.F.A 2, the Court of Inquiry proceedings are herewith returned.

1. The evidence is incomplete. There is no statement as to when his kit was last checked, whether an A.F. H157 was held in respect of this man.
2. The articles on government charge should be shown on the A.F.A 2 on a certified copy signed by the president and showing value attached.
3. In which part of the Camp did the loss occur, was there a guard and if so he should give evidence.
4. What action was taken by the O.C."H." Company after the report of loss.

The proceedings as they stand are unsatisfactory and I am not prepared to pass an opinion.

Field.

3 Oct 43.

J.A.A. 717
Lt.-Col D.A. Aitken,
Assistant Commandant.

At the Robertson.

Many thanks for sending Proceedings of Court of Inquiry.

There seems conflicting evidence as to where the CTR car passed Capt Hodgson + Capt Rowlands. Was it in Menerville (as stated by 1st & 2nd witnesses) or before Menerville as stated by Rowlands + Hodgson? I back the latter. It does not matter greatly except as regards the establishing the actuality or other use of witnesses.

1. Speed of CTR car seems definitely excessive.

5. Lt Col White seems to have shown great slothness as well as dullness of intellect.

(a) He does not appear to have been sure when he arrived back in Fiji Ocean as to how many bags of mail he should have had.

(b) He seems to have taken no steps to see that the tailgate of the trailer was closed before leaving Algiers.

(c) He certainly ought to have checked the British mail bags after Hodgson + Rowlands had stopped the CTR car. This seems to me to be quite inadequate.

4. The car was in Menerville at between 1545 + 1600 hours. Menerville is at the most one hour away from here. How was it that the last of the 715 or mail bag was not discovered until 1730 hours or later?

3. There is one evidence only (Capt Redelman) to say that the tailgate of the trailer was properly closed. The Driver who is alleged to have helped to close it did not give evidence on this point. He only mentions the fact at AFHQ.

2. Evidence about lunch is conflicting + unclear - especially that of Lt Col White.

J. H. Fanning

AQ/C11
14 Jan 44

Attached herewith original and three copies of Court of Inquiry held on 13 Jan 44 to enquire into the circumstances in which one bag of British Mail in Transit from M.G.S., A.P.O. and this Station was lost, forwarded for your opinion.

R. M. Carter Capt.,
O.C. HQ. Coy. (Br. Sec),
M.G.S. & Hdq. Centre

718

ALLIED FORCE HEADQUARTERS (BRITISH SECTION).
CAMP COMMANDANT'S OFFICE

Subject:- Mail - Loss of.

BE/2/133

To:- D.D.A.F.S.
British Postal Directorate.
AFHQ (British Section).

1. Reference your P27/213 dated 21 January 1944, addressed to:-
Military Government School and Holding Centre, copy to me.

2. Your penultimate paragraph refers to L/Cpl. White L, post orderly
A.F.H.Q. This is erroneous - L/Cpl. White is NOT on the strength of this
H.Q. and is to the best of my knowledge and belief the post orderly
at the Military Govt. School & Holding Centre, and is on their strength.

3. The registered packet concerned was cleared by my post office at
St. George, on signature to L/Cpl. White.

4. In view of the foregoing will you please delete me from the copies
of correspondence relative to these particular registered packets.

5. Any disciplinary action or otherwise should be determined between
you and the Military Government School and Holding Centre.

25 January 1944.
D.D.A.F.S.
JS/tn.

M. Fair
Lt. Col.
Camp Commandant,
A.F.H.Q. (British Section).

Copies to:- O.C. 6 Air Formation Postal Unit.
Asst. Camp Commandant, AFHQ (British).
Comdt. Mil. Govt. School & Holding Centre. ✓
File.

714

Subject Mail - Loss of.

AIC/36/1

D.D.A.P.S.,
British Postal Directorate,
Allied Force H.Q. - B.M.A.F.

Reference your P27/213 dated 21 Jan 44 and my conversation with you on Wednesday (Captain W.R. Wilson). There are no developments to report and it would now appear that the recovery of this bag of mail is unlikely.

I have written to the addressees of the 4 registered letters contained in this mail bag and will communicate with you when replies are received from them.

I enclose a copy of the Court of Inquiry proceedings for your information from which you will see that I entirely agree with the findings of the Court. Disciplinary action has accordingly been taken against 6099239 L/Cpl White, J, and he has been severely reprimanded by me.

I have taken this action because there is no question of dishonesty only negligence, at the same time I consider that the American Sergeant who was in charge of the truck from this establishment was to a large extent responsible in that he did not satisfy himself at the time that the tail-board was in fact secured. The American authorities, however, are not apparently prepared to take any action.

Field.

29 Jan 44.


P. H. ROBERTSON,
Asst Commandant,
M. G. S. & H. C.
Lt.-Col.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Received - same copy
of COT ref Hc Shute

W. Jamerson *WJ*

29 Jan 44.

713

30190. WLW31514/1974. 300. 10/42. K. & H., Ltd. G657/10. Forms A2/64.

Army Form A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(b); also to paragraph 76-1, et seq., King's Regulations, 1940.

PROCEEDINGS of a* COURT OF INQUIRY.

assembled at Military Government School & Holding Centre.

on the 15th January 1944.

by order of Lt. Col. R.H. Robertson, Assistant Commandant.

Military Government School & Holding Centre, TIENTSIN.

for the purpose of enquiring into the circumstances in which one
bag of British Mail in Transit from M.C.S. A.V.O. and this
station was lost on 10th January 1944.

PRESIDENT.

Major W.H. Creech.

MEMBERS.

Capt. W. Collyer.

Capt. W.H. Graham.

IN ATTENDANCE.

Sgt Malcolm (A.M.S.)

Cpl Grinolds. "

L/Cpl White (Brit)

Capt. Hodgson.

Lt. Rowlands.

Lt. Challoner.

The Court having assembled pursuant to order, proceed to
take evidence.

711

First Witness. Sgt Edelman 13811, Coy. 2675 Regt. ACC, being sworn stated: On the 10th January I was on duty as Postal Clerk and Courier. I proceeded to ALGERIA in the mail vehicle which on this occasion was a reconnaissance car with 1 ton trailer. The driver was Cpl Gricolds and other passengers were L/Cpl White, British Postal Clerk, and a civilian who was authorized by Col. Purkin. We reached ALGERIA at about 12-0 noon and as the British A.P.O. closes between noon and 1-30pm we first proceeded to Special Service 27015 to pick up a file, then to the Base Center to deposit American officers' mail, then to HOTEL ANGLAIS to deposit and pick up official correspondence.

After this, we parked the vehicle in the bus lane under the care of a military policeman, whilst we had lunch, and proceeded to the A.P.O. at about 1-30pm. I picked up American mail which I loaded in the trailer, then leaving the vehicle in the care of the driver, I walked to St. Georges to deposit British mail being loaded and when this was completed I secured the tail-board with the help of the driver.

We left the A.P.O. about 3-0pm and proceeded to the bus lane where we picked up the civilian passenger and Cpl Cullen of the American Co. We then proceeded towards TIZI-OUZOU. We stopped at ALMA to enable the driver to speak to someone with whom he had an appointment. During our stop, I stood beside the vehicle and the other passengers remained seated. We did not stay in ALMA more than 3 or 4 minutes, and then proceeded on the journey. Whilst passing through MESSERVILLE we overtook a jeep in which were two officers who waved us past. At the entrance to the third town beyond MESSERVILLE (I think the name is BORDJ MARIEL) this jeep overtook us and the officers signalled us to stop. They told us that the tail unit was open, they also said that we were speeding at about 55 to 60 miles per hour, but this was not true as no jeep could have caught up to us especially as the officers appeared to be stopping in MESSERVILLE.

