

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

785020

ACC

10000 | 120 | 949

EME / 1804

Opened D

Dec. 1945

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

785020

10000 | 120 | 949

EME/1804 R.E.M.E. SITREPS + REPORTS
Opened Dec. 18, 1945 - Closed Jan. 21, 1946
Dec. 1945 - Jan. 1946

Subject: Backloading of Vehicles.

Land Forces and Command, A.C.
(M.F.I.A.)
ROME

RMS/1804

21 January 1946.

Dir. Gen. Artillerie Motorizzazioni,
Ministry of War.

The following is forwarded to you as a suggestion for the procedure of backloading (road or rail) vehicles beyond the capacity of the Combat Groups Workshops (what is, passed to these workshops) to the RVP, San Felice, BOLOGNA.

SUGGESTED PROCEDURE FOR BACKLOADING (DOCUMENTATION)

Vehicles should be sent to the RVP complete with two copies of the RVP certificate (A.F. 1043) or equivalent). The certificates must be signed as a receipt by the officer or NCO in charge of the RVP. One copy of the certificate should be retained by the RVP and the other copy returned to the despatching Workshops. A separate receipt should be issued by the RVP for all items which might become damaged by weather conditions or otherwise as entry at the vehicle parks.

NOTES ON PRESERVATION, STORING OF PARTS etc.

Vehicles should be sent to the RVP in a good state of preservation, cleaned and pressed and without water. This latter fact should be declared on the Commemoration Certificate signed by the Workshops officer.

The following parts should be removed by the Workshops and handed in at the RVP Stores, for which the RVP should prepare

1902

property of the Combat Group Workshops (that is, listed to these workshops) to the RVN, San Felipe, BOLDON.

SUGGESTED PROCEDURE FOR WORKSHOPS (DECLASSIFICATION)

Vehicles should be sent to the RVN complete with two copies of the ECU certificate (A.P. 1043) or equivalent). The certificate must be signed in a receipt by the officer or NCO in charge of the RVN. One copy of the Certificate should be retained by the RVN and the other copy returned to the despatching workshop. A separate receipt should be issued by the RVN for all items which might become damaged by weather conditions or otherwise (e.g. battery at the vehicle parks).

346

NOTE ON DECLASSIFICATION, RECLASSIFICATION OF ECU'S etc.

Vehicles should be sent to the RVN in a good state of preservation, cleaned and greased and without water. This latter fact should be declared on the condemnation Certificate signed by the Workshop Officer.

The following parts should be removed by the Workshop and handed in at the RVN Stores, for which the RVN should prepare a pro-forma receipt:-

Batteries, Dynamos, Starter Motor, Coil where possible, distributor complete, (Ford type to be left) in situ, Spark plugs (to be replaced by tapered wooden plugs driven well home to prevent ingress of water), Carburettor and Petrol Pump. (Note and screws to be replaced in their original positions).

The a/c assemblies and parts to be sent by RVN to CARB shops at frequent intervals, e.g. every two or three days, where they will be inspected, overhauled, and placed into stores, correctly marked by make and type of vehicles.

W.S. 2.11

Capt. A. M. S.
for A. M. S.

Copies to :
SAR's, 1, 3, 4, 5 BRU's.

Land Forces sub Comm. A.C. (SAR's).

Subject:- Progress Report No. 3.

To:- ADME,

Land Forces Sub-Commission. A.C.

M.M.I.A. Rome.

G.1.

1 HLU.

R.E.M.E. Branch.
1 British Liaison Unit.
Tel: Turin 73346.
1/RMS/13/3.

14th. January 1946.

Commando Territoriale W/shops Turin.

As a result of the visit by ADME on 7 Jan 46 there are unmistakable signs of activity in the W/shops. The large hanger has been half cleared of derelict vehicles, and a 3 ton and upwards section has been opened in the vacant space. Work is still going on in clearing the remaining half of the hanger, and it is estimated that by 19th. inst. the hanger will be completely cleared and in use as a W/shop.

The saleroof derelict vehicles has commenced today, and it is felt that the majority of the public, interested in buying this material, have been under the impression that Allied Vehicles were being offered for sale. The first hour this morning was spent in denying reports that the sale concerned vehicles of other than Italian origin.

Genie have not, as yet, put in an appearance at the clearing of the site or of commencing work of any description. However new that the W/shop personnel have been forced into making a move for themselves in expanding it is to be expected that the output will increase despite the site difficulties.

Herewith summary of W/shop activities for w.e. 11-1-46:-

Vehicles in hand.	21	
" completed	12	to units
" "	1	to EVP
" awaiting W/shops	16	
" recovered	6	

Personnel employed:- Military 11
Civilian 38

Total man hours worked:- 1720 hrs.

The OC W/shops has asked me to reserve the best 15 mechanics from 624 L of C W/shops RMS in the event of that unit closing down. OC 624 has agreed to this and is going to forward me a nominal roll as soon as he receives instructions.

Rem. 14

345

19/1/46

802

Genie have not, as yet, put in an appearance at the clearing of the site or of commencing work of any description. However now that the W/shop personnel have been forced into making a move for themselves in expanding it is to be expected that the output will increase despite the site difficulties.

Herewith summary of W/shop activities for w.e. 11-1-46:-

Vehicles in hand.	21
" completed	12 to units
" "	1 to EFP
" awaiting W/shops	16
" recovered	6

Personnel employed:- Military 11
Civilian 38

Total man hours worked:- 1720 hrs.

The OC W/shops has asked me to reserve the best 15 mechanics from 624 L of C W/shops REME in the event of that unit closing down. OC 624 has agreed to this and is going to forward me a nominal roll as soon as he receives instructions.

Regarding the inspection on 7 Jan 46, and instructions given to Col CORIO. A letter has been received from this Officer and here is the free translation:-

"After the inspection by MMIA Officers I have given the following orders:-

- (1) The stove to be removed from the tyre store.
This stove was installed in this store before it was allocated as a tyre store.
- (2) The petrol to be removed to another store which was being prepared.
- (3) The moving of derelict vehicles from the large hanger, which is to be put into immediate use as a W/shop.
- (4) The employment of more fitters.
- (5) The storing together of the Petrol and Tyres was only a temporary measure which was authorised by the O.C. whilst the new store was being prepared. This explanation given me by the O.C. is quite

/clear

Progress Report No 3 cont.

quite/

(5cent)

clear, and I suggest that it is not necessary to take any further action against this officer.

With reference to the preceding paragraphs, all the orders are being carried out. With reference to para. 5, it would be appreciated if you would forward your opinion.

Pro-formas of returns required from W/shops were circulated to the Comande Territoriale W/shops of Turin and Genoa on 17-12-45, but up to date no answer has been received from Genoa. As I shall be visiting there on 17th. inst. I will take this matter up with the O.C. Whilst I am there I shall also make a point of seeing the O.C. Royal Engineers Works Section, and obtaining his opinion and possible assistance re the enlarging of the overflow from the lake.

Regarding the surplus machinery at Genoa a complete list of this machinery will be attached as an Appendix to Progress Report No 4.

A letter has been written by G.1. to the Director of the Arsenal recommending that he obtain the necessary authority from the Ministry of War, to repair the 10 M 14 tanks which are stored in the Arsenal, and to fit M.G.'s instead of the larger type of gun as the main armament. The Arsenal hope to commence work on the first AFV during the coming week. Four SPA Scout Cars have been located as well and are being inspected with a view to repair. These Scout Cars are a direct copy of the design used by us in the Daimler Scout Car Mk. 1.

Turin.
14-1-46.

Whitney
Capt.
R.E.M.E.
1st. British Liaison Unit.

344

1906

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Repair of Italian Vehicles

REME. Branch
HQ: 3 British Liaison Unit.

ME/MT/22
16 Jan. 1946

To: ADME.
MMIA.

Rem 1804 *AP*

With further reference to our ME/SITREP/2 dated 11 Jan. 1946, page 3, para.4 (Administration), the attached REME. HQ 2 District copy letters, dealing with the subject, are forwarded for information.

RECEIVED 21 JAN 46
637

13

S/Capt.
(W.J. Stocker)
REME. 3 British Liaison Unit.

CMEF.

343

21/1/46

1907

785020

COPY

Subject: Repair and Recovery other than British Armed Forces.

HQ. No. 2 District CMP.
CHIEF Ext. 341
Rm 6341
7 Dec. 45

List "D"
(Less 741 Inf Tps Wksd.)

1. It is hoped that this directive will clear the many queries which have arisen over the repair or recovery of vehs on charge to units which are not under British Armed Forces control, i.e. Allied Forces, Italian Gruppi, EPI, BRCS, etc., and the method of accounting for same.

2. The following instructions are at present in force for their respective organisations:-

Displaced Persons Camps
(not under UNRRA at present)

DND GHQ letter 43/14/1546
of 24 Nov 45 refers (appx "A")

ANG or AC

GRO 479/43, Serial 34, amended
by 203/45, 248/45 and 1004/45.

UNRRA

No instructions at the moment,
but GRO 479/45 amended will have
to suffice at present.

CVWW (which includes
Catholic Women's League,
Church Army, Church of
Scotland, Methodist and
United Board Churches,
Salvation Army,
Toc H.
YMCA
YWCA
and the BRCS

GRO 278/44

342

3. For the disposal or repair of U.S. Army vehs, DND GHQ letter 43/AL/1632 of 27 Nov refers and is quite clear on the subject, together with 2 District HQ Secret letter 1652/11 of 21 Nov (only to Areas). Priced schedules of repairs carried out for American Units will be maintained and forwarded by Units to MA (Br) GHQ CMP by 15th of the month to cover the previous month.

4. The Italian Gruppi have now reverted to Italian control and therefore they are able to control and take over their own commitments. Repairs or services to Italian Units should not, therefore, be undertaken unless as laid down in para 6 below.

No instructions at the moment, but GRO 479/45 amended will have to suffice at present.

CVWA (which includes
Catholic Women's League,
Church Army, Church of
Scotland, Methodist and
United Board Churches,
Salvation Army.

TCC H.
YMCA
YWCA
and the BROS

GRO 278/44

342

3. For the disposal or repair of U.S. Army vehs, DMS GHQ letter 13/AL/1632 of 27 Nov refers and is quite clear on the subject, together with 2 District HQ Secret letter 1852/41 of 21 Nov (only to Areas). Priced schedules of repairs carried out for American Units will be maintained and forwarded by Units to RA (3R) GHQ CMP by 15th of the month to cover the previous month.

4. The Italian Gruppi have now reverted to Italian control and therefore they are able to control and take over their own commitments. Repairs or services to Italian Units should not, therefore, be undertaken unless as laid down in para 6 below.

5. From all the above information it can be condensed that repairs are undertaken to the normal civilian type of organisation attached to the British Armed Forces, but are accounted as per the respective instructions above.

6. Repairs to U.S. Army and Gruppi will not be undertaken without prior notification this office except when

- (a) the unit concerned is an isolated section from its parent location and distances are too great for its own repair facilities to operate, or
- (b) isolated vehicles break down in a sector not normally covered by their parent formation.

7. In all cases, should the vehicles concerned be BIR'd they will NOT be backloaded through British channels but returned to the unit.

Sgd: S.M.BROWN, Major DADIES,
for Brigadier,
Deputy Director of Mech. Engineering.

Copy to: File 6006
6162
6164
6001/5

1909

Declassified E.O. 12356 Section 3.3/NND No. 785020

COPY

Subject: Repair and Recy other
than British Armed Forces

HQ No.2 District CME
BALENNHETIM Ext 341
REME 6341
28 Dec. 45

List D
(Less 741 Inf Tps Wksp)

Further to this office letter REME 6341 dated
7 Dec 45, para 2

UNRA
GRO 1358/45 now refers, particularly para 8,
which will be strictly complied with and our a/q
letter amended accordingly.

(Sgd) S.M. BROWN, Major.
DADME
For Brigadier
Deputy Director of Mech Engineering.

Copies to:
File 6006
6162
6164
6081/3

341

1910

Declassified E.O. 12356 Section 3.3/NND No. 785020

C O P Y

Subject: Repairs to Italian Vehs.

HQ No 2 District CMB,
BOENHEIM Ext 342
REME 6341
14 Jan 46.

To:-

List 'D'

less:-

OC 666 Army Recovery Coy.
OC 741 Inf Tps Wksp

1. Further to paras 4, 6 and 7, of this office letter, REME 6341 dated 9 Dec 45 referring to the repair of vehs on charge to Italian units.
2. It is again emphasized that should a veh be BLRD in a British REME Unit, the condemnation certificate is not valid in Italian circles.
3. The vehicle will therefore be returned to the unit for onward transmission to an Italian Wksp, and this office will be notified through the usual channels that this has been done.
4. The above will be brought to the notice of all REME Wksp.

(Sgd) S.M. BROWN, Major,
DAPME,
for Colonel,
Deputy Director of Mech Engineering.

SMB/MS

310

Copy to:-

File 6162
6164
6082

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject :- REME - SITREP.

10 HLU
Tel. 15744 NAPLES
4 REME

16 Jan 46

AD

Reference REME Directive No. 1.

Capt R.F.S. Lowe, REME has only recently joined HQ. No. 10 HLU, and as yet is not in a position to have acquired the subject matter relevant to this SITREP.

J. R. Lowe

Capt. REME

CMF
RFSL/so

SUBJECT: SITREP

REME BRANCH.
HQ 3 British Liaison Unit

394 15/1/46

REME SITREP/2
11 Jan. 1946.

TO : ADME
MAIA

Herewith fortnightly Sitrep in accordance with your
REME directive No 1. sent under cover of REME/1402 dated
5 Dec. 1945:-

1. WORKSHOPS OUTPUT. - Due to the 10 days "festas" during
December, referred to in our last Sitrep, the output was
lower than for November by the following figures:

Autocarri 8	Vettura 2	Motociclette 5
-------------	-----------	----------------

VEHICLES and all equipments received for repair by Legnano
ME Workshops have shown a considerable decline since 15 Dec.
e.g. "B" Vehicles Recvd 15 Dec. 40 - 22 Dec. 28 - 29 Dec. 19
and 5 Jan. 22. The CME Legnano pointed out that this was
mainly due to the lack of spare parts. The matter will be
watched by this Office.

Herewith 2nd Line Workshop Legnano Div. figures covering
REPAIRS completed during weeks ending 29 Dec. and 5 Jan.:-

"A" Vehs.	37	43
"B" Vehs.	0	4
Motor Cycles	-	-
Guns	-	12
Small Arms	-	-
Instruments and #/less	-	-
Miscellaneous	31	189

2. PERSONNEL. - Herewith revised nominal roll of REME.
Trg. increment at present att. BRIULI Div:-

338

VEHICLES and all equipments received for repair by Legnano ME Workshops have shown a considerable decline since 15 Dec. e.g. "B" Vehicles Recvd 15 Dec. 40 - 22 Dec. 28 - 29 Dec. 19 and 5 Jan. 22. The CME Legnano pointed out that this was mainly due to the lack of spare parts. The matter will be watched by this Office.

Herewith 2nd Line Workshop Legnano Div. figures covering REPAIRS completed during weeks ending 29 Dec. and 5 Jan.:-

"A" Veks.	-	43
"B" Veks.	37	4
Motor Cycles	0	-
Guns	-	12
Small Arms	-	-
Instruments and A/less	-	-
Miscellaneous	31	189

2. PERSONNEL. - Herewith revised nominal roll of REML. Frs. increment at present att. TRIVLI Div:- **338**

NOMINAL ROLL OF R.E.M.E. Training Increment at present attached TRIVLI.