Cpl Cullen and I dismounted and I checked the number of bags (10) of American mail. I did not know how much British mail there should be. I closed the tail gate and we proceeded to TIZI-OUZOU where L/Cpl White found one bag of British mail was missing and I advised him to report the matter to his Commanding Officer.

Questioned by the Court.

- Q. Are you sure that the tail ^{gate} ~~unit~~ was secure when you left ALGERIA?
- A. Yes. I remember particularly that the driver had to climb on the fender to insert the pins.
- Q. Had it been arranged that you should pick up the civilian at the bus lane?
- A. Yes. Between 2-30pm and 3-0pm. Cpl Cullen was also there but not by arrangement. There was no wait.
- Q. Did the driver go out of sight at ALMA?
- A. No. He spoke to someone just across the road.
- Q. Who was the person?
- A. I don't know but he appeared to be a civilian.
- Q. When you were told that the tail gate was down and dismounted to check the American mail, did the British courier get down also or raise any question as to the security of British mail?
- A. He did not leave the vehicle. He asked whether the mail was alright. I cannot remember his exact words. I replied "It seems so" or "I think so".
- Q. When you got out to secure the swinging tail board, were any of the bags in such a position that they appeared likely to fall out?

A. No, they were about six or seven inches from the end of the trailer.

Witness: Sgt. J. Coleman.

Second Witness, Sgt. Coleman. After being sworn, he states that he left the truck and the only trailer in running condition on the road its tail gate sprung and it needed weight or the pin which holds the tail board in order to stay up. It remained secure on the way to Alton. He left Alton between 2:30pm and 3:00pm and in Altonville he passed a British Lieutenant and Captain in a jeep. He checked at the P.M. at Altonville center and travelled along until, about 15 miles beyond Altonville, he heard a horn behind him and pulled over and stopped. It was the British Captain and Lieutenant who told him that the tail gate was down. Before I left A.M.V.I., I checked on the tail board and had to put pressure to get the pin in. On leaving there was no shortage of mail, I drove on.

Questioned by the Court.

Q. Where did you make your first stop after leaving Altonville?

A. At Alton where I had to leave a message.

Q. If the tail board fastenings were sprung and the pin difficult to insert, would not this have the effect of making the tail board more secure?

A. Yes.

Q. What did the British officers say when you stopped?

A. I could not hear exactly but I caught the sense that the tail board was down and that the mail was out to investigate.

Q. What was your speed between Altonville and the place where you were stopped?

A. Between 40 and 45 M.P.H.

Third Witness, L/Cpl. White, J.E. 099220 after being sworn states:-
There were three bags of British mail on the truck when it proceeded to Alton. We arrived at the American Warehouse, picked up and deposited American mail there parked the two of the A.M.V.I. and took three bags of British mail into the P.M. I signed for four registered envelopes and put them into one of the British mail bags. The bags were not sealed but were tied with string. When I went out to the trailer to put the four bags in, there was plenty of room near the tail board. Leaving the tail board down I went back into the A.M.V.I. to buy some registered envelopes, and while I was in there the driver came in and said they were ready to move off. I think there was some more American mail to go in the trailer after mine were put in. I went out of the Post Office with the driver and got into the back of the car. We then picked up the Sergeant and my down the drive and further on made a stop to pick up three passengers - two American soldiers and a civilian.

At Altonville we passed the P.M. and another British officer in a jeep. About four villages past Altonville we were pulled up by these officers who asked the driver what speed the vehicle was supposed to do. The driver replied he to 45 miles per hour. They then said who was in charge of the mail. The Sergeant replied that he was, and he and one passenger got out and went to the rear of the trailer. The officer asked him if the mail was all there and he said yes. I was sitting in the back with the passengers.

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...all these instructions were sprung and the pin difficult to insert, would not this have the effect of making the tail board more secure?
Yes.
That is the British officers say when you stopped?
I could not hear exactly but I caught the sense that the tail board was not
and that the pin was not out to investigate.
That was your speed between ... and the place where you were stopped?
Between 40 and 45 m.p.h.

Witness, L/Cpl. White, J.B. ... after being sworn states:-
There were three bags of British mail on the truck when it proceeded to ...
to arrive at the ... Grebhouse, picked up and deposited American mail.
... then asked the ... of the ... took three bags of British mail into the
... I signed for four registered envelopes and then into one of the
British mail bags. The bags were not sealed but were tied with string. ...
I went out to the trailer to put the four bags in, there was plenty of room near
the tail board. ... the tail board ... I went back into the ... to buy
some registered envelopes, and while I was in there the driver came in and said
they were ready to move off. I think there was some more American mail to go
in the trailer after mine were put in. I came out of the Post Office with the
driver and got into the back of the car. ... then picked up the ...
down the drive and further on made a stop to pick up three passengers - two
American soldiers and a civilian.

At ... we passed the ... and another British officer in a jeep.
about four villages past ... he was pulled up by three officers who
asked the driver what speed the vehicle was supposed to do. The driver replied
40 to 45 miles per hour. They then asked who was in charge of the mail.
The sergeant replied that he was, and he and the passenger got out and went to
the rear of the trailer. The officer asked him if the mail was all there and
he said "Yes". I was sitting in the back with the passengers and took the
sergeant's word for it. The sergeant and passenger got back into the car.
Then I arrived at the school, I noticed one bag was missing. I reported it to
the sergeant who said "Get a jeep and go back and look for it", but ...
I went instead and reported to the ... Challenger who also suggested "Get a jeep".
But as it was getting towards dark, he decided to phone the police.
I saw the A.P.C. ... and the British police at ...
questioned by the Court.

That time was the last ... and when time was ... reported to the police.
The ... was ... about 8.30p.
... the car was ... the tail board was down, did you see any
enquiries about the mail?
I did not know until the sergeant had got back into the van that the tail board
had been down. I thought it was only a pin out.
Why did you not get out to see if the mail was all right?
It was difficult to get out because there were two passengers and their belongings
in the back, so I did not know that the tail board was down. I thought the
mail would be safe.
That exactly was it that the officer who stopped the vehicle said about the ...
question of speed?
I cannot remember exactly but it was something to the effect "Have you seen the
back of your vehicle?"
Did you stop anywhere between the Grebhouse and the A.P.C.?

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4

- Q. There did you have lunch?
- A. As far as I know none of them had any.
- Q. After leaving ALGERIA did you stop anywhere on the road before the officers pulled you up?
- A. I am not sure but I don't think so.
- Q. You were awake all the way home were you?
- A. No sir. From FORTBA until the rough road just past ALGERIA was asleep.

Signed: 609289 /Cpl. White. J.

Fourth Witness. Capt. Hodgson. 187330. Armyville Regt. After being sworn states:-

At 15-45 on the 16th January 1944 I was returning to TILLY-VAL in a jeep with the Quartermaster. At about 15-20 miles from ALGERIA we were overtaken by the Staff Car and trailer taking the mail to TILLY-VAL. I pointed out to the Quartermaster that the tail board of the trailer was down and we decided to catch up with the Command Car and inform them as the mail appeared to be in danger of falling out. At this time we were travelling at approx. 40 to 45 m.p.h. We accelerated to a speed of between 55 and 60 m.p.h. but were unable to overtake the Staff Car. The Quartermaster was driving and blowing his horn continuously and I blew my whistle. We must have covered more than 10 miles before we were able to overtake and stop the Staff Car in a village.

I demanded who was in charge of the car and found it to be an American Sergeant. I asked the driver the permitted speed of the car and he told me 15 m.p.h. I told him he had been proceeding at 55-60 m.p.h. This he did not deny.

I pointed out to the Sergeant that the tail board was down and we left him adjusting the tail board.

Identified by the Court.

Q. Did you observe anything to fall from the trailer?

A. Nothing fell from it during the period we were following.

Q. Who got out of the car?

A. The Sergeant.

Q. Was there anyone else in the car?

A. It was not easy to see inside the car but it appeared to be full.

Signed: Capt. M.E. Hodgson.

Fifth Witness. Lt. Towlands. 294224 after being sworn states:-

I was returning to TILLY-VAL accompanied by Capt. Hodgson about 3-45pm on 16th January and when we were about 20 miles this side of ALGERIA and approaching ARMYVILLE a car and trailer passed us. We were then doing about 40 m.p.h. I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out. Capt. Hodgson and I decided to catch up with the car. We travelled through ARMYVILLE and on to the next village before we caught up at an average speed of 15 m.p.h. Capt. Hodgson was blowing his whistle and I blew the horn without any attention being paid. It was impossible to pass them until they had to slow up for the village. When we eventually stopped them Capt. Hodgson got out and

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the staff car. The Quartermaster was driving and blowing his horn continuously and I blew my whistle. We must have covered more than 10 miles before we were able to overtake and stop the staff car in a village.

I descended who was in charge of the car and found it to be an American Sergeant. I asked the driver the permitted speed of the car and he told me 15 m.p.h. I told him he had been proceeding at 55-60 m.p.h. This he did not deny.

I pointed out to the Sergeant that the tail board was down and we left him adjusting the tail beam.

Questioned by the Court.

Q. Did you observe anything to fall from the trailer?

A. Nothing fell from it during the period we were following.

Q. Did you get out of the car?

A. The Sergeant.

Q. Was there anyone else in the car?

A. No we not easy to see inside the car but it appeared to be full.

Signed: Capt. M.D. Hodgson.

Fifth Witness. Lt. Howlands. 291224 after being sworn states:-

I was returning to Vill. Ouzon accompanied by Capt. Hodgson about 1-15 pm on 14th January and when we were about 20 miles this side of ALGERIA and approaching MARSVILLE a C-47 car and trailer passed us. We were then doing about 40 m.p.h.

I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out.

Capt. Hodgson and I decided to catch up with the car. We travelled through

MARSVILLE and on to the next village before we caught up at an average speed of

55 m.p.h. Capt. Hodgson was blowing his whistle and I blew the horn without

any attention being paid. It was impossible to pass them until they had to slow

up for the village. Then we eventually stopped then Capt. Hodgson got out and

went back to the car while I sat in the jeep. I did not hear the conversation.

When Capt. Hodgson returned to the jeep we proceeded.

Questioned by the Court.

Q. During the chase were you close up to the trailer?

A. It was difficult to keep up but on several instances we were close behind but could

gain their attention or get them to allow us to pass. We were never more than

about 20 yards behind.

Signed: Lt. Howlands. Lt. Howlands.

Sixth Witness. Lt. Challenor. 229234. Recce Corps after being sworn states:-

At 5-40 pm on the evening of 14th January the Post Cpl reported to me that it was

possible that a bag of mail had been lost en route from ALGERIA. At that moment

I was talking to the Quartermaster who had just told me of some trouble he had

had in overtaking the staff car which had passed him with its trailer door open.

I told the Post Corporal that the best thing to do would be to go back and search

but as it was getting dark I decided that this was impracticable. The Post Cpl

had already telephoned the A.P.O. to confirm that he should have four bags of mail.

I told him to report to the A.P.O. and the A.P.O. and I arranged for the French Post

at villages en route to be notified of the loss.

Questioned by the Court.

Q. What was the condition of the Post Corporal when he reported this matter to you?

- A. He was quite normal.
 B. Is there any chance on the itinerary of the mail on its run to and from ALGIERS?
 C. The vehicle is provided by the Americans and it is mainly on American Service.
 The only check so far as I know is the senior R.C.O. on the vehicle.

Signed: R.W. Challenger. Lt. 229234 Recce Corps.

The Court is of the opinion:-

- (1) That, despite the evidence of Sgt Edelman and Corporal Grinolds, the loss of the mail bag was primarily due to failure to ensure that the tail board of the trailer was properly secured when the vehicle left ALGIERS.
- (2) That excessive speed was a contributory factor.
- (3) That there was negligence on the part of Sgt Edelman and L/Corporal White in failing to check the entire mail - British and American - when the post vehicle was stopped by Capt. Hodgson and Lt. Howlands.
- (4) The vagueness of the evidence given by L/Corporal White regarding his movements in ALGIERS and recollection of incidents on the return journey gives rise to doubts as to his mental alertness.

Signed: W.H. Green. Major. President.
 W. Collyer. Capt. Member.
 W.H. Gamble. Capt. Member.

709

COMMANDING OFFICER'S OPINION

I concur with the findings of the Court.

Disciplinary action has been taken against L/Cpl White who was all the time directly responsible for the British Mail.

W. H. Green Lt.-Col.
 W. H. Green, Lt.-Col.,
 Asst. Commandant,
 M. F. S. & R. C.

CONFIDENTIAL

TO: Asst. Comdt., M.G.S. & Holding Centre.
FROM: British Admin. H.Q. AMG. A.C.
SUBJECT: Courts of Inquiry - Lost Mail Bag.
REFERENCE: MGC/5298.
DATE: 25 January 1944.

I do not agree with Colonel Parkin but, if he takes that view and refuses to punish we can do nothing. I am quite prepared to write my opinion if you want it to put up to higher authority.

The tail board was definitely down when Capt. Hodgson and Lt. Rowlands first saw the car between Menerville and Algiers.

There is no actual evidence to say that the pin was properly secured - this is important in view of the fact that the evidence was on oath.

Sergeant Edelman says that he secured the tail board.

Cpl. Grinolds only mentions the need for pressure on the pin when he left the Motor Pool and when he left A.F.H.Q. Neither says that the pin was pushed fully home.

There is no doubt but that I/Cpl White when he heard the question about mail bags should have got out and made certain that no British mail bags were missing. I look on the Americans ~~Sgt~~ as being responsible that the tail board of the trailer was securely fastened, but I/Cpl White was all the time directly in charge of the British mail. If only as an example I would seriously consider changing him, if you have a suitable W.C.O. to put in his place.

R. H. Trench

708
Colonel,
Commandant,
British Admin. H.Q. AMG. A.C.

5226

785015

BRITISH POSTAL DIRECTORATE,
ALLIED FORCE HEADQUARTERS,
B.N.A.F.

Subject:- Mail - Loss of.

P27/215.

To:- Comdt.
Mil. Govt. School & Holding Centre, ✓
BNAP.

21 Jan 44.

Reference your recent report by telephone (Lt. Challenger - Capt. Wilson) concerning the loss in transit between Algiers and Tizzi Ouzou of a bag containing mail including the undermentioned registered items.

I should be glad if you would keep me advised of developments of the enquiries which have been instituted by the S.I.B.

Regd No.Addressee

London SW 56 - 8260
Streatham 2303
5 BAPO 2188
Dublin 1275

Major Mason.
Major G.K. Tyrrell
Col. C.B. Pindley
Major F.S. Dunolly

Meanwhile, perhaps you would ascertain particulars of the name and address of the senders of the registered items in order that the Postal Authorities in the U.K. may be informed for record purposes should the question of compensation arise.

My information is that the bag was in the custody of L/Cpl White, L., post orderly A.F.H.Q., at the time of the loss and if enquiry discloses any evidence of neglect, the matter becomes one for disciplinary action by the unit concerned.

The facts of the case including details of any disciplinary action taken are due to be communicated by this Directorate to HQ Command under the terms of A.C.I. 199/43.

W. R. Wilson
(W.R. WILSON)
Staff Capt., R.E.
for D.D.A.P.S.

Copy to:- Camp Comdt., A.F.H.Q.(Br).
CC 6 Air Formation Postal Unit (Ref P46/Z6/31 - 13 Jan) 707
File.

CKC

(CONFIDENTIAL)

Subject: - Court of Inquiry - Lost Mail Bag.