No	Rank	Name	Age	Service Group	Trade
1574110	S/Sgt	Habershon	28c		Arm Art. AA.
1056335	Sgt.	Cowsill	36c		Armourer
16000250	Sgt	McGregor	41c		Veh. Mech.
10572206	Cfn	Gibbs	29c		Dvr Mech.
7602928	Cfn	Kemp	28c		Inst. Mech.
6299962	Cfn	Williams	44 c		Telec. Mech. (TD)
14429148	Dvr	Outler	53c		Dvr. I/C
2120642	S/Sgt	Marshall (att.)	27		Arm Art. W/T

3. SPARES. - With reference to our ME/MT/7 dated 31 Dec. 45 and your response Ref. EME. 1544 dated 4 Jan. 46, it was considered that this scaling for motor cycles spares would not be prepared automatically. The matter has therefore been referred to Col. Blunt personally who has promised to clarify the position.

-2-

SPARES (Contd.)

It came to light on 7 Jan. that the complete LAIVES Ital. MT. Spares Dump had been handed over to the famous Civ. body known as UNIT. 2 Dist. were contacted immediately and the following signal despatched to MIA.:

Quote "Q 242 Unclass. (.) 200 to 300 tons most valuable MT. stores in process of being handed over to UNIT. on authority ORD DISTWO (.) Stores including balance held at present in the LAIVES dump (.) These urgently required by ITI Army at present only outside source of MT Spares (.) It was originally understood that all Ital. MT Spares were to be handed over to ITI Army (.) DISTWO have been contacted by this HQ. and are prepared to take no action to stop this (.) Request some immediate action be taken (.)" Unquote.

In the meantime further discussions took place with 2 Dist. with the final result that the hand-over would be stopped immediately. We then received the following signal from your HQ (originally addressed to AFHQ info Distwo):

Quote "Q 765 Unclass (.) Subject disposal of CEM stop Italian Army most urgently needs transport and well-known that adequate maint British vehicles cannot be supplied although more than 6000 such vehicles have been handed over stop Italian Army deprived of 1800 Army vehicles which at request of Italian Government remain in hands of civilians and are to be replaced by Allied vehicles acquired by Italian Government stop Of this number none have yet been delivered to the Army stop Strongly urge that priority over ARAR be given to Italian Army through MIA as regards remaining CEM stocks MT Spares and tyres many of which can be claimed under provisions para 80 of AG 386.3 Q (AE) - Q 2 Oct. Unquote.

It was assumed that the above message dealt with this subject.

Quote "Q 765 Unclass (.) Subject disposal of CEM stop Italian Army most urgently needs transport and well known that adequate maint British vehicles cannot be supplied although more than 6000 such vehicles have been handed over stop Italian Army deprived of 1800 Army vehicles which at request of Italian Government remain in hands of civilians and are to be replaced by Allied vehicles acquired by Italian Government stop Of this number none have yet been delivered to the Army stop Strongly urge that priority over ARAR be given to Italian Army through MIA as regards remaining CEM stocks AT Spares and tyres many of which can be claimed under provisions para 8C of AG 386.3 Q(AE)- 0 2 Oct. Unquote.

It was assumed that the above message dealt with this subject.

Ref. MIA signal MME/1517 dated 9 Jan in response to my MME/ORD/5 of 7 Jan. It is observed that ~~XXXXXX~~ 2 Dist. 37 and ~~XXXXXX~~ 59 area were not informed of the context of this message. It is considered they should be notified by MIA immediately.

4. ADMINISTRATION - Regarding your MME/1400 dated 5 Jan. to which copy of GHQ letter MME/3B/3476/1 dated 20 Dec. 45 was appended. This letter had been already forwarded to this Branch through 2 Distr. and Wksp. have been duly notified.

However it is suggested that in future, any such instructions be forwarded direct to the Ministry of War, whose responsibility it would then be to ensure notification of all concerned.

We understand from the CME Legnano Div. that ALGOT are once more attempting to derequisition the hangars now used by LEGNANO Wksp. We have asked the CME to keep us informed on this question, although we consider this matter an Italian responsibility.

.....3

-3-

ADMINISTRATION (Contd.)

The formation of a detachment from III Reparto Riparazioni was discussed with Col. Blunt. This det. should be suitably situated in Milan to cope with I of C Italian Military Vehs of Allied origin. The matter is now under discussion with the Director of Repairs III Terr. Comd; - It was agreed that recovery facilities would be attached from Legnano.

It is understood from Italian sources that at least a Bn. of 69 Inf. Regt. LEGNANO Div. has been withdrawn and ordered to hand all controlled stores, arms, and most important, British vehicles to a Bn. of untrained troops taking over. These troops are reputed to be entirely new to British equipment. To remove fully trained soldiers and replace them with untrained bodies who will not know the fundamental facts of care and maintenance as applied by 69 Inf. Regt., which has been trained with British methods, seems prima facie, nothing short of criminal. Presumably this order was given by SMRE without consultation with MMIA since it passed neither through you HQ nor this BLU. Repetitions of this nature would be grossly detrimental to any endeavours towards progress already made by the BLUs'.

It is becoming increasingly obvious that a Directive is necessary from REME AFHQ regarding the repair or BLR of Italian Military Vehicles of Allied origin. There have been, up to the time of writing, three cases in this Terr Comd of such vehicles actually being condemned BLR, (the certificate of Condemnation issued to units in no way constitutes an authority for replacement of equipments) and before the correspondence finds its way to this office the vehicles are backloaded to British RVP, and are lost to the Italian Army. As soon as the Italian Service Station for Allied vehicles, in Milan, is opened, I will notify REME 2 District, which will put matters right in this area, although it is thought that the directions should come from the top of the tree, i.e. AFHQ., with the least possible delay.

It is becoming increasingly obvious that a Directive is necessary from RHE AFHQ regarding the repair or RLR of Italian Military Vehicles of Allied origin. There have been, up to the time of writing, three cases in this Terr Comd of such vehicles actually being condemned BIR, (the certificate of Condemnation issued to units in no way constitutes an authority for replacement of equipments) and before the correspondence finds its way to this office the vehicles are backloaded to British AVP, and are lost to the Italian Army. As soon as the Italian Service Station for Allied vehicles, in Milan, is opened, I will notify RHE 2 District, which will put matters right in this area, although it is thought that the directions should come from the top of the tree, i.e. AFHQ., with the least possible delay.

336

5. RECOVERY - The Director of Repairs 3 Terr. Comd has been notified that the P 40 tank recovered after the cessation of hostilities would be returned forthwith to ANSALDO Works.

1. Further ref. WORKSHOPS OUTPUT - With reference to production of III Terr. Comd Wksp, a careful scrutiny of vehicles repaired has been made, and it was noted that of the 60 vehs. held by the Transport Coy repairs had been carried out as follows:

Nov.: 42

Dec. 39

Jan. 10

.....4

1918

Declassified E.O. 12356 Section 3.3/NND No. 7850120

-4-

WORKSHOPS OUTPUT (Contd.)

At the present time all first and second line repairs from the Transport Coy are dealt with by IIRs Reparto Riparaz. - It is essential that this work is eradicated and that the Transport Coy wksp, which is certainly an establishment, is inaugurated. (burning question: will the said wksp be RELE or RASC responsibility?) Secondly, could Col. Zuco be instructed by the Ministry of War that this wksp will be initiated without further delay.

[Signature]

S/Capt.
(W.J. Stocker)
EME. 3 British Liaison Unit.

CAP.

4 335

1919

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: - JAMES A. B.L.O. REME.

EME / 1804

REF. 4127.
Ref. 31 2
29 Dec 46

To: - AMES H. B.L.O.
O.C. 4 B.L.O.

120 9/1/46

CR

Reme

(10)

Period 15-21 Dec 45

1. Territorial Command Bologna.

- (a) Contact was made on 18 Dec 45 with General Sigroni, Command^{ing} Territorial Command, Bologna, and Colonel Biontero, Director of Repairs.
- (b) Due to the approach of Xmas and the fact that the Director of Repairs was about to go on leave until after the New Year no more than a general discussion was held on the problems and organization of the Territorial Command ^{was} but it was arranged that a temporary R.V.P. should be set up in the Poligono ^{was} site to store the B.L.O. vehicles of Poligono and Prioli Inf Divs, until the Radio part is functioning.

2. Poligono Inf Div.

- (a) The Poligono Inf Div proceeded to move to the Florence area on 20 Dec 45 in more or less an organized fashion. As far as can be ascertained the Div was about first to move leaving the remainder of the Div to follow as best as it could, which it has been doing ever since, in bits and pieces.

(b) Recovery Route

The route was covered by the ^{was} from Bressanone to Verona and from Verona to Bologna by two Ld Recovery Vehs stationed at Modena. The route over the mountains (67) Bologna to Florence (RF Point) was covered by two patrolling ^{was} recovery vehicles.

A British Invariant RVO was sent on the route Trento to Florence to ascertain if the recovery facilities were sufficient. He reported only one veh stuck, this being in the river at Verona.

(c) Workshops

An advance party of the main workshop proceeded to the new location 27 Dec 45. The main party will leave 4 Jan 46.

An attempt is being made to take as many BR vehicles as possible but no rail facilities are available. Vehicles remaining will be handed over to the Territorial Command.

3. Prioli Inf Div.

(a) Workshops

Two British Vehicles were recently sent into Prioli ^{was} to test the standard of work as regards vehicles.

Both vehicles when returned were found to be unwieldy, one had incorrect valve timing which was disturbed by the workshop when fitting a new dynamo and the other had no way what troubled that it could not be sent to its unit for fear of breakdown.

It was investigated and it was found that no "GTT" inspections of vehicles had been taking place. It has been arranged with O.C. workshops that "GTT" inspections will commence immediately with the assistance of a British CO.

(b) Still no engine assemblies have been received for either Prioli or Poligono ^{was}. The rather hopeless task of patching old engines continues.

(contd)

334

1920

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

785020

(2)

OUTPUT
Output for the period has naturally dropped (6 vehicles) mainly due to lack of engine assembly and the Xmas festivities.

CME
During a discussion on the 2 Dec 45 with the CME of Priuli it was found that he is practicing a number of methods which are not in accordance with British procedure such as causing a great deal of delay by vetting all W/a incidents himself and placing the responsibility of the LAD's on the C.C. W/a.
The attached instructions were given to both CME and C.C. W/a to ensure that they at least have no excuse for not following British procedure.

WMEC Ttg. Movement
Appendix "A" to this attop shows the present employment of the WMEC Ttg. Movement and availability of personnel for the Territorial Command W/shops.
As per the above only two capable A.C.C. and one Cfn (Sgt McGregor, Cpl Cookhouse and Cfn (Albin) are available to Territorial Command without removing key men from the Priuli W/a. The C.C. Priuli W/a, who has depended on these men for apparently some considerable period to run the various sections, has been informed that all British personnel are liable to be withdrawn shortly and must make every effort to ensure that Italian personnel are available to take over full responsibility of the sections.

A/White

Capt.,
30 DEC. 45/46.

333

APPENDIX "A"

DUTIES ALLOCATED TO PERSONNEL OF THE REGIMENT, 48.1.4.

NAME	GRADE	DUTIES AND REMARKS
AGMS McCarthy	Arm Art Lt	2 i/c Increment
S/Sgt Haberman	Arm Art Lt	i/c Bishop Priuli At present giving instructions to new unit gunfitters.
S/Sgt Marshall	Arm Art W/T	i/c Wireless shop Priuli. Assisting and directing repairs.
Sgt O'Neill	Arm Art	i/s Mail room shop Priuli. At present instructing new unit armchairs.
Sgt Donahy	Arm Art	Instructing on "QTM" instructions and generally assisting to improve the standard of work of Priuli W/s.
Cpl Kemp	Inst Mech	Running Inst Shop Priuli as no Italian personnel available at present
Cpl Gibbs	Inst Mech	Driver of 15 cwt. Is suitable as instructor on vans, has been working as storeman for considerable period but now unnecessary as other storeman available.
Dev Gooch	Inst i/s	Driver 15 cwt.
Cpl Williams	Tele Mech	Clock and Typist.
L/Cpl Schofield	Storeman	Assisting in identifying parts etc in Priuli W/s Stores.

Personnel not engaged in any particular duties but carrying out such work as assisting Increment transport, replacing sick where possible etc, etc.

Declassified E.O. 12356 Section 3.3/NND No. 785020

generally assisting to improve the standard of work of British W/s.

Running Test Shop Facility as no Italian personnel available at present.

Driver of 15 car. Is suitable as instructor on vehs. Has been working as storeman for considerable period but now unnecessary as other storemen available.

Driver 15 car.

Clerk and Typist.

Assisting in identifying parts etc in British W/s stores.

Personnel not engaged in any particular duties but carrying out such work as receiving incoming transport, replacing sick where possible etc, etc.

This man has very bad eyesight and does very bad work. Can only work under supervision and needs considerable instruction of Italians. **332**

Is slow and shows little initiative. Suitable for work only under supervision.

At present driving with veh but will be used on return of Mr. Butler to assist in territorial Command W/s as he has initiative and has fair knowledge of MP.

Personnel on List

Will be used on return to assist Command W/s.

To replace Mr. Cockshott on return.

Cdr Kemp Inst Mech

Cdr Gibbs Dvr Mech

Dvr Booth Dvr i/c

Cdr Williams Tele Mech

Lt Col Schofield Storeman

Lt Col Domes Veh Mech

Cdr Puddle Veh Mech

Cdr Cockshott Driver Operator

Sgt McGregor Veh Mech

Dvr Butler Dvr i/c

POVERI DEL CME

Oltre alla gestione tecnica dei reparti

1. IL CRNAR (Brit.) o l'equivalente CME (Ital.) è responsabile verso il Comandante della Divisione per i servizi R.E.M.E. nell'ambito della Divisione stessa.
2. I compiti del CME sono in breve:
 - (1) Consigliare e cooperare con il Comandante della Divisione per quanto riguarda l'impiego e l'organizzazione del R.E.M.E.
 - (2) Controllare costantemente a mezzo ispezioni le condizioni dei mezzi tecnici in distribuzione alla Divisione.

Metodi

- (1) I R.E.M.E. sono responsabili della ispezione periodica dei veicoli nel reparto presso il quale sono distaccati. I risultati di questa ispezione saranno comunicati al comandante del reparto e al CME.
- (2) Le officine sono responsabili dell'ispezione periodica delle armi portatili, artiglieria e resto dei reparti. I risultati saranno comunicati al CME e ai reparti. In tal modo il CME è in grado di conoscere le condizioni generali di tutto l'equipaggiamento tecnico della Divisione.
- (3) Sarà sempre in condizione di poter informare il Comandante della Divisione sullo stato di preparazione meccanica della Divisione.
- (4) Si conoscerà a mezzo dei rapporti su inconvenienti e difetti trasmessi ai reparti e i difetti accertati nei mezzi tecnici in dotazione. Tali informazioni saranno quindi passate al R.E.M.E. per gli ulteriori provvedimenti.
- (5) Si organizzerà il servizio ricupero della Divisione e si manterrà

(1) I L.A.T. sono responsabili della ispezione periodica dei veicoli. I rapporti presso il quale sono istruiti. I risultati si riferiscono all'ispezione saranno comunicati al comandante se reparto e al C.M.T.

(2) Le officine sono responsabili dell'ispezione periodica delle armi cortili, artiglieria e radio dei reparti. I risultati saranno comunicati al C.M.T. e ai reparti. In tal caso il C.M.T. è in grado di conoscere le condizioni generali di tutto l'esecutore tecnico della Divisione.