A30/36/4

Commandant,
Br Adm H. J.,
A. I. C. A. C.

I enclose copy of Court of Inquiry proceedings herewith, along with copies of, memo from Col. Parkin, a report as to what efforts have been made to trace missing mail bag, letter from D.D.A.P.S. Also extracts from G.R.O. Postal Notes.

So far I have not expressed any opinion on the evidence, but have instructed O.C. R. J. (British) Company to submit names of personnel for consideration with a view to taking disciplinary action against I/Cpl White and replacing him. It may be however if such action is taken that we might be worse off than before as this is the only case of loss since the School opened six months ago. On the other hand there have been certain circumstances in the past which, while nothing can be proved, indicate a certain amount of carelessness on White's part. I propose visiting D.D.A.P.S. to discuss this matter further with him this week.

I shall be glad to have your advice in this matter before proceeding further.

Field.

24 Jan 44.

[Signature]
Lt.-Col.,
A. I. C. A. C.,
Asst. Commandant,
A. I. C. A. C.

708

The responsibility for the distribution of all mail is transferred to the unit upon delivery to the accredited Post Orderly or other authorized unit representative.
- para 5b of "Postal Notes".

Investigation into cases of loss of, damage to, or abstraction from Postal packets will be made by the Army Post Office in collaboration with the OC unit concerned.
- para 14. "Postal Notes".

705

(COPY)

Subject :- Loss of Mail-Bag.

Since the holding of the Court of Inquiry on the lost Mail-Bag, the routine procedure has been followed, i.e. :-

1. A.P.O., A.P.H.Q. have been kept informed by their sub-branches of any new developments. None have arisen, and the School has been informed to this effect.
2. A.P.O., A.P.H.Q. has been visited twice by me in an effort to co-ordinate the search.
3. Postal Directorate, A.P.H.Q. were initially informed, and have been contacted twice since. They have the five reports and will inform School of anything found.
4. Provost at Algiers were initially informed and are working with Postal Directorate.
5. French Police have been asked for further developments, but have found no trace of mail-bag.

23 Jan 44.
M.C.B. & H.C.

Signed R.W. CHALLENGOR, Lieut.

704

SUBJECT: LRS of TML-849.

Since the holding of the Court of Inquiry
on the late TML-849, the routine procedure
has been followed viz.

1. The A.P.O., AFHQ have been
kept informed by their sub-branches
of any new developments. There
have arisen, and the School has
been informed to the effect
2. A.P.O., AFHQ has been visited
twice by me in an effort to
approximate the records.
3. Private Divisions AFHQ were initially
informed, and have been contacted
three times. They have the full

reports and will inform Schure of anything found.

4. Provost at Algiers were initially informed and are working with Postal Division.

5. French Police have been asked for further developments, but have found no trace of mail-bag.

23rd Jan 44

R. W. Challen Lint.

RLS + HC.

21/1/44

Memo

Relative to Opinion No 1

The Court heard the sworn testimony of Sgt. Edelman and Cpl Thibaults that the tail board was secured before leaving Algiers.

In view of the fact that no testimony was introduced to the contrary I can not see how they come to this opinion.

702

C. M. Pashin
Col Inf.

Subject Registered Mail.

ABO/36/1

Col. C.B. Findlay, C.R.E.,
H.Q. A.F.M.
Region V.
C.F.P.

I regret to inform you that a bag of mail has been lost in transit between A.P.O., A.F.M. and this station.

Contained in this bag was a registered letter for you:-

Registered No.
5 RAPO 2188

Col. C.B. Findlay.

Would you please inform me by return particulars of the name and address of the sender of this registered letter so that the matter may be taken up with the Postal Authorities at the despatching office.

Field.

25 Jan 44.


Lt.-Col.,
R. H. ROBERTSON,
Asst Commandant,
M. G. S. & H. C.

701

Subject :- Registered Mail.

NSG/36/1

Major H.G. Mason,
H.Q. A.H.C., Region 4.
c/o H.Q. A.H.C.,
Region 3., C.H.P.

I regret to inform you that a bag of mail has been lost in transit between A.P.O., A.F.H.Q. and this station.

Contained in this bag was a registered letter for you:-

Registered No.
London SW 56 - 8260

Major H.G. Mason.

Would you please inform me by return particulars of the name and address of the sender of this registered letter so that the matter may be taken up with the Postal Authorities at the despatching office.

Yield.

25 Jan 44.

MR Lt.-Col.,
R. H. JOHNSON,
Asst Commandant,
M. G. S. & H. C.

Subject :- Registered Mail.

ABC/36/1

Major G.K. Tyrrell,
No. 1 Central Purchasing Board,
B.H.A.P.

I regret to inform you that a bag of mail has been lost in transit between A.P.O., A.F.H.S. and this station.

Contained in this bag was a registered letter for you:-

Registered No.

Streatham - 2503

Major G.K. Tyrrell.

Could you please inform me by return particulars of the name and address of the sender of this registered letter so that the matter may be taken up with the Postal Authorities at the despatching office.

Field.

25 Jan 44.


R. H. GIBSON, Lt.-Col.,
Asst Commandant,
M. G. S. & H. C.

Subject Registered Mail.

AKC/36/1

Major P.S. Dunolly,
H.Q. A.M.C.,
c/o Region 3,
C.M.P.

I regret to inform you that a bag of mail has been lost in transit between A.P.O., A.F.M. and this station.

Contained in this bag was a registered letter for you :-

Registered No.

Dublin - 1275

Major P.S. Dunolly.

Would you please inform me by return particulars of the name and address of the sender of this registered letter so that the matter may be taken up with the Postal Authorities at the despatching office.

Yield.

25 Jan 44.


R. H. ROBERTSON,
Asst Commandant,
M. G. S. & H. C.

Lt.-Col.,

30190. WLW31514/1974 1,000. 10/42. K. & H., Ltd. G657/10. Forms A2/64.

Army Form 'A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(B); also to paragraph 784, et seq., King's Regulations, 1940.

PROCEEDINGS of a* COURT OF INQUIRY.

assembled at Military Government School & Holding Centre.

on the 13th January 1944.

by order of Lt.Col. R.F. Robertson, Assistant Commandant.

Military Government School & Holding Centre. TIZI-USEZOL.

for the purpose of enquiring into the circumstances in which one

bag of British Mail in Transit from M.G.S. A.P.C. and this

station was lost on 10th January 1944.

PRESIDENT.

Major W.H. Green.

MEMBERS.

Capt. W. Collyer.

Capt. W.H. Gumble.

698

IN ATTENDANCE.

Sgt Edelman (Amer)

Cpl Grinolds. "

L/Cpl White. (Brit)

Capt. Hodgson.

Lt. Rowlands.

Lt. Challoner.

The Court having assembled pursuant to order, proceed to take evidence.

2

First witness. Sgt Edelman 32183111.Hq Coy. 267th Regt. ACO, after being sworn states, on the 10th January I was on duty as Postal Clerk and Courier. I proceeded to ALGIERS in the mail vehicle which on this occasion was a reconnaissance car with 1 ton trailer. The driver was Cpl Grinolds and other passengers were L/Cpl White, British Postal Clerk, and a civilian who was authorized by Col. Purkin. We reached ALGIERS at about 12-0 noon and as the British A.P.C. closes between noon and 1-30pm we first proceeded to Special Service NATOUSA to pick up a film, then to the Base Censor to deposit American officers mail, then to HOTEL ANGLAIS to deposit and pick up official correspondence.

After this, we parked the vehicle in the Rue Mache under the care of a military policeman, whilst we had lunch, and proceeded to the A.P.C. at about 1-30pm. I picked up American mail which I loaded in the trailer, then leaving the vehicle in the care of the driver, I walked to HQ Command to deposit and pick up official correspondence, returning to the vehicle about 2-45pm. British mail was being loaded and when this was completed I secured the tail-board with the help of the driver.

We left the A.P.C. about 3-0pm and proceeded to the Rue Mache where we picked up the civilian passenger and Cpl Cullen of the American PX. We then proceeded towards TIZI-OUZOU. We stopped at ALMA to enable the driver to speak to someone with whom he had an appointment. During our stop, I stood beside the vehicle and the other passengers remained seated. We did not stay in ALMA more than 3 or 4 minutes, and then proceeded on the journey. Whilst passing through KENNERVILLE we overtook a jeep in which were two officers who waved us past. At the entrance to the third town beyond KENNERVILLE (I think the name is BORDJ MANDI) this jeep overtook us and the officers signalled us to stop. They told us that the tail unit was open, they also said that we were speeding at about 55 to 60 miles per hour, but this was not true as no jeep could have caught up to us especially as the officers appeared to be stopping in KENNERVILLE.

Cpl Cullen and I dismounted and I checked the number of bags (10) of American mail. I did not know how much British mail there should be. I closed the tail gate and we proceeded to TIZI-OUZOU where L/Cpl White found one bag of British mail was missing and I advised him to report the matter to his Commanding Officer.

questioned by the Court.

- Q. Are you sure that the tail ^{gate} board was secure when you left ALGIERS?
- A. Yes. I remember particularly that the driver had to climb on the fender to insert ^{one of} the pins.
- Q. Had it been arranged that you should pick up the civilian at the Rue Mache?
- A. Yes. Between 2-30pm and 3-0pm. Cpl Cullen was also there but not by arrangement. There was no wait.
- Q. Did the driver go out of sight at ALMA?
- A. No. He spoke to someone just across the road.
- Q. Who was the person?
- A. I don't know but he appeared to be a civilian.
- Q. When you were told that the tail gate was down and dismounted to check the the American mail, did the British courier get down also or raise any question as to the security of British mail?
- A. He did not leave the vehicle. He asked whether the mail was alright. I cannot remember his exact words. I replied "It seems so" or "I think so".
- Q. When you got out to secure the swinging tail board, were any of the bags in such a position that they appeared likely to fall out?

4. So, they were at least six or seven inches from the end of the trailer.

Signed: Sgt. R. Melman.

Second witness. Col. Grindice. D.L. 2070722 N. Day 2075 Capt. JAC after being sworn states when I left the motor pool the only trailer in running condition was the one that had its tail gate sprung and it needed weight on the pin which holds the tail board in order to fasten it. It remained secure on the way to ALGIERS. We left ALGIERS between 2-30pm and 3-00pm and in BORDJVILLE we passed a British Lieutenant and Captain in a jeep. We checked at the M.P. at BORDJVILLE doctor and travelled along until, about 15 miles beyond BORDJVILLE, I heard a horn behind me and pulled over and stopped. It was the British Captain and Lieutenant who told me that the tail gate was down. Before I left A.D.O. I checked on the tail board and had to put pressure to get the pin in. On hearing there was no shortage of mail, I drove on.

Mentioned by the Court.

Q. Where did you have your first stop after leaving BORDJVILLE?

A. At ALGIERS where I had to leave a message.

Q. If the mail board fastenings were sprung and the pin difficult to insert, would not this have the effect of making the tail board more secure?

A. Yes.

Q. What did the British officers say when you stopped?

A. I could not hear exactly but I caught the sense that the tail board was down and Sgt. Melman got out to investigate.

Q. What was your speed between BORDJVILLE and the place where you were stopped?

A. Between 10 and 15 M.P.H.

Third witness. 1/Cpl. White. J.M. 2070722 N. Day 2075 after being sworn states:-

There were three bags of British mail on the truck when it proceeded to ALGIERS. We arrived at the American Warehouse, picked up and deposited American mail then parked the van at the A.D.O. and took three bags of British mail into the A.D.O. I signed for four registered envelopes and put them into one of four British mail bags. The bags were not sealed but were tied with string. When I went out to the trailer to put the four bags in, there was plenty of room near the tail board. Leaving the tail board down, I went back into the A.D.O. to buy some registered envelopes, and while I was in there the driver came in and said they were ready to move off. I think there was some more American mail to go in the trailer after mine was put in. I came out of the post office with the driver and got into the back of the van. We then picked up the sergeant and two American soldiers and a civilian.

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At BORDJVILLE we passed the M.P. and another British officer in a jeep. About four villages past BORDJVILLE we were filled up by those officers who asked the driver what speed the vehicle was supposed to go. The driver replied 10 to 15 miles per hour. They then asked who was in charge of the mail. The sergeant replied that he was, and he and one passenger got out and went to the rear of the trailer. The officer asked him if the mail was all there and he said yes. I was sitting in the back with the two soldiers.

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Third witness. 1/Cpl. White. 7.15. 1945 after being sworn stated:-

There were three bags of British mail on the truck that it proceeded to deliver.

We arrived at the American Warehouse, picked up and deposited American mail.

Then moved the van to the A.P.O. and took three bags of British mail into the

A.P.O. I signed four registered envelopes and then into one of four

British mail bags. The bags were not sealed but were tied with string. Then

I went out to the trailer to put the four bags in. There were plenty of men near

the mail bags. Seeing the mail bags I went back into the A.P.O. to try

some registered envelopes, and while I was in there the driver came in and said

they were ready to leave off. I think there was some more American mail to go

in the trailer after mine were put in. I came out of the post office with the

driver and got into the back of the van. I then picked up the Sergeant's bag

when the driver and further on made a stop to pick up three passengers - two

American soldiers and a civilian.

At Farnborough we passed the A.P.O. and another British officer in a jeep.

About four villages past Farnborough we were pulled up by two officers who

asked the driver what speed the vehicle was supposed to do. The driver replied

60 to 65 miles per hour. They then asked who was in charge of the mail.

The sergeant replied that he was, and he and one passenger got out and went to

the rear of the trailer. The officer asked him if the mail was all there and

he said "Yes". I was sitting in the back with two passengers and took the

Sergeant's word for it. The Sergeant and passenger got back into the car.

When I arrived at the school, I noticed one bag was missing. I reported it to

the Sergeant who said "Get a jeep and go back and look for it", but I wasn't

I went instead and reported to Lieut. Challenger who also suggested "Get a jeep"

but as it was getting towards dark, he decided to phone the police.

I rang the A.P.O. A.C.I. and the British Police at A.C.I.

questioned by the Court.

What time was the loss discovered and what time was it reported to the police

The loss was discovered at 7.30 p.m. and I saw Lt. Challenger about 8.30 p.m.

When the car was stopped because the mail bag was down, did you have any

enquiries about the mail?

I did not know until the Sergeant had got back into the van that the mail board

had been down. I thought it was only a pin out.

Why did you not get out to see if the mail was all right?

It was difficult to get out because there were two passengers and their belongings

in the back seat and not knowing that the mail board was down, I thought the

mail would be safe.

What exactly was it that the officer who stopped the vehicle said about the missing

question of speed?

I cannot remember exactly but it was something to the effect "Have you seen the

back of your vehicle?"

Did you stop anywhere between the Warehouse and the A.P.O.?

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- 4.
- A. No.
- Q. Where did you have lunch?
- A. As far as I know none of us had any.
- Q. After leaving ALGIERIA did you stop anywhere on the road before the officers pulled you up?
- A. I am not sure but I don't think so.
- Q. You were awake all the way home were you?
- A. No Sir. From ALGIERIA until the rough road just past ALGER I was asleep.

Signed: 6092229 1/Cpl. White. J.