(3) Sarà sempre in condizione: si poter informare il Comandante di Divisione sullo stato di preparazione meccanica della Divisione. Si conoscerà a mezzo dei rapporti su inconvenienti e difetti trasmessi ai reparti e i difetti accertati nei mezzi tecnici in dotazione. Tali informazioni saranno quindi passate al R.E.M.B. per gli ulteriori provvedimenti.

(4) Si organizzerà il servizio ricovero della Divisione e si manterrà in contatto con la più prossima organizzazione ricovero in modo che quest'ultima possa mandargli dei rinforzi e alleggerirlo di parte delle sue zone di responsabilità e infine aiuto per il servizio di stordimento delle sue officine.

(5) Dovrà essere in grado di rilevare i guasti. Aboli nel caso di un solo e manutenzione dei mezzi tecnici in dotazione se parte si Reparti e si prendere i provvedimenti necessari per migliorare i mezzi stessi.

(6) Si assicurerà che i suoi reparti ricevano tutte le istruzioni tecniche meccaniche inerenti ai loro vari compiti.

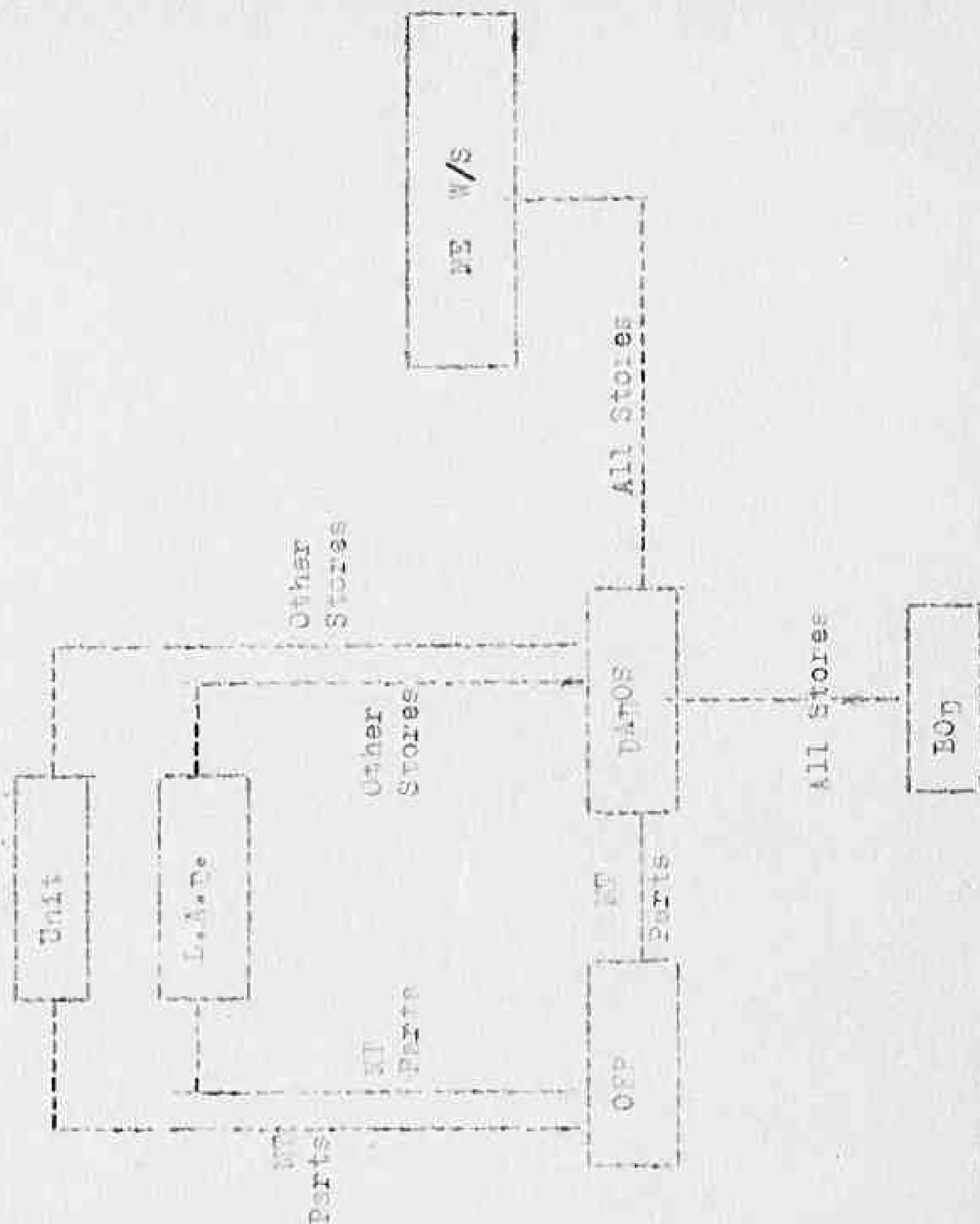
(7) In generale il C.M.T. deve fare quanto è nelle sue possibilità per migliorare le sue condizioni meccaniche nell'equipaggiamento della Divisione preoccupandosi di ottenere un'efficienza manutenzione dei reparti, assicurandosi dell'efficienza dei L.A.T. e delle Officine.

1925

Declassified E.O. 12356 Section 3.3/NND No. 785020

PROCEDURA DEL R.E.M.E. PER LA RICERCA DI PARTI DI RICAMBIO

Diagramma riguardante il metodo col quale i L.A.D. (Plotone Officinas
incluso) e le Officine Meccaniche ottengono i materiali.



c) L'invent sarà firmato dal sottufficiale comandante il L.A.D.
 d) Una copia dell'Invent sarà tenuta nel LAD e due copie saranno inviate o portate a mano all'OPP.
 e) Se l'OPP non è in grado di procedere alla consegna all'atto della presentazione degli invents, quest'ultimi verranno lasciati allo OPP-il quale procederà alla loro evasione non appena le pert saranno disponibili.

f) Il LAD terrà un registro con i seguenti dati:

- 1) data dell'Invent
 - 2) numero dell'Invent
 - 3) categoria
 - 4) numero categorico o di catalogo
 - 5) denominazione della parte richiesta
 - 6) quantità
 - 7) N° di controllo (estratto dalla copia 40% del Voucher (bolletta) inviata al perquisitore l'OPP)
 - 8) data della ricevuta
 - 9) data del sollecito
 - 10) Note - quali: NA all'OPP o al depot, annullato ecc.
- g) All'atto della ricevuta della parti, queste dovranno essere controllate con il suo stesso registro. Gli articoli tanto saranno messi in magazzino procedendo allo stesso tempo alla opportuna registrazione sulle schede e le parti destinate per la riparazione saranno passate al sottufficiale comandante il LAD in modo che possa procedere alle riparazioni stesse.

4. Metodo per ottenere materiali vari da parte del LAD.

La procedura sarà la stessa, soltanto che gli invents saranno passati al D.A.D.O.S.

5. Le Officine Meccaniche sono già a conoscenza di questa procedura che in generale è analoga a quella usata nel LAD
6. I Reparti saranno informati dal DADOS circa la procedura da adottarsi per la richiesta di materiali.
7. Normalmente i reparti possono prelevare materiali dal L.A.D., però questi possono prelevare dalle Officine soltanto in caso di emergenza come le Officine possono prelevare dall'OPP soltanto in caso di emergenza.

1928

10) Note - quelli: VA all'OPP o al depot, annullato ecc.
a) All'altro nella ricevuta delle parti, queste dovranno essere controllate con il certificato registro. Gli articoli vanno estratti in magazzino procedendo allo stesso tempo alle opportune registrazioni sulle schede e le parti destinate per la riparazione si saranno presentate al sottufficiale comandante il LAD in modo che possa procedere alle riparazioni stesse.

4. Metodo per ottenere materiali vari a parte del LAD.

La procedura sarà la stessa, soltanto che gli intenti saranno passati al D.A.D.O.S.

5. Le Officine Meccaniche sono già a conoscenza di questa procedura che in generale è analoga a quella usata nel LAD

6. I Reparti saranno informati dal DADOS circa la procedura da adottarsi per la richiesta di materiali.

7. Normalmente i reparti possono prelevare materiali dal L.A.D., però questi possono prelevare dalle Officine soltanto in caso di emergenza come le Officine possono prelevare dall'OPP soltanto in caso di emergenza.

8. Nel richiedere materiali è necessario tener presente che se l'OPP non ha il pezzo richiesto, potrà avere delle parti che contengono il pezzo stesso. L'esempio:

- 1) Se si chiede un inietto e non è disponibile, richiederemo un inietto o il motorino completo.
- 2) Se si chiede una membrana per pompa AC e questa non è disponibile puòarsi che si possa avere una pompa completa.
- 3) Molte parti di ricambio americane sono fabbricate e vengono ristabilite in serie, p.e. serie guarnizioni per revisione e visinocrastazione ecc. motore ecc. A seconda della convenienza si potrà richiedere o la parte o la serie che la comprende.

9) Il personale dell'OPP deve aiutare nello svolgimento di questi compiti essendo suo dovere di soddisfare il maggior numero di richieste possibili.

10. Gli articoli richiesti in più, come ad esempio nel caso che si chiedi una pompa AC al posto di una guarnizione, verranno trattiene finché la guarnizione è disponibile presso l'OPP, nel qual caso potrà essere usata su un altro veicolo, oppure versati alle Officine per il ricambio.

ORGANIZZAZIONE RIPARAZIONI DEL R.E.M.E. NELL'AMBITO DI UNA DIVISIONE

- 1° Il R.E.M.E. è una divisione d'organizzazione edile è responsabile delle riparazioni ai tutti i veicoli nell'ambito della Divisione ad eccezione delle riparazioni correnti che sono riparazioni che non richiedono un lavoro specializzato.
- 2° Per le riparazioni dei veicoli il R.E.M.E. è organizzato nel seguente modo:

Nell'ambito della Divisione

(a) Primo scaglione

- (1) Reparto - Il reparto è responsabile della manutenzione e delle riparazioni delle parti che non richiedono lavoro specializzato. Per esempio la ribattitura di un parafrangimento, sostituzione di pneumatici, degli specchi retrovisivi, rossette, viti, bulloni, cofano ecc.

- (u) L.A.D. - Il L.A.D. ha il compito di aiutare nelle riparazioni ai cui soccorsi, se necessario, esegue le riparazioni che non richiedono la rimozione di componenti meccanici. Si intendono per tali: motore, scatola del cambio, scatole di frizione, ruote differenziale.

Tipi di riparazioni saranno perciò i seguenti:

Motore - Revisione della testata, riparazione e sostituzione di valvole ecc., ma non riparazioni o sostituzioni di pistoni, bronzine.

Scatola del cambio - Riparazione o sostituzione di aste-comando, quando il coperchio delle scatole può essere tolto, riparare i congegni esterni quali la pompa per l'aria ecc., ma le parti interne delle scatole del cambio non dovranno essere smontate.

Scatole del riduttore - Riparare solo i congegni esterni.

Assale anteriore - Riparare tutte le parti, ma se è richiesto un nuovo assale, passarlo all'Officina perché sia adattato l'asse completo.

Altre parti - Riparazioni o sostituzioni purché non vi sia la necessità di un complesso meccanico per eseguire le riparazioni. Le balastre possono essere sostituite dato che per far questo non è necessaria la completa rimozione degli assali del veicolo.

Riparazioni - Riparare o sostituire tutta la parti con le seguenti eccezioni:

1930

Si intendono per tali: motore, scatola

tore, parte differenziale.

Tali si ripareranno saranno perciò i seguenti:

Motori - Revisione della testata, riparazione e sostituzione di valvole

ecc., ma non riparazioni o sostituzioni di pistoni, bronzine.

Scatola del cambio - Riparazione o sostituzione di aste-comando, quando

il coperchio delle scatole può essere tolto, riparare i congegni esterni

quali la pompa per l'aria ecc., ma le parti interne delle scatole del

cambio non dovranno essere smontate.

Scatole del riduttore - Riparare solo i congegni esterni.

Assale anteriore - Riparare tutte le parti, ma se è richiesto un nuovo as-

sale, passarlo all'Officina perchè sia adattato l'asse completo.

Altre parti - Riparazioni o sostituzioni purchè non vi sia da togliere un

complesso meccanico per eseguire le riparazioni. Le balestre possono es-

sere sostituite dato che per far questo non è necessaria la completa

rimozione degli assali del veicolo.

Motociclette - Riparare e sostituire tutte le parti con le seguenti ecce-

zioni:

Se il telaio è stato passato all'Officina. Se ci vuole una nuova scato-

la del cambio oppure occorre riparare le parti interne, passarla all'Of-

ficina. Non toglierla dal telaio. La testata del motore può essere revisa-

nata sostituendo le valvole, pistoni, cilindri, ecc. ma il motore non do-

vrà essere staccato dal telaio della moto.

Dato che il motore non dovrà essere staccato dal telaio, le riparazioni

alle bronzine o bielle che rendessero necessario smontare la scatola del

cambio, non dovranno essere fatte.

NOTA. - Al L.A.D. è permesso soltanto di cambiare i pistoni alle motocic-

lette. I pistoni non dovranno essere smontati o rimossi né o dai motori

dei veicoli nei reparti della Divisione.

Plotone Officine - Eseguirà riparazioni come il L.A.D. ma in misura maggio-

re.

b) Secondo scaglione

L'Officina eseguirà i lavori che sono al di là delle possibilità dei LAD e del Plotoni Officina e consisteranno ai:

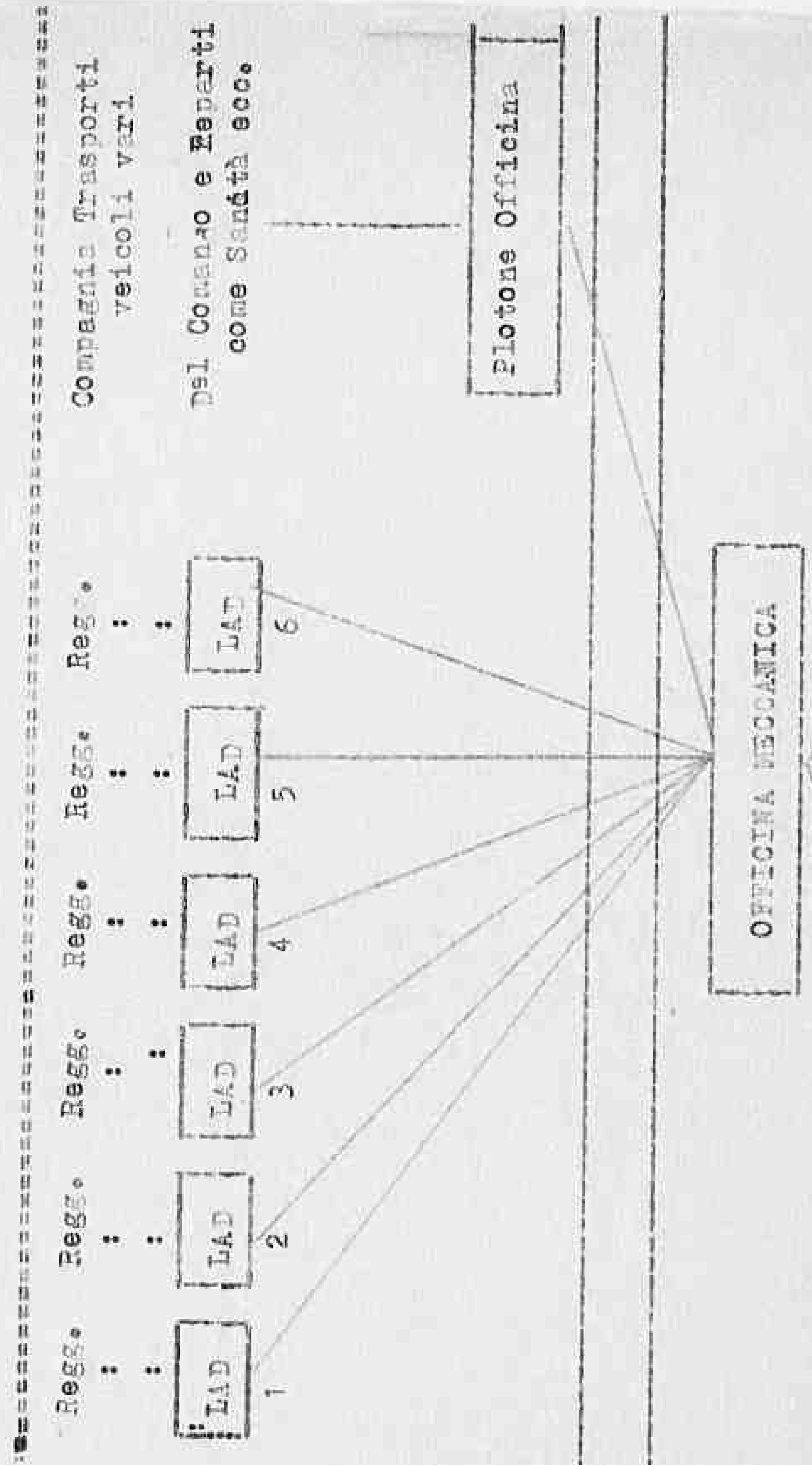
- (1) Sostituire, ma non riparare, complessi meccanici, cioè motori, scatole del cambio, scatole riattore, nssali.
- (4) Riparazioni importanti alla carrozzeria e sovrastrutture che sono al di là delle possibilità dei LAD e del Plotoni Officina.
I veicoli che hanno grossi guasti alla sovrastruttura e alla carrozzeria o con il telaio piecato, dovranno essere dichiarati E.L.R.-

1932

AL DI FUORI DELLA DIVISIONE

- Soltanto per conoscenza. Terzo scelta
(c) Per i più pesanti lavori non eseguiti dal secondo scelta (a Milano).
(*) Quarto scelta.
Per lo smontaggio totale e la revisione completa dei veicoli (Napoli, Roma ecc.)

3. Ecco un diagramma dell'organizzazione dei lavori di riparazione:



1933

Declassified E.O. 12356 Section 3.3/NND No. 785020

Plotone Officina

OFFICINA MECCANICA

PARCO VERSAMENTO VEICOLI
MILANO

OFFICINA DI 3° SCAGLIONE
MILANO

OFFIC. DI 4° SCAGLIONE
NAPOLI

OFFIC. DI 4° SCAGLIONE
NAPOLI

OFFICINA DI 4° SCAGL.
NAPOLI

GESTIONE DEI REPERTI R.N.M.E.

nell'ambito della Divisione

I. Questa sezione si può dividere in due parti:

- 1) Gestione tecnica
- 2) Gestione amministrativa

2). Gestione tecnica.

Il CMT è responsabile della gestione tecnica del R.N.M.E. ed ha il compito di controllo tecnico di tutti i reperti R.N.M.E. - I suoi compiti a riguardo comprendono in breve:

1) Dirigere tutti i reparti R.N.M.E. sotto il suo comando sui metodi di lavoro da adottare per raggiungere la massima efficienza.

2) Tenere e istituire le Officine e i LAD in relazione alla dislocazione dei Reperti, al prevedibile carico di lavoro di riparazione, tenendo conto delle condizioni delle strade in rapporto alle esigenze dello sgombero.

3) Essere responsabile dell'assegnazione del personale e delle promozioni per quanto rientra nelle sue competenze.

4) In generale il CMT è responsabile per tutte le questioni riguardanti la situazione tecnica.

3. Gestione amministrativa.

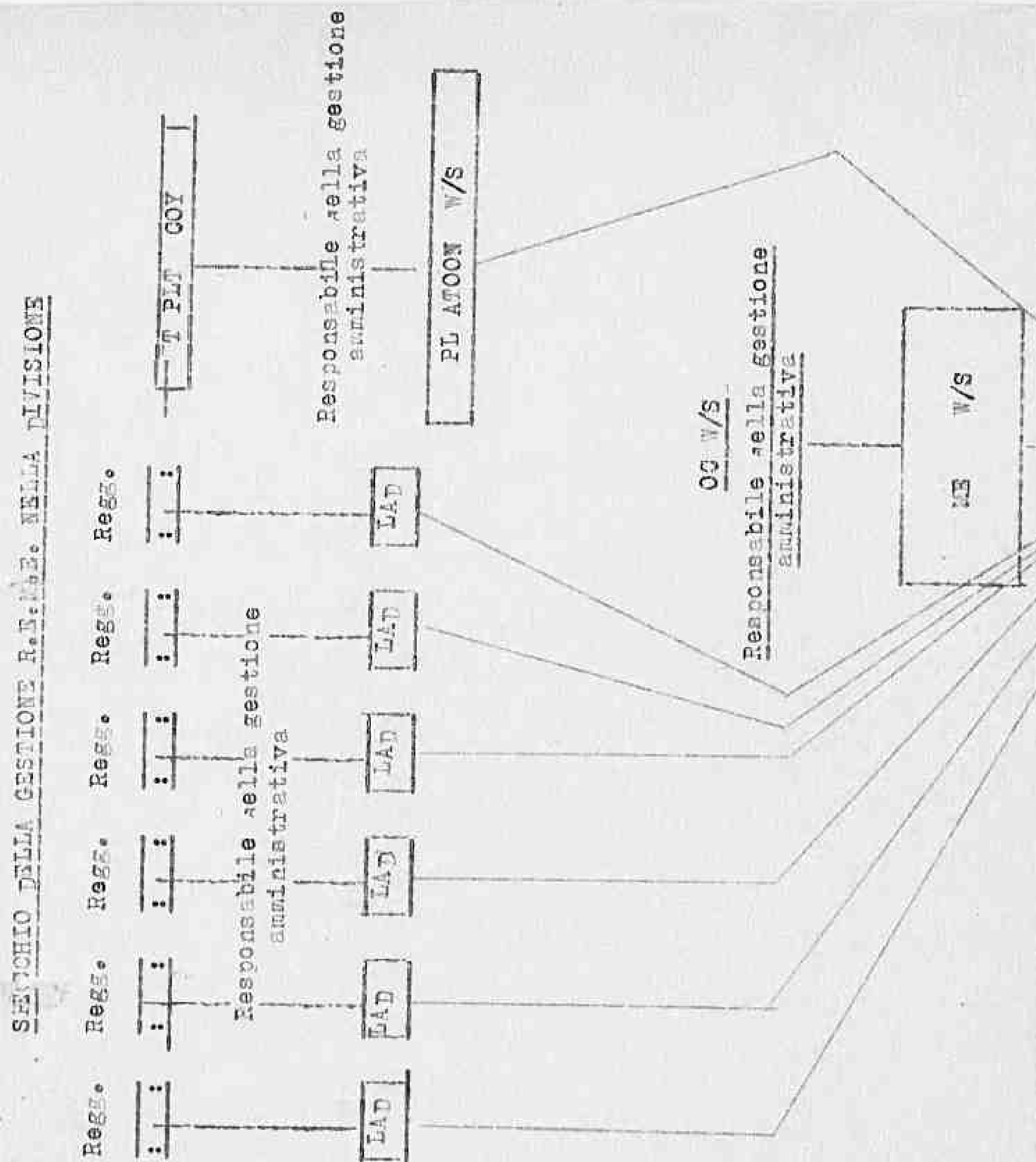
a) Consiste in breve in quanto segue:

- 1) Paghe
- 2) Razioni
- 3) Vestiario
- 4) Licenze
- 5) Assistenza
- 6) Questione generale di natura non tecnica.

b) Di questa, nel caso dei LAD e del Plotone Officina, risponde il Comandante dei Reparti al quale sono assegnati.

c) Della gestione amministrativa delle Officine è responsabile il Comandante dell'Officina.

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



1936

Declassified E.O. 12356 Section 3.3/NND No. 785020

OC W/S

Responsabile della gestione
amministrativa

ME W/S

324

CME ATT

Responsabile della gestione

tecnica

GRUPPO DI COMBATTIMENTO "LEGNAGO"
 = DIREZIONE DELLE OFFICINE MECCANICHE =

I S T R U Z I O N I per il movimento dei materiali alla riparazione
 in entrata ed in uscita, per le registrazioni e
 documentazione relative.

E' necessario che il materiale alle riparazioni segua un itinerario razionale in entrata, in sosta, in lavorazione ed in uscita e che al questo itinerario, documentato, venga conservata la traccia necessaria in registri appositi.

PROCEDURA IN ENTRATA PER GLI AUTOMEZZI

Il reparto consegnerà il materiale alla riparazione con tre copie dell'APG.1045, coll'AB 412 e l'AB 406.

Deve quindi essere provveduto:

- a) - all'esame delle condizioni di pulizia.
 nessun veicolo entra se non pulito in ogni sua parte così da consentire una rapida ed efficiente ispezione. Fanno eccezione mezzi recuperati su strada.
- b) - all'iscrizione sul registro R.I. (ricezione, ispezione) del dati del veicolo.

L'ufficio le R.I. trattiene una delle tre copie APG 1045 e manda il mezzo con il suo conduttore (o con quello del carro soccorso che lo ha recuperato), munito delle altre due copie, dell'AB 412 e dell'AB 406, al controllo del caricamento esterno e della ricezione.
 Per i mezzi recuperati per strada, naturalmente privi dell'APG 1045 provvede alla compilazione del modello la sezione soccorso e recuperi. Il modello così compilato, deve essere controllato da un ufficiale della Direzione. L'incaricato si reca al controllo (che fa parte dell'ufficio R.I.) inscriverà, sul retro di una delle due copie dell'APG 1045, le mancanze constatate, e si farà sottoscrivere l'elenco, per concorrenza, al conduttore (e lo sottoscriveranno lo stesso incaricato ed il conduttore del carro soccorso che ha recuperato il mezzo, in mancanza del conduttore titolare). In tal caso l'elenco deve poi essere contro-

1938

...e si riferisce all'effettuazione dell'ispezione, fanno eccezione mezzi ricoverati su strada.

b) - all'iscrizione nel registro R.I. (ricezione, ispezione) del mezzo del veicolo.

L'ufficio R.I. trattiene una delle tre copie AFG 1045 e manda il mezzo con il suo conduttore (o con quello del carro soccorso che lo ha richiesto), munito delle altre tre copie, dell'AB 412 e dell'AB 406, al controllo del caricamento esterno e della rotazione.

Per i mezzi recuperati per strada, naturalmente privi dell'AFG 1045 provvista alla compilazione del modello la sezione soccorso e ricuperi. Il modello così compilato, deve essere controfirmato da un ufficiale della direzione. L'incaricato si reca al controllo (che fa parte dell'ufficio R.I.) inscriverà, sul retro di una delle sue copie dell'AFG 1045, la manovra constatata, e si farà sottoscrivere l'elenco, per concordanza, dal conduttore (e lo sottoscriveranno lo stesso incaricato e il conduttore del carro soccorso che ha recuperato il mezzo, in mancanza del conduttore titolare. In tal caso l'elenco deve poi essere controfirmato da un ufficiale della direzione).

Il conduttore del mezzo alla ricezione, terminata l'operazione di cui sopra recorre al reparto, e gli vien rilasciata, firmata per ricevuta del mezzo, la copia inizialmente trattenuta dall'ufficio R.I.

E' autorizzato alla sottoscrizione il capo ufficio R.I.

Sequitate l'ispezione sulla consistenza esterna del mezzo, l'ufficio R.I. avrà alla ispezione tecnica (perco relativo) l'automezzo (con personale e mezzi - se necessari - della squadra soccorso e ricuperi) con una delle sue copie dell'AFG 1045, con l'AB 406 e AB 412.

I tre documenti devono essere consegnati al sottufficiale capo della squadra ispezioni.

Tramette quindi la copia dell'AFG 1045 sul cui retro sono annotate le mancanze eventuali, al direttore della sezione Officina.

PROCEDURA IN ENTRATA PER GLI ALTRI MATERIALI

Il reparto consegnerà il materiale alla ricezione con tre copie dell'AFG 1045. L'ufficiale M.I. provvederà:

- all'esame delle condizioni
- all'iscrizione nel registro M.I.
- all'ispezione a parte di un tecnico della sotto sezione cui la ricezione dovrà essere affidata per l'annotazione (sul retro di copia del 1045) dell'eventuali parti mancanti e dei guasti non denunciati nel reparto sullo stesso modello. Là dove è previsto che essi siano iscritti. Tutto il materiale alla ricezione (esclusi automezzi e cannoni) deve essere ricoverato nei magazzini o nell'ambito delle sotto sezioni che dovranno provvedere alle riparazioni.
- Per tutto il materiale alla ricezione (esclusi automezzi e cannoni) i capi della sotto sezioni rileggeranno all'ufficio M.I. un NO. 108 - ricevuta.
- alla ripartizione di una delle tre copie, dell'AFG 1045, firmata per ricevuta, a chi ha portato il materiale.
- alla consegna di altre tre copie, in una col materiale alla ricezione, alla sotto sezione che dovrà provvedere.
- alla trasmissione della terza copia al direttore della sezione officina.

PROCEDURA PER L'ARIPARAZIONE DEGLI AUTOMEZZI

Provista l'ispezione tecnica, il sottufficiale ispettore ne annovererà i risultati dell'AFG 932 - tre copie, una delle quali, per ora, in inglese, nella le due copie dell'AFG 1045 e manda il tutto al direttore della sezione officina. Sul retro delle due copie dell'AFG 932 viene iscritto agli ispettori, rispettivamente in italiano e in inglese l'elenco dei ricambi necessari.

Subito, all'atto della ricezione dei summi NO. 1045 e 932, come sopra detto, il direttore della sezione officina compila e invia la richiesta dei ricambi necessari, in duplice copia, alla sezione materiali tecnici. La sezione materiali tecnici restituisce una delle copie con l'indicazione della disponibilità e indisponibilità dei ricambi, e provvede sempre, in ogni caso, di ciò o non ci sia il materiale, all'incirca dell'invest per ottenere ex novo o reintegrare il quantitativo di magazzino.

Il direttore della sezione officina, se il materiale richiesto non è

1940

785020

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

- alla terza sezione che viene provvedere.

PROCEDURA PER L'ASSEMBLAGGIO DEI MATERIALI AUTOMOTORE

Provveduta l'ispezione tecnica, il sostituto ispettore se annoterà i risultati dell'APG 932 - due copie, una delle quali, per ora, in attesa, nonché la sua copia dell'APG 1043 e anche il tutto al direttore della sezione officina. Sul retro della sua copia dell'APG 932 viene iscritto negli ispettori, risponderanno in italiano ed in inglese l'elenco dei ricambi necessari.

Subito, all'atto della ricezione del suddetti APG 1043 e 932, come sopra detto, il direttore della sezione officina compila e invia la richiesta dei ricambi necessari, in duplice copia, alla sezione materiali tecnici. La sezione materiali tecnici restituisce una delle copie con l'indicazione della disponibilità o indisponibilità dei ricambi, e provvede sempre, in ogni caso, ci sia o non ci sia il materiale, all'incoltro dell'incident per ottenere ex novo o reintegrare il quantitativo di magazzino.

Il direttore della sezione officina, se il materiale richiesto non è disponibile chiede alla direzione se lo si possa ottenere tra fonti.