Fourth Witness. Capt. Hodgson. 145420 Hampshire Regt. After being sworn states:-

At 15-45 on the 10th January 1944 I was returning to TIZI-OUZOU in a jeep with the Quartermaster. At about 15-20 miles from ALGIERIA we were overtaken by the Staff Car and trailer taking the mail to TIZI-OUZOU. I pointed out to the Quartermaster that the tail board of the trailer was down and we decided to catch up with the Command Car and inform them as the mail appeared to be in danger of falling out. At this time we were travelling at approx: 40 to 45 m.p.h. We accelerated to a speed of between 55 and 60 m.p.h. but were unable to overtake the staff car. The Quartermaster was driving and blowing his horn continuously and I blew my whistle. We must have covered more than 10 miles before we were able to overtake and stop the staff car in a village.

I demanded who was in charge of the car and found it to be an American Sergeant. I asked the driver the permitted speed of the car and he told me 45 m.p.h. I told him he had been proceeding at 55-60 m.p.h. This he did not deny.

I pointed out to the Sergeant that the tail board was down and we left him adjusting the tail board.

Questioned by the Court.

- Q. Did you observe anything to fall from the trailer?
- A. Nothing fell from it during the period we were following.
- Q. Who got out of the car?
- A. The Sergeant.

- Q. Was there anyone else in the car?
- A. It was not easy to see inside the car but it appeared to be full.

Signed: Capt. M.E. Hodgson.

Fifth Witness. Lt. Cowlands. 294224 after being sworn states:-

I was returning to TIZI-OUZOU accompanied by Capt. Hodgson about 1-45pm on 10th January and when we were about 20 miles this side of ALGIERIA and approaching ALGER I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out.

Capt. Hodgson and I decided to catch up with the car. We travelled through ALGER and on to the next village before we caught up at an average speed of 55 m.p.h. Capt. Hodgson was blowing his whistle and I blew the horn without any attention being paid. It was impossible to pass them until they had to slow up for the village. Then we eventually stopped them Capt. Hodgson got out and went back to the car while I sat in the jeep. I did not hear the conversation.

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able to overtake and stop the staff car in a village. I demanded that he was in charge of the car and found it to be an American Sergeant. I asked the driver the permitted speed of the car and he told me 45 m.p.h. I told him he had been proceeding at 35-40 m.p.h. This he did not deny.

I pointed out to the Sergeant that the tail board was down and we left him adjusting the tail board.

Questioned by the Court.

Q. Did you observe anything to fall from the trailer?

A. Nothing fell from it during the period we were following.

Q. Who got out of the car?

A. The Sergeant.

Q. Was there anyone else in the car?

A. It was not easy to see inside the car but it appeared to be full.

Signed: Capt. M.L. Hodgson.

Fifth witness. Lt. Portland. 294224 after being sworn states:-

I was returning to VILL-CUZON accompanied by Capt. Hodgson about 1-40pm on 10th January and then we were about 20 miles this side of ALGERIA and approaching MONT-VILLON a C2A car and trailer passed us. We were then doing about 40 m.p.h. I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out.

Capt. Hodgson and I decided to catch up with the car. We travelled through MONT-VILLON and on to the next village before we caught up at an average speed of 55 m.p.h. Capt. Hodgson was blowing his whistle and I blew the horn without any attention being paid. It was impossible to pass them until they had to slow up for the village. When we eventually stopped them Capt. Hodgson got out and went back to the car while I set in the jeep. I did not hear the conversation. When Capt. Hodgson returned to the jeep we proceeded.

Questioned by the Court.

Q. During the chase were you close up to the trailer?

A. It was difficult to keep up but on several instances we were close behind but could gain their attention or get them to allow us to pass. We were never more than about 20 yards behind.

Signed: T. Portland. Lt. Q.M.

Sixth witness. Lt. Challenger. 292234 Peace Corps after being sworn states:-

At 5-45pm on the evening of 10th January the Post Opl reported to me that it was possible that a bag of mail had been lost en route from ALGERIA. At that moment I was talking to the Quartermaster who had just told me of some trouble he had had in overtaking the staff car which had passed him with its trailer door open. I told the Post Corporal that the best thing to do would be to go back and search but as it was getting dark I decided that this was impracticable. The Post Opl had already telephoned the A.P.O. to confirm that he should have four bags of mail. I told him to report to the A.P.O. and the A.P.O. and I arranged for the French Post at villages en route to be notified of the loss.

Questioned by the Court.

Q. What was the condition of the Post Corporal when he reported this matter to you?

A. He was quite normal.

Q. Is there any check on the itinerary of this ~~vehicle~~ mail van on its run to and from ALGIERS?

A. The vehicle is provided by the Americans and it is mainly on American Service. The only check so far as I know is the senior N.C.O. on the vehicle.

Signed: R.W. Challenor. Lt. 229234 Recce Corps.

The Court is of the opinion:-

- (1) That, despite the evidence of Sgt Edelman and Corporal Grinolds, the loss of the mail bag was primarily due to failure to ensure that the tail board of the trailer was properly secured when the vehicle left ALGIERS.
- (2) That excessive speed was a contributory factor.
- (3) That there was negligence on the part of Sergeant Edelman and L/Corporal White in failing to check the entire mail - British and American - when the Post vehicle was stopped by Captain Hodgson and Lt. Rowlands.
- (4) The vagueness of the evidence given by L/Corporal White regarding his movements in ALGIERS and recollection of incidents on the return journey gives rise to doubts as to his mental alertness.

Signed:

W.H. Green. Major.
W. Collyer. Capt.
W.H. Gamble. Capt.

President.
Member.
Member.

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COMMANDING OFFICER'S OPINION

I concur with the findings of the Court.

Disciplinary action has been taken against L/Cpl White who was all the time directly responsible for the British Mail.

R. H. Robertson Lt.-Col.,
R. H. ROBERTSON,
Asst Commandant,
Lt. J. S. & H. C.

A.F.A. 2.

COURT OF INQUIRY.Proceedings of a Court of Inquiry held at... Military Gov.School V. Holding Center on... 13th January 1944...by order of... Lt Col. R. H. Robertson...to enquire into... the circumstances in which one Capt. H.British Mail in Transit from M.G.S. A.P.O. andthis station was lost on 10th January 1944......W. J. Keen Major, President....W. B. Collier Capt. Members....W. H. Campbell Capt. Members.

First Witness Sgt Edelman: 32183811 HQ Coy 2675 Regiment A.S.C. after being sworn states " On 10th January I was in duty as Postal Clerk and Carrier. I proceeded to Algiers in the mail vehicle which on this occasion was a reconnaissance car with 1 ton trailer. The driver was Capt. ~~Edelman~~ and other passengers were L/Cpl White British Postal Clerk and a civilian who, ~~was~~ was authorized by Colonel Pathington. We reached Algiers at about 12.0 noon and on the 10th P.O. closes between noon and 1.30 pm we first proceeded to Special Service Station to pick up a film, then to the Base Command to deposit American Officers' mail, then to the Hotel Angletone to deposit and pick up official correspondence. After this we parked the vehicle in the Rue Haude under the care of a Military Policeman and ~~then~~ ~~proceed~~ whilst we had lunch, and proceeded to the A.P.O. at about 1.30 pm. I picked up American mail which I loaded in the trailer, then leaving the vehicle in the care of the driver I walked to H.Q. Command to deposit and pick up official correspondence, returning to the vehicle and picking up British mail.