Lo stesso, ottenuto il materiale, risponde per il ricovero nel mezzo nel parco automotori, alla stessa "riservazione" e ne stabilisce il turno per l'entrata in officina.

Il materiale, come sopra ottenuto, viene conservato sino a che non debba essere messo in opera, nella sezione materiali tecnici a disposizione della sezione officina.

Il direttore della sezione officina ha l'assoluta disponibilità di tutto il materiale e può distribuirlo per altre ragioni o tenerlo accantonato per la lavorazione originariamente prevista a seconda delle necessità. Deve però, in ogni caso, provvedere presso la sezione materiali tecnici il reintegro dei ricambi comunque impiegati. A questo proposito è necessario che il direttore della sezione officina, prima di avvalersi senz'altro per le lavorazioni in programma, i materiali già disponibili, li verifichi accantonati in base a richieste precedenti, proponendo sempre la richiesta relativa alla sezione materiali tecnici. Otterrà in tal

1941

= 3 =

modo che la sezione materiali tecnici non trascuri l'invio dell'invio per la notazione o reintegro. Se non ottiene il materiale dispone per il ricovero nel mezzo al parco autonomo questi "in attesa di ricambio".

Il direttore della sezione officina collezione la copia delle richieste materiali (collezione) nella sezione e materiali tecnici sulla disponibilità o meno degli stessi in apposito raccoglitore intitolato "veicoli in attesa di ricambi".

Se i materiali sono disponibili immediatamente (se cioè la disponibilità è tale da consentire l'immediata riparazione) l'elenco inscritto sul verso del no. 932 viene ripulito e riportato nel cartellino di lavoro (colonna "stores require"). Il no. 932 viene collezionato in altro raccoglitore intitolato "veicoli in attesa di riparazione".

Nel raccoglitore "veicoli in attesa di ricambi" i relativi no. 932 vengono lasciati sino a che tutte le parti necessarie e elencate non siano disponibili e quindi la lavorazione possa avere utilmente inizio. Vengono connotati sull'elenco i particolari già a disposizione.

Il direttore della sezione officina, accertate la possibilità che un veicolo venga messo in lavorazione:

- lo fa ricoverare in officina,
- compila il cartellino di lavorazione sulla traccia delle indicazioni contenute nell'art. 932 e viene disposto perché la squadra da lui stabilita provveda alla lavorazione stessa.

Il cartellino di lavorazione deve rimanere in evidenza sul veicolo sino a opera ultimata e deve esservi inscritto ogni ulteriore o diverso intervento effettuato perché richiami necessari nel corso della lavorazione. In quest'ultimo caso, se occorrono ricambi non previsti, deve subito essere inoltrata, alla sezione materiali tecnici la richiesta relativa (e se indispensabile, presso la sezione, i particolari necessari, ne propone la ricerca altrove alla direzione).

È naturalmente e particolarmente interessante che siano trovati con reperibilità tutti i materiali occorrenti a completare una riparazione ormai in corso e la cui interruzione costituirebbe per l'officina un ingombro non necessario, e se provvedimenti eccezionali possono essere presi, questo è uno dei casi indicati.

copiare in officina.

- come il cartellino di lavorazione sulla traccia delle indicazioni contenute nell'AM 932 e viene disposta perché la squadra di lad stas-

bilità che si provvede alla lavorazione stessa.

Il cartellino di lavorazione deve rimanere in evidenza sul veicolo sino a opera ultimata e deve esservi iscritto ogni ulteriore o diverso intervento effettuato perché richieda il necessario nel corso delle lavorazioni. In quest'ultimo caso, se occorrono ricambi non previsti, deve subito essere inoltrata, alla sezione materiali tecnici le richieste relative (e se indispensabili, presso la sezione, i particolari necessari, se propone la ricerca, ritrova alla direzione).

E' naturalmente particolarmente interessante che siano trovati con più di tutti i materiali occorrenti a completare una riparazione ormai in corso e la cui interruzione costituirebbe per l'officina un ingombro non necessario, e se provvedimenti eccezionali possono essere presi, questo è uno dei casi indicati.

Qualunque "canibulizzazione" di altri mezzi per ottenere materiali necessari deve essere autorizzata dalla direzione officina.

Terminata la riparazione, la squadra che vi ha provveduto presenta al collaudo il veicolo.

Il primo collaudo è effettuato dal personale che ha riparato il mezzo e al sottufficiale dell'officina.

Un secondo collaudo è effettuato dal personale della squadra ispezione per il paragone con le riparazioni indicate nel 932.

Un terzo ed ultimo collaudo, con revisione delle rifiniture, è effettuato da personale della direzione, estraneo alla sezione officina (lo stesso personale esamina il mezzo quando è ancora nei parchi di attesa di lavorazione, per decidere quali interventi di contorno, al di là delle operazioni richieste con il 1042 e 932, siano opportuni - non devono importare l'impiego ai ricambi - e dà risposta l'attuazione con richiesta a parte).

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

785020

1942

785020

= 4 =

sue prime collaboratori, a collaudo effettuato, sanno il loro bene stare alla riparazione, firmano il cartellino di lavorazione. Il sottufficiale di officina alle cui dipendenze lavora la suocera che ha effettuato la riparazione, ritirò il cartellino compilato come sopra e lo consegna al direttore della sezione Officina.

Il direttore della sezione Officina, ricevuto il cartellino:

- iscrive gli estremi dell'avvenuta riparazione nell'AB 412,
- annota nell'AB 406 le osservazioni lavoratrici che ritenga opportune.

Si noti a questo proposito:

- a) - Che non si può oggi prescrivere - come dovrebbe essere prescritto - che tutti gli automezzi privi di 412 o 406 non debbono essere ricevuti in officina, perché gli stampati non sono disponibili e molti autoveicoli ne sono privi.
- b) - che, ad ogni modo l'ufficio R.I. deve segnare sul no. 1043, quando è il solo documento che accompagna il veicolo: "sprovviato di AB 406 e AB 412,
- c) - che l'AB 412 deve essere sempre esaminato per la conoscenza della storia meccanica del veicolo, dal direttore della sezione e dal sottufficiale ispettore (e devono essere segnalati alla direzione quei veicoli che non hanno aggiornato lo stampato).
- d) - che sull'AB 406, quando il veicolo viene ricoverato in officina, indipendentemente dal verificarsi di questi evidenti, e della iniziativa dei reparti, per ordine dell'ufficiale agli automezzi o dell'ufficiale ispettore, è iscritto il risultato di una ispezione effettuata fuori dell'officina cui è bene riferirsi da parte di chi dovrà provvedere all'ispezione interna e alla riparazione, e pesa sono essere annotate anche le osservazioni rivolte alla direzione, cui è necessario rispondere, come è detto più sopra.
- ordine il ricovero del mezzo al parco autoriparati "in attesa di consegna" e avverte, trasmettendo la sua copia e sue mani nel 1043, l'ufficio R.I. per l'avviso ai reparti,

1944

sottufficiale ispettore (e devono essere segnalati alla direzione

quei veicoli che non hanno aggiornato lo stampato).

- a) - che sull'AS 406, quando il veicolo viene ricoverato in officina, indipendentemente dal verificarsi di guasti evidenti, e della iniziativa del reparto, per ordine dell'ufficiale agli automezzi o dell'ufficiale ispettore, è inscritto il risultato di una ispezione effettuata fuori dell'officina cui è bene riferirsi a parte di chi dovrà provvedere all'ispezione interna e alla riparazione, e pesà sono essere annotate domate e osservazioni rivolte alla direzione, che, cui è necessario rispondere, come è detto più sopra.
- ordina il ricovero del mezzo al parco autorizzati "in attesa di consegna" e avverte, trasmettendo le sue copie a due mani del 1043, l'ufficio R.I. per l'invio ai reparti,
- collezione nel raccogliere - archivia le copie dell'AFG 932, il cartellino di lavoro è - quando gli è restituita dall'ufficio R.I. quella copia del 1043 sul cui verso sono annotate la mancata ricezione nel curriculum servizio e della notazione, in entrata.

4 320

PROCEDURA PER LA RIPARAZIONE DEI VEICOLI ALTRI MATERIALI

è analoga per quanto necessariamente più semplice, alla procedura per la riparazione degli automezzi.

Ispezione il materiale per accertare quantità e qualità delle inefficienze devono:

- essere subito compilate e inviate alla sezione materiali tecnici
- le richieste dei ricambi necessari e provvisto, come per gli automezzi, alla suddivisione, del magazzino, fra: materiali in attesa di ricambi.

L'invio, per successive riparazioni, ai ricambi già assegnati per quella riposta in precedenza (ma non sufficienti per la completezza della lavorazione) deve essere sempre coordinato dal direttore della sezione officina che può conoscere (o ottenere l'informazione) i casi di urgenza o le opportunità relative.

1945

785020

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

= 5 =

Ogni capo di massima sottosezione - armi leggere, cannoni, radio, strumenti - si rivolge al direttore di sezione per le istruzioni nel caso.

E' d'inteso che sempre attraverso il direttore di sezione - o direttamente con sua autorizzazione - le sottosezioni comunicano con gli organi esterni alla sezione stessa?

- essere compilate le scritture e compiti le operazioni relative alla suddivisione di cui sopra,
- essere compilato, a suo tempo, il cartellino di lavoro,
- essere eseguito il collaudo (unico, ed effettuato nel caso della sottosezione) e riparazioni completate,
- presentato al direttore di sezione il materiale riparato e collaudato, e consegnato allo stesso il cartellino firmato, per benestare, da chi ha eseguito il collaudo,
- avvertito l'ufficio R.I. che, nel magazzino di sottosezione, è conservato pronto per la riconsegna, il materiale riparato (avviso dell'ufficio R.I. al reparto).

PROCEDURA PER GLI AUTOMOBILI IN USCITA

L'ufficio R.I. manda l'avviso al reparto perché ritirino il mezzo riparato. Il personale mandato al reparto (e fra questi deve esserci naturalmente il conduttore titolare o chi possa per lui assumere tutte le responsabilità relative al ritiro e abbia la possibilità di far completo scarico alle officine per quanto è relativo alla consistenza e, alle condizioni di efficienza del mezzo) controlla il caricamento esterno e la motazione del veicolo in uscita (paragonando l'elenco sul verso al copia del 1042), si rende conto dell'esatta efficienza del veicolo secondo le riparazioni richieste e quelle comunque eseguite (che devono essere tutte iscritte nella copia del 1042 mandata al direttore di sezione all'ufficio R.I.), sottoscrive per benestare la prima delle due copie sopra citate che viene restituita al direttore di sezione e ritirare il mezzo con l'AB 406 e l'AB 412 a suo tempo ricevuto dall'uf-

1946

PROCEDURA PER GLI AUTOMEZZI IN USCITA

L'ufficio R.I. manda l'avviso di evvio ai reparti perché ritirino il mezzo riparato. Il personale mandato ai reparti (e fra questi deve esserci naturalmente il conduttore titolare o chi possa per lui assumere tutte le responsabilità relative al ritiro e a abbia la disponibilità di un completo scarico alle officine per quanto è riguaro alla consistenza e alle condizioni di efficienza del mezzo) controlla il caricamento esterno e la rotazione del veicolo in uscita (paragonando l'elenco sul veicolo ai copia del 1045), si rende conto dell'esatta efficienza del veicolo secondo le riparazioni richieste e quelle comunque eseguite (che devono essere tutte iscritte nelle copie del 1045 mandate al direttore di sezione all'ufficio R.I.), sottoscrive per benestare la prima delle due copie sopra citate che viene restituita al direttore di sezione e ritira il mezzo con l'AB 406 e l'AB 412 a suo tempo ricevuto dall'ufficio R.I.

L'ufficio R.I. annota sul registro omonimo la conclusione dell'itinerario e allega l'ultima copia, a sue mani, dell'APG. 1045.

PROCEDURA IN USCITA PER GLI ALTRI MATERIALI

4 319

E' analoga a quella prevista per la consegna agli automezzi riparati. Presentatosi il personale incaricato al reparto per il ritiro, l'ufficio R.I. chiede al negoziante la sottosezione il materiale riparato e lo riceve rilasciando il relativo 108.

Effettuato il controllo, in contrassegno, della consistenza e efficienza del materiale, che ritira firma per benestare copia del 1045 e l'ufficio R.I. registra l'avvenuta conclusione del ciclo di riparazione. Movimento e custodia della documentazione come per gli autoveicoli.

GENERALITÀ

Per qualunque ricerca non effettuabile, per limite di competenza e mancanza di ricambi, delle officine (classi III e successive), secondo le risultanze della ispezione preventiva confermate dal direttore della sezio e officina, la direzione compila un no. 1043; ordina il ricovero nel parco automotoveicoli "in attesa di sgombero" o nel magazzino di sottosezione - reparto materiali da sgombero -, provvede successivamente per gli sgomberi relativi.

L'ufficio R.I. è tempestivamente informato, per la registrazione relative:

- a) - della compilazione del no. 1043,
- b) - della trasmissione dello stesso agli uffici del comando,
- c) - all'avvenuto sgombero.

Registri di sezio e di sottosezione

La sezione officina-afficio R.I. deve avere:

- un registro per gli automotoveicoli, ripartito secondo le voci della situazione giornaliera,
- un registro per i cannoni,
- un registro per le armi leggere,
- un registro per il materiale vario,
- un registro per gli strumenti,
- un registro per gli il materiale vario,
- un registro - affisso all'incaricato dei parchi - della consistenza in (e: eventuali diminuzioni di ciascun ciascun automotoveicolo) e movimenti dei parchi stessi.

Le pagine di questi registri verranno suddivise in colonne e queste intitolate come se specchi di prossima compilazione.

La sezione officina - Ufficio del direttore, terrà un unico registro suddiviso in tante parti quante sono le sottosezioni alle sue dipendenze, dove verranno annotate tutte le operazioni relative alle riparazioni, sempre secondo le indicazioni dello specchio di prossima compilazione.

Declassified E.O. 12356 Section 3.3/NND No. 785020

situazione giornaliera,

- un registro per i camion,
- un registro per le armi leggere,
- un registro per il materiale radio,
- un registro per gli strumenti,
- un registro per gli il materiale vario,
- un registro - affidato all'incaricato del parco - della consistenza dei
- (e eventuali diminuzioni di esami ciascun autototoveicolo) e movi-

menti dei parchi stessi.

Le pagine di questi registri verranno suddivise in colonne e queste intitolate come se specchi di prossima compilazione.

La sezione officina - Ufficio del direttore, terrà un unico registro suddiviso in tante parti quante sono le sottosezioni alle sue dipendenze, dove verranno annotate tutte le operazioni relative alle riparazioni, sempre secondo le indicazioni dello specchio di prossima compilazione.

Ogni sottosezione (esclusa la MT, che è direttamente gestita dall'Ufficio Xxxxxx al direzione) terrà un registro riepilogatore delle riparazioni e del xxxxxxxx movimento di materiali (tracciato come lo specchio di prossima compilazione).

La squadra ispezioni terrà un registro diviso in parti secondo le voci della situazione giornaliera e compilato da specchio di prossima compilazione. Dove varrà le ispezioni effettuate, ogni notizia utile perché la direzione possa notificare ai reparti e agli uffici del Comando i necessari rilievi sull'automezzo ispezionato, l'esito dei collaudi eseguiti.

P.C.C.

L'UFFICIALE ADDETTO
P/to Cap.no S. Ferrari

IL DIRETTORE
P/to Cap. Borromeo

1949

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

785020

Subject : ENCLOSURES

REME Branch
Hq: 3 British Liaison Unit

ME/ADM/ 6
29 Dec 45

To : ADME.,
ADIA.

The following correspondence is forwarded herewith :-

ME/Sitrep/ 1 dated 29 Dec 45, together with
skaps Documentation (PRIULI).
Copy of ME/ORD/4 dated 24 Dec 45.
ME/ADM/5 dated 29 Dec 45.
ME/ADM/4 dated 26 Dec 45

Re me

8/cap

RECEIVED 31 12 45
781

(*[Signature]*)
ADME., 3 British Liaison Unit.

S/Capt 317

CMP

1950

REMB Branch
Hq. 3 British Liaison Unit

ME/aitrep/I
20 Dec 45

Subject: SITREP.

To: ADML.,
MILIA.

Herewith fortnightly SITREP in accordance with your REMB Directive No. I sent under cover of ME/I402 dated 5 Dec 45 :-

WSPS OUTPUT.

3rd Reparto Riparazioni output for DEC will be considerably lower than NOV, mainly due to Christmas and other "Festas", making a total loss of approx 10 days.

Herewith 2nd Line Wkps LIGNANO Div figures covering RAPARS completed during Weeks ending 15 and 22 Dec :-

"A" Vehs	1	70
"B" Vehs	27	5
Motor Cycles	8	4
Guns	3	30
Small Arms	45	19
Instrumentals and W/less	19	71
Miscellaneous	125	

Up to time of writing Capt Nelson has continued to be responsible for LIGNANO Div RE Services and the REMB Trg Increment, and I have given TRIULI Div a certain amount of assistance.

PERSONNEL.

Attention is drawn to my ME/ARM/5 dated 29 Dec 45 regarding employment of further civilians in lieu of soldiers.

LIGNANO Wkps is continuing with the policy of employing civilians. The question arises whether this should be allowed to continue, or whether the DIV should be strongly advised to train Wkps personnel from their Infantry Regiments. This would undoubtedly mean deterioration in quality of product, but it is feared that should the Div be required to move, the practicability of vetting and engaging suitable staff, in view of the time lag involved, is likely to be extremely detrimental to the Div, quite apart from the moral effect of a comparatively highly-paid civilian working alongside an inadequately paid soldier. (i.e. 35 Lire per day).

316

Motor Cycles 6
Guns 3
Small Arms 45
Instruments and 1/less 15
Miscellaneous 125

Up to time of writing Capt Nelson has continued to be responsible for LEGHANO Div AF Services and the ROMA Trg Increment, and I have given FRIULI Div a certain amount of assistance.

PERSONNEL.

Attention is drawn to my AB/AM/ dated 29 Dec 45 regarding employment of further civilians in lieu of soldiers.

LEGHANO wasp is continuing with the policy of employing civilians. The question arises whether this should be allowed to continue, or whether the DIV should be strongly advised to train wasp personnel from their Infantry Regiments. This would undoubtedly mean deterioration in quality of production, but it is feared that should the Div be required to move, the practicability of vetting and engaging suitable staff, in view of the time lag involved, is likely to be extremely detrimental to the Div, quite apart from the moral effect of a comparatively highly-paid civilian working alongside an inadequately paid soldier. (i.e. 35 Lire per day).

Br Trg Increment ROMA.

Ref C-in-C GHQ letter 1036/A-I (Ser3940) dated 14 Dec 45, which it is noticed was not distributed to AMIA. This states that the Trg Incr att 50 BLU will be re-designated as 15 Nov 45 to "Trg Incr att 3 BLU Type A, to Italian Terr HQ. MILAN Command, with 2 District as supervisory authority". The Trg Incr which was attached 50 BLU is at present attached to 4 BLU in order that it may remain with FRIULI Div. As the instruction calls for a nominal roll in triplicate of all personnel on strength, it is not clear which roll is expected from this HQ, since LEGHANO Trg Incr is still being maintained by the late LEGHANO BLU. (52 BLU, now 5 BLU).

Services Personnel

The premature posting of the ORD Officers at this stage (half-way through interim period), will undoubtedly bring about a major chaos, both from the ORD and BLU standpoint. The function of the ORD Officer in a formation of this nature, is evidently not realised. Moreover, it is thought that an ORD Officer to supervise the Italian Spares Depot for Allied vehicles will be essential in the initial stages. Furthermore, a good ex-BLM Officer is obviously necessary to combat the "good old Italian system", which will undoubtedly rear its ugly head.

.....2

1952

ME/Sitrep/I
29 Dec 45 (contd)

- 2 -

REPAIRS (contd)

The Iner for BOLOGNA CASE
1 3rd Line British

Presumably this will be the subject of a conference in the near future, with a view to combining the withdrawal or re-allocation of the present British personnel under our (211A) command. Naturally, Nelson and myself have our ideas regarding the future establishment.

SPARES.

Copy of my ME/ORD/4 dated 24 Dec 45 to OO. This BUM is enclosed. We would add that DDOS DISTRICT, to whom the letter was forwarded, is in turn forwarding a copy to DOS GRN for his information.

RECOVERY.

This is once again handicapped by two bridges in PIAZZA area being unserviceable. This also affects vehicles handed in to efficient Vehicle Parks from III Territorial Command.

TRANSPORTS OF EQUIPMENT.

3rd Reparto Riparazioni are still sadly in need of Engine Bench Test equipment, of which there is a surplus at BOLOGNA.

WSPS DOCUMENTATION.

Translated copies of WSPS Documentation as used by Mech Engineers Services TRIUMI Div. are attached. It is considered that these would serve as a suitable basis for the formation of a standard policy of Italian WSPS documentation, as British stationery is no longer available to Italian Tps.

315

3rd LINE REPAIRS - ACCOMMODATION.

On 24 Dec 45 Maj FENGHALL (6 BUM) attended a conference at 217 Area held by Brigadier TARRANT. The following statistics were supplied by REPAIR Branch this HQ, in order that the Brig might be aware of the possible turnover and necessity of accommodation for CASE:-

Monthly average of RMR vehicles (2nd to 3rd Line),
calculated from records covering TRIUMI Division
from inception in Sep 44 to OCT 45

3rd Reparto Riparazioni are still badly in need of Engine Bench Test equipment, of which there is surplus at BOLOGNA.

WKSPS DOCUMENTATION.

Translated copies of Wkps Documentation as used by Mech Engineers Services PRIULI Div. are attached. It is considered that these would serve as a suitable basis for the formation of a standard policy of Italian Wkps documentation, as British stationery is no longer available to Italian Tps.

315

3RD LINE REPAIRS- ACCOMMODATION.

On 24 Dec 45 Maj PENCELLY (C ELM) attended a conference at 217 Area held by Brigadier LEMMENT. The following statistics were supplied by REME Branch this HQ, in order that the Brig might be aware of the possible turnover and necessity of accommodation for OAKS:-

Monthly average of BLR vehicles (2nd to 3rd Line),
calculated from records covering PRIULI Division
from inception in Sep 44 to OCT 45

	Monthly Ave
"A" Vehicles	13
"B" Vehicles	27
Motor Cycles	14

This average of one month's 3rd Line repair of PRIULI Div was multiplied by five to present an approximate figure for five Italian Inf Divs. I understand from OC 6 BLU that 217 Area was favourably impressed as to the advisability of allocating further accommodation if at all possible.

CLE
WJS/R/K

1954

Declassified E.O. 12356 Section 3.3/NND No. 785020

WORKSHOP OUTPUT REPORT AT 1600 HRS.

Situazione lavori dell' officina mobile alle ore 16 del

MATERIALE	Recuperato RECOVERED	Ricevuto RECEIVED	REPAIRED RIPARATO		B. L. R.	AWAITING IN ATTESA DI	
			Per restituz. al reparto FOR RETURN TO UNIT.	Per restituz. all' ord. FOR RETURN TO ORD.		Riparazione REPAIR	B. L. R.
CARRIERS Cingolato							
B* VEHICLES Autocarri							
CAPTURED VEHICLES Macchine catturate							
MOTOR CYCLES Motocicli							
GUNS Cannoni							
SMALL ARMS Armi portatili							
INSTRUMENTS Strumenti precisione							
TELECOMMUNICATIONS Radio							
BICYCLES Biciclette							

314

WORKSHOP

OFFICINA RIPARAZIONI

REPAIRS REQUIRED
VERBALE constatante le riparazioni, il collaudo e la consegna al _____

received under letter _____ of the _____ 194
ricevuto con verbale n. _____

Year _____ Date _____
L'anno millenovecento _____ addi _____ del mese di _____

at _____

ISIA NOTO

IT IS INFORMED

That the vehicle

Che all'autoveicolo

Make

Fabbrica

Type of Machine

Tipo di macchina

Type of Chassis

Tipo di carrozzeria

W.D. No.

Targa

has been repaired as detailed (authy No. :-
Vennero eseguite le seguenti riparazioni (ordine di lavoro n. _____)

Date
in data _____

313

IT IS RETURNED

that the vehicle

Che all' autoveicolo

Make

Fabbrica

Type of machine

Tipo di macchina

Type of chassis

Tipo di carrozzeria

AD No

Targa

has been repaired as detailed (Authy No :-

Vennero eseguite le seguenti riparazioni (ordine di lavoro n.

Date

in data

313

that after the veh had been tested and checked by the rep of the unit
che fatti il collaudo della macchina riparata con esito favorevole in contraddittorio con il rappresentante
dell' ente consegnatario, venne oggi stesso riconsegnato all' ente medesimo.

Il presente verbale, redatto in duplice copia, tiene luogo alla richiesta provvisoria di distribuzione.
This declaration is duplicate is in lieu of ATG1033, and will be
signed at the appropriate places below (+) by Wasp Rep and driver of
veh concerned.

IL DIRETTORE DELL'OFFICINA

Wasp Rep

(+)

PER RICEVUTA L'ENTE CONSEGNA TARIO

Unit

(+)

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

785020

1956

785020

boratorio per le riparazioni.

L'anno millesimo

del mese di (MONTH) in (AT)

SIA NOTO

IT IS INFORMED _____ in data (date)

che in seguito ad autorizzazione dell'Ufficio per la Motorizzazione, in data (date) _____, dell'ufficio automobilistico è stato preso in consegna provvisoria l'autoveicolo sotto indicato appartenente al _____ (Unit) _____.

nello stato e per le riparazioni seguenti:

for the following repairs
Fabbrica (rate)

Tipo di macchina (Type)

Tipo di carrozzeria TYPE OF CHASSIS

Target (D No.)

GENERAL CONDITION

CONDIZIONI GENERALI D'USO:

Chassis

gomme n. _____

mesure (Size) _____

matricola no. _____

Parts Deficient

PARTI MANCANTI:

Chassis

~~Gomme (Tyres)~~

Carrozzeria (Body)

**REPAIRS REQUIRED:
RIPARAZIONI NECESSARIE:**

Chassis

312

Tipo di macchina (Type)

Tipo di carrozzeria (Type of Chassis)

Targa (No.)

GENERAL CONDITION

CONDIZIONI GENERALI D'USO:

Chassis

gomme n. Tyres No.

misura (Size)

matricola No.

Parts Deficient

PARTI MANCANTI:

Chassis

Gomme (Tyres)

Carrozzeria (Body)

REPAIRS REQUIRED
RIPARAZIONI NECESSARIE:

Chassis

Carrozzeria (Body)

Si fa riserva di segnalare le eventuali mancanze che risultassero all'atto dello smontaggio dell'auto-veicolo.
(Any other missing parts will be notified)

Il presente verbale redatto in duplice copia, tiene luogo, della richiesta provvisoria di introduzione per l'officina e di distribuzione per l'ente consegnatario.

This Declaration in duplicate is in lieu of ADO1033, and will be signed at the appropriate places below (+) by the Driver and the Driver of the OFFICINA assigned.

P. L'ENTE CONSEGNAIO RIMETTENTE

+(Unit Driver)

+(OC wraps)

Declassified E.O. 12356 Section 3.3/NND

No.

785020

1959

Declassified E.O. 12356 Section 3.3/NND No. 785020

No. 1

OFFICINA MECCANICA
OFFICINA MOBILE "FRIULI"

P. M. 79. li

Reparto _____
(Unit)

Tipo _____
(Type of veh.)

Targa _____
(W. D. No.)

Causa dell'inefficienza _____
(Nature of defect)

Pezzi mancanti _____
(Material not available)
(PARTS DEFICIENT)

311

1960

Declassified E.O. 12356 Section 3.3/NND

No.

785020

Pezzi occorrenti per la riparazione
(Materials used for the job)

Cognome e nome del meccanico che ha eseguito la riparazione
(Name of Pt. Mech. who has executed the job)

Data
(Date)

Note
(Remarks)

IL COMANDANTE L'OFFICINA
O. I. C. WORKSHOP

1961

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

785020

^N
CERTIFICATE OF CONDEMNATION

Unit :

Date :

Serial :

The under mentioned has been backloaded ~~should~~ ^R to AVP as BLR for reasons stated and should be struck off Unit's strength and taken on ~~charge~~ ^{charge} by ~~Parok~~ ^{CHARGE} ~~AVP~~ ^{by} ~~Comp~~ Vehicles Parok AVP RVP.

ITEM	W. D. No	REASONS
------	----------	---------

Certified that Radiator and
Cylinder Block are free of water.

Mech Engineers W/S "Friuli" ¹⁰ ~~Hel. Comb.~~ ^{Capt.}
INF. DIV
Approved EME 50 BLU S/Capt.

1962

785020

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

REHE Branch
3 British Division Unit

111/ALM/ 4
28 Dec 45

9A

Subject : RECOMMENDED DOCUMENTATION
PROCEDURES FOR ITALIAN RVPs

To : ADMIRAL,
MIA.

In order that the RVP for vehicles (ITALIAN) of Allied origin may be initiated with a sound system, may the following suggestions please be recommended to the Italian Ministry of War.

There is no doubt whatever that some Inf Divs are in possession of a number of vehicles which have been cannibalised. These vehicles must be backloaded before they become mere hulks.

1. In order that units will not tend to hold cannibalised vehicles it is suggested that all Wkspas wishing to backload should compile a list of awaiting vehicles complete with a detailed list of deficient parts and an explanation as to where they have been cannibalised; i.e. Sub-units, LdDs or Wkspas. In this way, immediately these cannibalised vehs have been backloaded, all Wkspas will be enabled to reach rapidly, a time from which vehicles can be backloaded as they are sentenced HLR in a COMPLETE condition.

2. SUGGESTED PROCEDURES FOR BACKLOADING (DOCUMENTATION)
Vehicles to be taken to RVP complete with two copies of HLR certificate. Certificates to be signed by Offr or NCO I/C RVP. One copy to be retained by RVP and one copy to be given to Rec driver or WCO I/C Rec Sec for Wksp Records. (Example Condemnation Cert att to current STRREP).
A separate receipt be issued by the RVP for all items which might become damaged by weather conditions or otherwise go astray at the Vehicle Park.

309

3. NOTES ON PRESERVATION, SAFEGUARDING OF PARTS etc
Vehicles to be backloaded in good state of preservation, cleaned and greased, and less WATER. This latter fact to be declared on Condemnation cert signed by Wkspas Officer.
The following parts to be removed by Wkspas and handed in at RVP Stores, for which the RVP will prepare a pro-forma receipt :-

in a COMPLETE condition.

2. SUGGESTED PROCEDURE FOR BACKLOADING (DOCUMENTATION)

Vehicles to be taken to RVP complete with two copies of BLR certificate. Certificates to be signed by Offr or NCO I/C RVP. One copy to be retained by RVP and one copy to be given to Rec driver or NCO I/C Rec Sec for RVP Records. (Example Condemnation Cert att to current SIVREF). A separate receipt to be issued by the RVP for all items which might become damaged by weather conditions or otherwise go astray at the Vehicle Park.