W. J. Keen, Major, President.

W. J. Keen, Major, President.

W. J. Keen, Major, President.

First Witness Sgt Edelman: 32183811 HQ Coy 2675 Regiment
A.C. after being sworn states " On 10th January I was
in duty as Postal Clerk and Courier. I proceeded to Algiers
in the mail vehicle which on this occasion was a
reconnaissance car with 1 ton trailer. The driver was
Capt. G. G. G. and other passengers were L/Cpl White
British Postal Clerk and a civilian who, ~~was~~
was authorized by Colonel Pugh. We reached Algiers
at about 12.0 noon and on the 1st A.P.O. closer between
noon and 1.30 pm we first proceeded to Special Service
Nations to pick up a film, then to the Base Curator to deposit
American Officers mail, then to the Hotel Angletore to
deposit and pick up official correspondence. After this
we parked the vehicle in the Rue Hoche under the care
of a Military Policeman and ~~then~~ whilst we
had lunch, and proceeded to the A.P.O. at about 1.30 pm.
I picked up American mail which I loaded in the
trailer, then leaving the vehicle in the care of the
driver I walked to H.Q. Command to deposit and pick up
official correspondence, returning to the vehicle about 4.15 pm.
British mail was being loaded and when this was
completed I secured the tail board with the help of the
driver. We left the A.P.O. about 3.0 pm and proceeded
to the Rue Hoche where we picked up the civilian passenger
and Corporal Cullen of the American P.O.

We then proceeded towards Tizi-Ouzou. We stopped
at Alina to enable the driver to speak to someone with
whom he had an appointment. During our stop I stood beside
the vehicle and the other passengers remained seated.
We did not stay in Alina more than 3 or four minutes
and then proceeded ~~via the Tizi-Ouzou~~ on the
to a jeep in which I was travelling. At this time we were
AT the entrance to the third town beyond Menerville
(I think the name is Boudj Mameil) this jeep overtook
us and the officers signalled us to stop. They told
us that the tail unit was open they also said that
we were speeding at about 55 to 60 mph but that

was not true as no feet could have caught up to us especially as the officers appeared to be stopping innumerable. Corporal Cullen & I dismounted and I checked the number of bags (10) of American mail. I did know how much British mail there should be. I closed the tail gate and we proceeded to Tizi-Ouzou where 1/4 pl while found one bag of British mail was missing, and I advised him to report the matter to his commanding officer.

Questioned by the Court.

Q. Are you sure that the tail gate was secure when you left Algiers?

A. Yes. I remember particularly that the Driver had to climb on the fender to insert one of the pins.

Q. Had it been arranged that you should pick up the civilian at the Rue Hoche?

A. Yes between 2:30pm & 3:00pm. Corporal Cullen was also there but not by arrangement. There was no wait.

Q. Did the driver go out of sight at Alena?

A. No he spoke to someone just across the road.

Q. Who was the person?

A. I don't know but, he appeared to be a civilian.

Q. When you were told that the tail gate was down and dismounted to check the American mail did the British Convier get down also or raise any question as to the security of British mail?

A. He did not leave the vehicle. He asked whether the mail was all right. I cannot remember his exact words. I replied "It seems so or I think so."

Q. When you got out to secure the swinging tail board were any of the bags in such a position that they appeared likely to fall out?

A. No they were at least six or seven inches from the end of the trailer.

Sgt. Hyman Coleman

Q. Yes between 1:30pm & 5:00pm. Corporal Cullen was also there but not by arrangement. There was no wait.

Q. Did the driver go out of sight at Alena?

A. No he spoke to someone just across the road.

Q. Who was the person?

A. I don't know but he appeared to be a civilian.

Q. When you were told that the tail gate was down and dismounted to check the American mail did the British Courier get down also or raise any question as to the security of British mail?

A. He did not leave the vehicle. He asked whether the mail was all right. I cannot remember his exact words. I replied "It seems so" or "I think so."

Q. When you got out to secure the swinging tail board were any of the bags in such a position that they appeared likely to fall out?

A. No they were at least six or seven inches from the end of the trailer.

Sgt. Hyman Cullen

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Corporal Ginnolds D.L. 20708732 HQ Coy 2675 Regiment A.C.C. after being sworn states "When I left the motor pool the only trailer in running condition had its tail gate sprung and it needed weight on the pin which holds the tail board in order to fasten it. It remained secure on the way to Algiers. We left Algiers between 2-30 pm and 3-0 pm and in Menerville we passed a British lieutenant and Captain in a jeep. We checked at the M.P. at Menerville corner and travelled along until, about 15 miles beyond Menerville, I heard a horn behind me and pulled over and stopped. It was the British Captain and lieutenant who told me that the tail gate was down. Before I left A.F.M.K. I checked on the tail board and had to put someone to get the pin in. On leaving there was no shortage of mail I drove on.

Questioned by the Court.

Q. Where did you make your first stop after leaving Algiers?

A. At Aluna where I had to leave a message.

Q. If the tail board fastening were sprung and the pin difficult to insert would not this have the effect of making the tail board more secure?

A. Yes.

Q. What did the British Officers say when you stopped?

A. I could not hear exactly but I caught the sense that the tail board was down and Sgt Edelman got out to investigate.

Q. What was your speed between Menerville and the place where you were stopped?

Left AFHQ. I checked on the tail board and had to put someone to get the pin in. On hearing there was no shortage of mail I drove on.

Questioned by the Court.

Q. Where did you make your first stop after leaving Algiers?

A. At Alna where I had to leave a message.

Q. If the tail board fastening were slowing and the pin difficult to insert would not this have the effect of making the tail board more secure?

A. Yes.

Q. What did the British Officers say when you stopped?

A. I could not hear exactly but I caught the sense that the tail board was down and Sgt Edelman got out to investigate.

Q. What was your speed between Menerville and the place where you were stopped?

A. Between 40 & 45 m.p.h.

J. Lumsden

having Corporal White J.H. 6093289.

After being sworn states:-

There were three bags of British mail on the truck when it proceeded to Alogos. We arrived at the American Warehouse, picked up and deposited American mail, then packed the van at the APO and took three bags of British mail into the APO. I signed four registered envelopes and put them into one of four British mail bags. The bags were not sealed, but were tied with string. When I went out to the trailer I put the four bags in, there was plenty of room near the tailboard. Leaving the tailboard down I went back into the APO. To my surprise I found envelopes, and while I was in there the driver came in and said they were ready to move off. I think there was some wire American mail to go in the trailer after mine were put in. I came out of the Post Office with the driver and got into the back of the car. We then picked up the Sergeant halfway down the drive, and further on made a stop to pick up three passengers - two American soldiers and one civilian.

At Menemville we passed the PM and another British Officer in a jeep. About four villages past Menemville we were pulled up by these Officers who asked the driver what speed this vehicle was supposed to do. The driver replied 40? to 45 miles per hour. They then asked who was in charge of the mail. The Sergeant replied that he was, and he and one passenger got out and went to the rear of the trailer.

envelopes, and while I was in there the Driver came in and said they were ready to move off. I think there was some more American mail to go in the trailer after mine were put in. I came out of the Post Office with the Driver and got into the back of the car. We then picked up the Sergeant halfway down the drive, and further on made a stop to pick up three passengers - two American soldiers and one civilian.

At Menemville we passed the PM and another British Officer in a jeep. About four villages past Menemville we were pulled up by these Officers who asked the driver what speed this vehicle was supposed to do. The Driver replied 40? to 45 miles per hour. They then asked who was in charge of the mail. The Sergeant replied that he was, and he and one passenger got out and went to the rear of the trailer. The Officer asked him if the mail was all there and he said 'Yes! I was sitting in the back with two passengers and took the Sergeant's word for it. The Sergeant and passenger got back into the car. When I arrived at the School, I noticed one bag missing. I reported it to the Sergeant, who said 'Get a jeep and go back and look for it', but I went instead and reported to him. Challenger who also suggested 'get a jeep' but as it was getting towards dark, he decided to phone the Police.

I saw the H.P.O. Algiers and the British Police at Algiers.

Questioned by the Court.

Q. What time was the lorry discovered, and what time was it reported to the Police?

A. The lorry was discovered at 5.30 pm and I saw H.P. Challenger about 5.50 pm. When the Police arrived immediately afterwards.

Q. When the car was stopped because the tail board was down, did you make any enquiry about the mail?

A. I did not know until after the sergeant had got back into the van that the tail board had been down. I thought it was only a pin out.