309

3. NOTES ON PRESERVATION, SAFEGUARDING OF PARTS etc

Vehicles to be backloaded in good state of preservation, cleaned and greased, and less WATER. This latter fact to be declared on Condemnation cert signed by Wkaps Officer.

The following parts to be removed by Wkaps and handed in at RVP Stores, for which the RVP will prepare a pro-forma receipt :-

Batteries, Dynamos, Starter Motor, Coil where possible, Distributor complete, (FORD type to be left) in situ), Spark plugs (to be replaced by tapered wooden plugs driven well home to prevent ingress of water), Carburettor and Petrol Pump. (Nuts and screws to be replaced in their original positions).

The a/m assemblies and parts to be sent by RVP to OARE Wkaps at frequent intervals, e.g. every two or three days, where they will be inspected, overhauled, and placed into store, correctly marked by make and type of vehicle.

CME

Copy to : SO REMS 5 BLU.

S/Capt

(J Stocker)
RMC., 3 British Liaison Unit.

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

785020

1963

1964

785020

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

Subject: OUTPUT-ITALIAN WKS

RECE Branch
HQ:3 British Liaison Unit

ME/ADM/5
29 Dec 45

To : ADM.,
MMIA.

Ref: our EME 1542 dated 14 Dec 45.

I wish to point out that your HQ has been misinformed by the Italian Ministry of War, as the output for No.3 Reparto Riparazioni was greater during NOV than for the previous month. The total number of vehicles repaired by types for the Ven Park at PIACENZA during OCT and NOV compare as follows:-

	OCT	NOV
Load Carriers	20	26
Ambulances	2	3
Light Cars	-	1
Motor Cycles	1	1

Additionally, 2nd and 3rd Echelon repairs are also carried out at this Wksp for units in Territorial Command, as well as vehicles passing through Territorial Command; e.g. at present there are two vehicles given priority for repair, -one from BARI and one from NAPLES. It will be appreciated that vehicles sent for repair by local Commanders must be given a certain amount of priority in order to keep the Admin and Domestic vehicles of this Command in a roadworthy condition. Figures of these latter repairs, which have been by no means 1st or 2nd Line, are as follows:-

	OCT	NOV
Load Carriers	45	51
Ambulances	-	8
Light Cars	22	31
Vans	-	2
Motor Cycles	11	13
Trailers	2	-

The Wksp is also responsible for repair of the 3rd Company Addl Transport, which amounts to two or three vehicles per day. In addition the Wksp looks after the 2nd and 23rd Recovery Sections vehicles. These are mainly 1st Line repairs, but they nevertheless necessitate a consumption of man-hours.

Some suitably headed paras concerning difficulties, and suggestions for improvement, are appended :-

ENGINES.

vehicles given priority for repair, -one from BARI and one from NAPLES. It will be appreciated that vehicles sent for repair by local Commanders must be given a certain amount of priority in order to keep the Admin and Domestic vehicles of this Command in a roadworthy condition. Figures of these latter repairs, which have been by no means 1st or 2nd Line, are as follows:-

	OCT	NOV
Load Carriers	45	51
Ambulances	-	8
Light Cars	52	31
Vans	-	2
Motor Cycles	11	13
Trailers	2	-

The Wksp is also responsible for repair of the 3rd Company Ambulances Transport, which amounts to two or three vehicles per day. In addition the Wksp looks after the 2nd and 23rd Recovery Sections vehicles. These are mainly 1st Line repairs, but they nevertheless necessitate a consumption of man-hours.

Some suitably headed pages concerning difficulties, and suggestions for improvement, are appended :-

ENGINES.

25 Engines for Load Carriers have been overhauled during NOV. Considering this figure it must be appreciated,

- (a) That the Filters are completely without electric light or power for three days of a week.
- (b) That to obtain even a minor spare part there is invariably a loss of 10 to 15 days.

"BANCA PROVA"

At the time of writing the Wksp is not in possession of a BANCA PROVA, although efforts are reputed as still being pursued to acquire one from the BOLOGNA Wksp which, I am sure, is not fully committed.

A Banca Prova for Injectors and Fuel Pumps is actually being erected. Although this Wksp had been in possession of the major items for this test equipment, they have been sending injectors and Fuel Pumps to civilian firms, once again bringing about delay in the Engine Shop, plus the exorbitant cost of approx 20,000 Lire per unit.

***** 2

1966

Declassified E.O. 12356 Section 3.3/NND No. 785020

ME/AMU/5
29 Dec 45 (contd)

---2---

POWER.

One of the biggest setbacks to the output of this Wksp is the lack of Power for at least THREE days in every working week. This means, - No Machinery, No Spraying by Compressor, No Battery charging, or even lighting. This is considered serious in the extreme, and the Director of Repairs has been, and is continually being urged to build his own Power plant for this Wksp. He has promised today to get on with the job. We now await results with interest.

ACCOMMODATION.

The Wksp site, although consisting of five separate structures, is still far from completion. In fact, there is only one Building in which they are able to repair load vehicles. There is one other structure comprising six lock-ups in which at the moment, are cramped :- the M/C Shop, Light Cars, Engine overhauls, Painters, Carpenters, and Upholsterers Sections. This is not considered satisfactory, and it is thought that a letter from the Italian Ministry of War to III Territorial Command, urging the Engineers to expedite the necessary work on the other vehicle shops, would satisfactorily influence the issue, which, at the present time, is proceeding unreasonably slowly.

HOLIDAYS.

During NOV there were FIVE "Festas", which, in the Italian Army, mean a day completely closed down. In the month of DEC there are no less than TEN days during which no work whatsoever is carried out.

WKSP ESTABLISHMENT.

The approx establishment of this unit is 307
 Civilians 133
 Soldiers 100.

The present holdings are 150 Civilians only. If authority be given to hold further civilian employees in lieu of soldiers, the Wksp's Officer assures me that not only the production would benefit, but that he could undertake the repairs which are at present being contracted to civilian establishments at colossal expense. The extra cost of labour would certainly be considerably less than the expenditure now involved to civilian firms.

HOLIDAYS.

During NOV there were FIVE "Festas", which, in the Italian Army, mean a day completely closed down. In the month of DEC there are no less than TEN days during which no work whatsoever is carried out.

WKSP ESTABLISHMENT.

The approx establishment of this unit is 307

Civilians 133

Soldiers 100.

The present holdings are 150 Civilians only. If authority be given to hold further civilian employees in lieu of soldiers, the Wksp Officer assures me that not only the production would benefit, but that he could undertake the repairs which are at present being contracted to civilian establishments at colossal expense. The extra cost of labour would certainly be considerably less than the expenditure now involved to civilian firms.

RE-ORG.

Finally, this Wksp is still working on its original system, and I am under the impression that a re-organisation before the other buildings are completed would be premature and inadvisable.

CLF
W.S./RWK

S/Capt

ELME., 3 British Liaison Unit.
(W J Stocker)

Subject : ENGINE DEMANDS.

REME Branch
HQ: 3 British Liaison Unit.

AE/ORD/ 4
24 Dec 45

ORDNANCE OFFICER,
HQ: 3 BRITISH LIAISON UNIT.

With reference to the attached applications for ENGINES from FRIULI Inf Div it is considered that these apparently excessive demands call for some explanation before they can be reasonably filled.

1. The Div has been unable to indent for spares or assemblies since 15 Nov 45 when this unit (then 50 BLU) departed.
2. Number of "B" Vehs on charge to FRIULI is 1250. Since formation of the Gp in SEP 44, 30% of this figure has been BLRD due to lack of spares and Major assemblies through non-availability. Approx 130 of the above vehs are FORD Canadian pattern of the TRANSPORT Coy which has always been heavily committed either by Italians or att to BR Higher formations headquarters. The average mileage of these vehs is 35000.
3. BLIFORD vehs Class ID to the strength of 350 were issued to the GP on formation in SEP 44. All these had been fitted with reconditioned engines which have been a constant source of trouble to both Divisional and 3rd Line Wkpps.
4. Number of M/Cs on charge to FRIULI is 400. Mainly due to non-availability of spares and replacement engines, 50% of these have been BLRD and replaced since SEP 44.
5. On 12 Dec 45 FRIULI Div was in possession of 405 vehicles off road owing to lack of spares and engines, from which there are approx 85 vehs in Divisional Wkpps awaiting 2nd or 3rd Line repairs, the majority of which require replacement engines.

3. REFORD vech Class ID to the strength of 350 were issued to the GP on formation in SEP 44. All these had been fitted with reconditioned engines which have been a constant source of trouble to both Divisional and 3rd Line Wkps.

4. Number of M/Cs on charge to PRIULI is 400. Mainly due to non-availability of spares and replacement engines, 50% of these have been BLRD and replaced since SEP 44.

5. On 12 Dec 45 PRIULI Div was in possession of 405 vehicles off road owing to lack of spares and engines, from which there are approx 85 vech in Divisional Wkps awaiting 2nd or 3rd Line repairs, the majority of which require replacement engines.

306

6. Had the flow of engines been perpetuated during the re-org period referred to in para 1 when 50 BLU left PRIULI, this somewhat heavy request for engines would not be abnormal as it appears at first sight.

CMF

Copy to : ADJUTANT

S/Capt

(W J Stocker)

EME., 3 British Liaison Unit.

Declassified E.O. 12356 Section 3.3/NND No. 785020

1970

SUBJECT: SITREP

Recd.

S.O. R.E.M.E.

4. B.L.U.

REF. 53/ME/2/43.

29. 12. 45.

RECEIVED
H. Q. M. M. V. A.

A.D. M.E.

O.C. 4. B.L.U.

8

- I. It is regretted that the SITREP for period 1-14 DEC 45 has been delayed.
- II. The draft of this letter was written on the 15 DEC 45 and sent by the first available truck (17 DEC 45) to the post. H.C.O. 4. B.L.U. for onward transmission to the Underley Room 4. B.L.U. for typing.
- III. It appears, the envelope containing the draft was then placed with the outgoing mail, instead of being sent to the orderly room, and was forwarded to the A.P.O. BOLZANO.
- IV. It was returned to 4. B.L.U. on 24 DEC 45.
- V. When turned the SITREP was immediately posted

1971

part. H.C.O. 4. B.L.U. for onward transmission to the

Underlying Room 4. B.L.U. for typing

III. It appears, the envelope containing the draft was then placed with the outgoing mail, instead of being sent to the underlying room, and was forwarded to the A.P.O. BOZZANO.

IV. It was returned to 4. B.L.U. on 24 DEC 45.

V. When typed, the draft was immediately posted back to this office, but did not arrive until 28 DEC 45.

CUJ

A/W Lt. CAPT.

S.O. R.C.M.F.

4. B.L.U.

B
5/11/15

1972

785020

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

1/EME/23/2

EME/1804

7

Subject: - Progress Report No. 2

To: - ADME
Land Forces Sub Commission A.C.
MMIA Rome.

G.1. 1 BLU.

Comando Territoriale W/shops Turin.

No progress during the past two weeks.

The sale of the derelict vehicles is apparently at a standstill. Tenders have been received and the final decision as to which will be accepted rests with Col Ceris. who is ill and there the matter rests. Apparently no other officer can make the decision whilst this officer is sick. Major Brune who is in charge of this sale has been approached by G.1. and asked to expedite the disposal of these vehicles, and he has promised to have the site cleared by 10 Jan 46.

Genie have not put in an appearance in the clearing of the site or commencing work of any description. This is sadly hampering any possible expansion or improvement by the workshop, but must not be mistaken for the real reason for the "sleepy valley" appearance of this workshop. Output is ridiculously small. During the past week seven vehicles were repaired for 1760 man hours. worked. The O.C. W/shops offers a variety of excuses and it is felt that whilst there may be a certain amount of justification in some of the excuses offered, the main reason is that not one of the officers has sufficient drive to really get on with the job. A small obstacle and the arm waving starts.

Regarding personnel. The complement of Officers is correct but of the 41 O.R.'s in W.B. only 4 have been received. One went on discharge shortly after arrival, and another went on 3 months leave, leaving two men. May representations please be made to the personnel department to have these deficiencies made up at once. Regarding the 9 Officers. It is felt that this number could, in the interests of economy and efficiency, be reduced to 4. Not one of the 9 apparently has a full days work and it is suggested that the W.B. be reduced to 4 Officers i.e. 1 Major, 2 Captains and 1 Lieut.

Signals have been sent to the Ministry of War requesting the releases of tytes, to which no answer has been received. Held at present there are 14 vehicles ready for evacuation to EYP when sited, of which 11 are without tyres.

Comando Territoriale W/shops GENOA.

Regarding personnel. The complement of Officers is correct but of the 41 O.R.'s on W.E. only 4 have been received. One went on discharge shortly after arrival, and another went on 3 months leave, leaving two men. May representations please be made to the personnel department to have these deficiencies made up at once. Regarding the 9 Officers. It is felt that this number could, in the interests of economy and efficiency, be reduced to 4. Not one of the 9 apparently has a full days work and it is suggested that the W.E. be reduced to 4 Officers i.e. 1 Major, 2 Captains and 1 Lieut.

Signals have been sent to the Ministry of War requesting the releases of types 4 to which no answer has been received. Held at present there are 14 vehicles ready for evacuation to EVP when sited, of which 11 are without tyres.

Comando Territoriale W/shops GENOA.

This W/shops was visited and has the makings of a good W/shops. Again difficulty is being experienced, by the Genie not answering requests for work. Early in November during the heavy rains a lake at the top end of the W/shops burst its walls and the whole W/shops was flooded by approx 15 ft. of water. This did terrific damage to buildings and machinery. A letter was written on 16 Nov requesting certain repairs and no answer has been received. Some sort of wall even if only of sandbags should be erected at edge to block off the lake. At the moment 50% of all labour is being diverted to repairing and overhauling the machinery which was damaged by the floods.

This W/shop site was the Pyre Technic factory and has approx 190 lathes etc all in a reasonable condition which will not be required for its new role. Work is in hand at the moment in reorganising the layout of the workshop but this is hampered by lack of electricity, doors and windows due to the floods. The floor space available is considerable and can all be put to good use. However the O.C. W/sh. has very grand ideas regarding layout, which at this stage look rather like the wasting of floor space, and it is felt that he will have to be watched and his expansion curtailed if necessary.

This W/shop will be visited again early in the New Year.

30 Dec 45.

Whitney
Capt. R.M.E.
STAFF CAPT. R.M.E.
1 BRITISH LIAISON UNIT.

1974

Declassified E.O. 12356 Section 3.3/NND No. 785020

Subject: Sitrep - REME 4 BLU

REME 4 B.L.U.
Ref: SR/8
15 Dec 45

To: ADME HQ MMIA
OC 4 BLU

Period 1 - 14 Dec 45.

1. General.

During the above period little progress was made due to the change over of Command and duties. Now that instructions have been received (HQ MMIA Directive No 1) it is intended to make immediate contact with BOLZANO Territorial Command.

2. Backloading of BLR Vehicles.

The number of vehicles awaiting backloading in the Folgore and Friuli Workshops is increasing rapidly, there are approximately 70 to date. As this number will increase by a hundred when the shortly expected move of Folgore takes place it is hoped that the Italian RVP will be opened in the very near future.

3. Spares.

Both the Folgore and Friuli Workshops are now engaged in repairing engine assemblies as they have no replacement engine assemblies to fit. This matter has in the past been brought to the notice of DADOS 53 BLU and DDME 2 District continually but without result.

During the last week this urgent problem was brought to the notice of OC 4 BLU who has informed ADOS 2 District of the situation.

3. Discipline.

The discipline of the personnel of the Folgore Workshop (mentioned in previous Sitreps) has, if anything, deteriorated. This has been brought to the notice of the General Commanding the Group with a recommendation that the OC be replaced.