Q. Why did you not get out to see if the mail was all right?

A. It was difficult to get out because there were two passengers and their belongings in the back seat and not knowing that the tail board was down I thought the mail would be safe.

Q. What exactly was it that the officer who stopped the vehicle said apart from the question of speed?

A. I cannot remember exactly, but it was something like "effect". Have you seen the back of your vehicle?

Q. Did you stop anywhere between the warehouse and the A.P.O.?

A. No.

Q. Where did you have lunch.

A. As far as I know none of us had any.

Q. After leaving Algiers did you stop anywhere on the road before the officer pulled you up?

would had been down. I thought it was only a pin out.

Q. Why did you not get out to see if the mail was all right?

A. It was difficult to get out because there were two passengers and their belongings in the back seat and not knowing that the tail board was down I thought the mail would be safe.

Q. What exactly was it that the officer who stopped the vehicle said apart from the question of speed?

A. I cannot remember exactly, but it was something like "effect" have you seen the back of your vehicle?

Q. Did you stop anywhere between the warehouse and the A.P.O.?

A. No.

Q. Where did you have lunch.

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A. As far as I know none of us had any.

Q. After leaving Algiers did you stop anywhere on the road before the officer pulled you up?

A. I am not sure but I don't think so.

Q. You were awake all the way home were you?

A. No sir. From Rouiba until the rough road just past Bluna I was asleep.

John

Capt Woodson 145430. Hampshire Rgt.

After being sworn states:-

" At 15.45 on the 10th January I was returning to Tiji Buzon in a jeep with the Quartermaster. About 15-20 miles from Algeirs we were overtaken by the staff car and trailer taking the mail to Tiji-Buzon. I pointed out to the Quartermaster that the tailboard of the trailer was down. And we decided to catch up with the Command Car and inform them as the mail appeared to be in danger of falling out. At this time we were travelling at approx. 40-45 mph. We accelerated to a speed of between 55-60 mph but were unable to overtake the staff car. The Quartermaster was driving and blowing his horn continuously & I blew my whistle. We must have covered more than ten miles before we were able to overtake and stop the staff car in a village. I demanded who was in charge of the car and found it to be an American Sergeant. I asked the Driver the permitted speed of the car and he told me 45 mph. I told him he had been proceeding at 55-60 mph."

trail appeared to be in danger of falling out. At this time we were travelling at approx. 40-45 mph. We accelerated to a speed of between 55 & 60 mph but were unable to overtake the staff car. The Quartermaster was driving and blowing his horn continuously & I blew my whistle. We must have covered more than ten miles before we were able to overtake and stop the staff car in a village.

I demanded who was in charge of the car and found it to be an American Sergeant. I asked the Driver the permitted speed of the car and he told me 45 mph. I told him he had been proceeding at 55-60 mph. This he did not deny.

I pointed out to the Sergeant that the tail board was down and we left him adjusting the tail board.

Questioned by the Court.

Q: Did you observe anything to fall from the trailer?

A: Nothing fell from it during the period we were following.

Q: Who got out of the car?

A: The Sergeant.

Q: Was there anyone else in the car?

A: It was not easy to ~~see~~ ^{size} inside the car but it appeared to be full.

W. H. Hardy Day Corp

Lt Rowlands. 294224.

After Beni, sworn states.

I was returning to Tizi Ouzou accompanied by Capt. Hodgson at 3.45 pm on the 10th January and when we were about 20 miles this side of Algiers and approaching Menerville a C & R car and trailer passed us. We were then doing about 40 m.p.h. I noticed that the trailer door had been left open and several of the mail bags were in such a position that the severe jolting might have flung them out. Capt. Hodgson and I decided to catch up with the car. We travelled through Menerville and on to the next village before we caught up; at an average speed of 55 m.p.h. Capt. Hodgson was blowing his whistle, and I blew the horn without any attention being paid. It was impossible to pass them until they had to slow up for the village. When we eventually stopped them, Capt. Hodgson got out and went back to the car while I sat in the jeep. I did not hear the conversation. When Capt. Hodgson returned to the jeep we proceeded.

Questioned by the Court.

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Q. During the chase were you close up to the trailer?

A. It was difficult to keep up, but on several instances we were close behind but could

to catch up with the car. We travelled through Menemville and on to the next village before we caught up, at an average speed of 55 m.p.h. Capt Hodgson was blowing his whistle, and I blew the horn without any attention being paid. It was impossible to pass them until they had to slow up for the village. When we eventually stopped them, Capt Hodgson got out and went back to the car while I sat in the jeep. I did not hear the conversation. When Capt Hodgson returned to the jeep we proceeded.

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Questioned by the Court.

Q. During the chase were you close up to the trailer?

A. It was difficult to keep up, but on several instances we were close behind but could not gain their attention or get them to allow us to pass. We were never more than about 20 yards behind.

J. W. L. H. R. O. S.

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Lt. Challenger: 229234 Reese, Corporal
After being sworn states:-

" At 5:45 pm on the evening of the 10th Jan., the Post Corporal reported to me that it was possible that a bag of mail had been lost en route from Algiers. At that moment I was talking to the Quartermaster who had just told me of some trouble he had had in overtaking the staff car which had passed him with its trailer door open.

I told the Post Corporal that the best thing to do would be to go back and search but as it was getting dark I decided that this was impracticable. The Post Corporal had already telephoned to the A.P.O. to confirm that he should leave four bags of mail. I told him to report to the A.P.O. and the A.P.M. and I arranged for the French Police at Villages en route to be notified of the loss.

Questioned by the Court.

Q. What was the condition of the Post Corporal when he reported this matter to you? 688

A. He seemed quite normal.

Q. Is there any check on the itinerary of this mail van on its run to & from Algiers?

A. The vehicle is provided by the Americans

...be even getting close. I decided that this was impracticable. The Post Corporal had already telephoned to the APO. To confirm that he should leave four bags of mail. I told him to report to the APO and the APOH. and I arranged for the French Police at Villages en route to be notified of the loss.

Questioned by the Court.

Q. What was the condition of the Post Corporal when he reported this matter to you? 688

A. He seemed quite normal.

Q. Is there any check on the itinerary of this mail van on its run to & from Algiers?

A. The vehicle is provided by the Americans and it is mainly an American service. The only check so far as I know is by the Senior N.C.O. on the vehicle.

R. W. Challen has

229234 Case.

The Court is of the Opinion:-

(1) That, despite the evidence of Sergeant Edelman and Corporal Grinolds, the loss of the mail bag was primarily due to failure to ensure that the tailboard of the trailer was properly secured when the vehicle left Algiers.

(2) That excessive speed was a contributing factor.

(3) That there was negligence on the part of Sergeant Edelman and L/corporal White in failing to check the entire mail - British and American - when the Post vehicle was stopped by Captain Hodgson and Lt Rowlands.

The vagueness of the evidence given by L/corporal White regarding his movements in Algiers and recollection of incidents on the return journey gives rise to doubts as to his mental alertness.

Winggreen Major 687
PRESIDENT

Woolley-Capt. } MEMBERS.
W. H. Gamble. Capt.

the matter, British and American when the Port Vehicle was stopped by Captain Hodgson and Lt Rowlands.

The vagueness of the evidence given by Lt Corporal White regarding his movements in Algeria and recollection of incidents on the return journey gives rise to doubts as to his mental alertness.

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PRESIDENT

W. Green Major

Mooney-Capt. } MEMBERS.

W. M. Gamble. Capt.

COMMANDING OFFICER'S OPINION

Concurs with the findings of the Court.
Disciplinary action has been taken against
Sgt White who was at the time directly
responsible for the British Mail.

Signed

W. Robertson. Lt-Col.
Asst Comd Coy. G. S. M.C.

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