Difficulty has apparently been experienced in finding a suitable replacement but it is understood that the OC Workshop will be replaced after the pending move.

It has been further recommended that a Regimental Officer be posted to the Workshop to improve the discipline and relieve the OC of the work involved in dealing with cases of pilfering which is very prevalent in the Workshop.

4. Skilled Labour.

Authority has now been received for the Folgore Workshop to employ 50 skilled civilians. Unfortunately this long awaited authority has arrived too late to assist the Workshop before its move to the new location.

5. REME Increment.

The lack of a clerk and typewriter in the Increment makes the typing of even the simplest letter a difficult task, the draft having to be sent a distance of 100 miles. It is hoped that authority will be granted to obtain a typewriter and that a clerk will be posted as it is felt that this office cannot function satisfactorily, under the present conditions.

G. L. H. H.
Captain,
SO REME 4 BLU.

1973

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

785020

A.D.M.E

Thank you.

Please let me have
two or three
(or say a couple of
sheets, leaving $1\frac{1}{2}$ "
margin) a statement
of the E.M.E. layout
for the Italian Army
which I can carry around
in my comprehension

If we need it, AOST
can show you what he
did for me on S.T.

SP
Col AA

6 Dec

1976

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

785020

Subject :- Sitrep.

*Will be after war
to family tree*

Land Forces Sub Comm.
A.C.(M.M.I.A.)
RCME
EME/1804

5 Dec.45

To : Col.A/Q. *✓*

I attach for your information a brief sitrep showing the progress of organisation of units of the Divisione Motorizzazione up to 2nd December 1945.

302

AB/fr

Copy to : War Diary (2)

AK Hunt
Lt Col.
A.D.M.E.
Land Forces Sub Comm.A.C.(M.M.I.A.)

Organisation of Units of Divisione Motorizzazione.

Situation as at 2 December.

1. M.M.I.A. and BLU's are now in an advisory and not a directing capacity.
2. 1st class wksp are functioning at Rome, Milan, and Bologna.
3. 2nd class wksp functioning satisfactorily at Florence.
Those at Turin lack drive, but this is strictly an Italian matter.
Those at Bolzano and Udine, and Genoa are not yet working as premises are not available.
Those at Bari, Palermo and Cagliari are reported to be functioning.
Naples reported to be functioning on a very small scale through lack of premises.
4. Auxiliary wksp at Piacenza are working well. Those at Verona are reported to be turning out 10 vehicles per week.
5. 2nd line wksp exist with each of the combat groups - the Friuli wksp seems good but the Folgore one seems poor from top to bottom and needs a change of spirit and better type of skilled labour.
6. Light Workshops with the groups exist, but those with the Tpt Coys of the Territorial Commands are not yet formed.
7. BLU's have just been removed from the combat groups and are now with the Territorial Commands in an advisory role.
8. Training of intakes seems to be almost non-existent as schools are not yet organised. There is a DADME with 'F' BLU which is responsible for training, but the raw material is very poor and there is little of it sent to the training centre at CESSANO.

- 1978
5. 2nd line wksp exist with each of the combat groups - the Friuli wksp seems good but the Folgore one seems poor from top to bottom and needs a change of spirit and better type of skilled labour.
6. Light Workshops with the groups exist, but those with the Tpt Coys of the Territorial Commands are not yet formed.
7. BLU's have just been removed from the combat groups and are now with the Territorial Commands in an advisory role.
8. Training of intakes seems to be almost non-existent as schools are not yet organised. There is a DADMS with 'F' BIU which is responsible for training, but the raw material is very poor and there is little of it sent to the training centre at CESAMO.
9. Director of Motorisation in the Ministry of War is under the Director General of Artillery, who is trying to get vehicles repaired in Arsenals. As the Arsenals are attempting complete rebuilds of vehicles, they are in direct competition with the manufacturers. This policy is misguided as the Arsenals are not laid out for vehicle work, they are not equipped with the necessary types of machine tools, have not got men trained in vehicle overhauls, and have no holdings of catalogues or spares.
10. There seems to be no project for A.A. artillery and the necessary REME backing.
11. Four recovery sections (commissions) exist but are short of fuel to keep their tractors in operation.
12. No 3rd line wksp exist to which Allied vehicles with Combat Groups can be evacuated from group workshops, as the site chosen for the 3rd line wksp (BOLOGNA) is occupied by British units.
- 21 Dec 45*
14/12
15/12

1979

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

785020

REME

1804

SUBJECT: December Monthly Report

Land Forces Sub-Com, AC (1211A)

INT/207

4 Jan 46

TO : List 'A'
less serials 1,2,3,4,
2,18,19.

1. Branches are requested to submit to G(INT) a typewritten summary of their main activities during the month of Dec for inclusion in the 1211A Dec Monthly Report.
2. These summaries should consist of about 10 to 12 paragraphs giving policy changes, directives, results of any important conferences etc set out in chronological order and narrative form.
3. Summaries, which are consolidated by G(INT) for submission to AC, CHQ GHT, London and Washington, should reach G(INT) not later than 8 Jan 46.

ra

Att. Gen. (2)
Lt.-Col. 00
00

15/1/46

1980

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

785020

WAR DIARY

Month and Year .Jan. 46.

Place	Date	Hour	Summary of Events and Information
	1 JAN		Proposals submitted for the reorganisation of the Ital Repair System.
	2nd to 16th		ALME on tour in North of Italy. Places visited:- Milan, Bolzano, Turin, Genoa, Piacenza Bergamo, Bologna & Florence.
	21st		Suggestions made to the M. of W. in regard to the overh civilian firms of Allied type engines in use with the I Army.
	26th		Proposal to the M. of W. of a suitable site for the Mo sation Repair Training Centre.
	29th		Proposal to the M. of W. regarding organisation of cour the Motorisation Repair Training Centre.
	31st		Submission to M. of W. of Proposal for establishment fo Directorate of Motorisation.

1981

Declassified E.O. 12356 Section 3.3/NND No. 7850120

WAR DIARY

In lieu of
Army Form G.2118

Unit. REME, MEIA

Commanding Officer Lt.Col.A.Blunt, REME

Summary of Events and Information	References to Appendices
mitted for the reorganisation of the Italian Army	
	Appendix (1)
in North of Italy.	
:- Milan, Bolzano, Turin, Genoa, Piacenza,	
na & Florence.	
de to the M. of W. in regard to the overhaul by	
of Allied type engines in use with the Italian	
	Appendix (2)
e M. of W. of a suitable site for the Motori-	
Training Centre.	Appendix (3)
e M. of W. regarding organisation of courses for	
on Repair Training Centre.	Appendix (4)
M. of W. of Proposal for establishment for the	
Motorisation.	Appendix (5)

ADME REPORTS FOR MONTH OF DEC. 1945

- 5 Dec 45. ADME Directive No 1 issued. This directive deals with the duties of EME's with type 'A' BLU's and the assistance type 'B' BLU's can expect from type 'A's on RAME matters.
- 2 Dec ADME visited 10 BLU and saw 2 Mobile Park# and 10 Repairs Unit. Both these Units are accommodated in very bad sites.
- 12 Dec ADME held a conference with EME's from 3, 4 and 5 BLU's, discussing Repair and Recovery aspects in the North of Italy.
- 16 Dec ADME went to BOLOGNA to inspect the proposed sites for an Italian Base Workshop. This Workshop is to deal chiefly with the Allied type vehicles used by the combat groups. Suggestions with regard to the proposed site were made by ADME in a report to the Director General, Art and Motorizzazioni.
- 27 Dec A proposal submitted by ADME for the reorganization of Italian Repair services. This proposed that a Directorate of Mechanical Engineers be formed at the War Ministry on an equal footing with the Commissariate Directorates, and that a Corps of Mechanical Engineers be formed. Responsibility of the Directorate of the Mechanical Engineers would be the repair and technical inspection of all AF, small arms, guns, instruments and tele-communications equipment. The Corps of Mechanical Engineers would supply all Officers and men for the various establishments working under the Directorate of Mechanical Engineers.

27 Dec

for an Italian Base Workshop.
deal chiefly with the Allied type vehicles used by
the combat groups. Suggestions with regard to the
proposed site were made by AMB in a report to the
Director General, Art and Motorizzazione.

A proposal submitted by ADAS for the reorganization
of Italian Repair services. This proposed that a
Directorate of Mechanical Engineers be formed at
the War Ministry on an equal footing with the
Commissariat Directorates, and that a Corps of
Mechanical Engineers be formed.

Responsibility of the Directorate of the Mechanical
Engineers would be the repair and technical inspection
of all AF, small arms, guns, instruments and tele-
communications equipment.

The Corps of Mechanical Engineers would supply all
Officers and men for the various establishments
working under the Directorate of Mechanical Engineers.

4 January 1940

W.S. Bell
Capt,
R.A.M.C.,
for A.D.M.E.,
Land Forces Sub Comm. A.C. (M.M.I.A.)

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

785020

1983

RE: 1. EVENTS FOR MONTH OF NOVEMBER.

- 7 Nov.45. Consequent upon the passing of the Italian Army to the Italian Government on Nov.14, instructions were issued to the War Ministry that detailed workshops returns would no longer be required.
- The control of issue of spare parts and tyres was also passed to the War Ministry.
- The procedure whereby the War Ministry were not allowed to sell Army Vehicles without prior inspection by an MMIA officer and with subsequent MMIA approval was also cancelled.
- 12 Nov.45. Letter received from the Director General of Artillery and Motorisation giving his proposals and requirements for arranging jrd line repairs and base holding of warlike stores spare parts at BOLOGNA.
- 14 Nov.45. Major Edwards returned from North Italy where he had been working on recovery of Italian Army vehicles from Austria. He estimates some 350 should be recovered. 21 and 24 Recovery Corps working. Shortage of petrol is a difficulty.
- 19 Nov.45. Lt.Col.Blunt reported to take over duties as ADMG. Discussions with War Ministry and other branches of MMIA regarding future maintenance of British equipment.
- The Rome Specialists School at Centro Studi, Rome commenced its first course. Only 80 students out of a capacity of 150. Conference with head of Corpo Automobilistica and GI training MMIA on future arrangements for training of workshops personnel for the Italian Army.
- 21 Nov.45. After discussions, approval received from AFHQ for retention of RME Training increments with the Infantry Divisions.
- 22 Nov.45. Lt.Col.Blunt and Major Edwards left for tour of North.
- 26 Nov.45. Approval received from AFHQ for present system of maintenance of British warlike stores at present in the hands of the Infantry Divisions to continue until further orders.

1985

785020

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

Major Edwards returned from his tour of duty in Italy. He has been working on recovery of Italian Army vehicles from Austria. He estimates some 350 should be recovered. 21 and 24 Recovery Groups working. Shortage of petrol is a difficulty.

19 Nov.45. Lt.Col.Blunt reported to take over duties as ADG. Discussions with War Ministry and other branches of ADG regarding future maintenance of British equipment.

The ADG Specialists School at Centro Studi, Rome commenced its first course. Only 50 students out of a capacity of 150. Conference with head of Corpo Automobilistica and 21 Training Group on future arrangements for training of Workshops personnel for the Italian Army.

21 Nov.45. After discussions, approval received from AFHQ for retention of ADG Training increments with the Infantry Divisions.

22 Nov.45. Lt.Col.Blunt and Major Edwards left for tour of duty in North.

26 Nov.45. Approval received from AFHQ for present system of maintenance of British Warlike stores at present in the hands of the Infantry Divisions to continue until further orders.

27 Nov.45. The questions of obtaining all the premises in the CARE at BOLOGNA from Allied occupation followed up. Owing to the existence of the necessary civilian personnel, BOLOGNA is essential.

28 Nov.45. Further conferences with War Ministry regarding training of specialists personnel. The difficulty at present is in obtaining suitable personnel for students on courses already running.

30 Nov.45. War Ministry representatives in the North returned to Rome for discussions on recovery of 1400 vehicles from Allied Camps, and the passing of A.D. stores from the Middle East to No 3 A.D. Stores Depot at Piacenza. Shortage of petrol again a difficulty.

30 Nov.45. Decision given to make up all Light Workshops to strength in personnel. All Repairs Units functioning and repairs being carried out except No's 4 and 5 Repairs Units. Sites found for these and are due to commence in approx one week.

Subject :- REME SITREP.10 ELJ
Tel. 15744 NAPLES
4 REME

18 Dec 45

ADJ. MAJ.

Copy to :- Q.

1. 2 Mobile Park - New Site.

This site has been cleared of weeds etc., the framework of 3 semi-romney huts has been delivered to the site ready for erection. Work has been started on erecting two wooden barrack huts as sleeping quarters. To assist the Italians and to enable the romney huts to be put up as quickly as possible, CRE NAPLES was contacted and it was arranged for 713 Artisan Works Coy RE to loan British Sappers to superintend the construction of these huts. On Friday 14 Dec 45, SC REME, 10 ELJ together with the RE representative went to the site to find no work in progress and only the guard present; assuming that this was due to an Italian "festa", no action was taken. On Saturday, 10 Dec 45, the site was again visited, again only the guard was present. The Director of Repairs could not be contacted and as usual his staff knew nothing. This morning Lt-Col. Buongiorno, Director of Repairs NAPLES states that the site and 2 Mobile Park were inspected by Col. BALANZINO, Director of Repairs ROME who gave instructions for work on the new site to cease as the 2 Mobile Park may be moved to ROME.

2. 10 Repair Unit - New Site.

This site has been visited twice, on each occasion there was no sign of any work in progress. The Director of Repairs now informs me that work has ceased on this site too. It is not clear where these instructions came from but it is believed that instructions came from the Italian Ministry of War and the stoppage was due to the question of the cost of carrying out the work.

3. 10 Repair Unit.

From inspections, this unit seems to be working as efficiently as possible on their present site. Output remains at 22 - 24 vehicles per week.

4. Director of Repairs, Office of.

246

could not be contacted and as usual his staff states that the site and 2 Lt-Col. Buongiorno, Director of Repairs NAPLES states that the site and 2 Mobile Park were inspected by Col. BALANZINO, Director of Repairs ROME who gave instructions for work on the new site to cease as the 2 Mobile Park may be moved to ROME.

2. 10 Repair Unit - New Site.

This site has been visited twice, on each occasion there was no sign of any work in progress. The Director of Repairs now informs me that work has ceased on this site too. It is not clear where these instructions came from but it is believed that instructions came from the Italian Ministry of War and the stoppage was due to the question of the cost of carrying out the work.

3. 10 Repair Unit.

246
From inspections, this unit seems to be working as efficiently as possible on their present site. Output remains at 22 - 24 vehicles per week.

4. Director of Repairs, Office of.

The staff of the Director of Repairs are far from efficient. On at least four occasions I have visited this office and in the absence of Col. Buongiorno have seen his 2 i/c Major DIFEO and a Captain VITIELLO. Neither of these officers can ever give any information on any matter connected with the workshops; policy; personnel or spares situation. It would seem very doubtful if they have ever been near the workshops either the old or the new sites. Whether this is due to Col. Buongiorno not acquainting his subordinates with the situation or that these officers are just useless is not known at the moment.

5. Spares.

Spares are normally demanded from ROME but a large quantity are bought in the so called "free market". It is suggested that this practice leads to abuse.

2/.....

1988

Declassified E.O. 12356 Section 3.3/NND No. 785020

-2-

6. Locations.

Director of Repairs office has twice been asked to supply a list of units with light repair sections and of all repair units together with locations. On receipt of this list a programme of inspection will be made up.

B. Jones

CMF
CJ/ec

Capt. REME

295