

ACC

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Q15/11 Correspondence Maint - British - Veh's - Im -
Opened Oct 15, 1944 - Closed Oct 30, 1945 Italian Units

Subject:- Vehicle Repairs.

Land Forces Sub Comm:
A.C.(M.I.),
HOME.
EME, 1400.
30 Oct. 5.

To:- Ministry of War.

1. It is felt that the restriction originally imposed whereby only Class I vehicles could be repaired and returned to units, and Class II and above be taken from unit charge, can now be amended.

2. In future both Class I and Class II vehicles will be repaired and returned to units. This means that any vehicle which can be repaired in seven days, having already ensured that the necessary spares are available, will be repaired and returned to the unit.

3. Class III and IV vehicles will be struck off unit charge as before.

W. H. H. H.
for R.A.C.O.
Land Forces Sub Comm. A.C.(M.I.).

Copy to:-

SAT

EME/30

5875

37

Subject:- Vehicles for Italian Units.

Land Forces Sub Commission A.C.
(M. M. I. A.) ROME.
10/5/11
23 October, 1948.

To:-

M. M. I. District.

The attached letter of 12 of 14 October from 86 Area
is forwarded to you for action as required in paragraph 4.

Rac
1 Major General,
M. M. I. A.

Copy to:- M. M. 86 Area.

7/1000

Subject:- Transport.

Land Forces Sub Commission A.C.
(M. S. I. A.) REG.
2/9/44
1 October, 1945.

To:-

M.S. 217 Area.

Reference the attached letter from 53 HQ of
24 September, 1945.

1. This H.Q. does not agree with paragraph 6 of the
above mentioned letter.
2. As the Polgore Group is under your administrative
command, the question of "writing off" the vehicles is your
responsibility.

[Signature]
Major General,
M. S. I. A.

Copy to:-

M.S. 2 District.
M.S.I.A. L.C. S.S. ITALY.

JL/1cm

5873

Subject: Transport.

53 B.L.V.
Ref. Q6-399
24 Sep 45

Land Forces Sub Comd A.C. (LSEA)

M/c 350 on BSA
M/c 350 on Norton
Car 5 cwt 1st
Car 5 cwt 1st
Tractor 4x2 Bedford

WD No. C. 1420574
" C. 5269552
" H. 5660079
" H. 5662588
" H. 4483749

1. Combat Group VOLGORE have during the last few months reported the loss of the a/m vehicles to this HQ. The Gp were instructed to investigate these losses, to hold Courts of Inquiry and if necessary institute proceedings against any personnel found by the inquiry to be guilty of negligence which resulted in these losses. In the meantime this HQ informed Higher authority of the losses.

2. The a/m Gp now report that all the Courts of Inquiry have been held and that all personnel found by the Inquiry to have been guilty of negligence which resulted in these losses have been punished or indicted for trial if they are now absent from the Gp.

3. Authority is now requested to write the a/m vehicles off the strength of Combat Group VOLGORE.

4. In the past higher authority have not required copies of Courts of Inquiry referring to such losses - with the Italian Army they are documents of very considerable length, and they have therefore considered that A's 6998 are unnecessary.

5. Lorry 3 ton 4x2 Bedford WD No. L. 4876988

The a/m vehicle has been reported as burnt out while travelling from TRENTO on duty. A Court of Inquiry has been held and it has been found that no one was to blame. It is also requested that authority be given to write this vehicle off the strength of the Combat Group.

6. This matter has been put up to 217 Area under whose a/m command this HQ and Combat Group VOLGORE are at present operating and that Area HQ have replied that the matter should be taken up with your HQ.

Wangill

Lt. Col.
G.S.

5872

Subject: PRIULI ICG Transport.

50 British Liaison Unit.

Ref III/4.

DET AFHQ
HQ NMIA.

12 Sep 45.

Herewith report on operation of first line transport of
PRIULI ICG which has been prepared by RADST of this HAJ. which
it is thought may be of some interest and assistance.

OSP.
CAR/ICG.

1st Col.
G.S.

G.(SD)

G.TRG.

ADST

ST.

ADST

A.

REMP.

Q.

you should see this helpful report and my notes
on it. This lends emphasis to my eagerness
to get proper prelim. training in maintenance,
driving, and discipline to the coming crews
and mechanics — and technical officers of the new
Italian Army, which we ought to start NOW.

SP
Col AR 5571
23 Sep

It follows therefore that only very limited supervision and training was possible in those early days when adequate personnel for such supervision and training were not needed and could have been most useful. All that was possible was occasional inspections followed by strongly worded reports from all to Major W and to Higher Formations.

Eventually on 26 November 1944 a team of 4 BAC officers with 21 BAC ORs and 70 M. ORs were attached to the 11th Airborne Division. This team was allotted out amongst the various units of the 11th and from that time there was an improvement in the driving and maintenance of front line transport.

From the time when this training team started to function it was the unanimous opinion of the officers and ORs of that team that their chief difficulty lay in lack of co-operation from the transport officers of the various units. This was not that had previously been the opinion of Major W. There were of course exceptions and in every case the fact that a unit had good transport, well maintained and well driven, could be traced to the presence in that unit of a good driver. But those cases were the exceptions and for the most part the maintenance of a transport, any sort of work in their vehicles, looked upon as a luxury only to be performed under compulsion, and drove regardless of sort of the usually horrible mass of transport accidents.

By the end of January, when the transport team was under command 5 ORs there had been a very definite improvement, particularly in the driving, and this was largely due to the work done by the training team. In November a transport officer of the nature of a BAC had been appointed to Major W -- there had previously been no such officer on establishment -- but, it is doubtful whether the particular officer who was appointed ever performed any useful function in the way of improving the standard of the transport of the units as a matter of interest, after the BAC had obtained his posting away from the 11th, on the grounds of incompetence, he was posted to the 11th in 1945, and thence to another unit which resulted from Major W's Colonel.

...../2

- 3 -

It is the considered opinion of IIR that the key to the solution of the difficulties with the USARV first line transport lies with officers in general and with those Junior Officers who are Unit Transport Officers in particular. Until Junior Officers are given responsibility and encouraged to assert authority they will remain, as they are now, unaccustomed and unable to command respect or discipline from the troops. Unfortunately it seems to be an established feature of the Italian Army that responsibility and authority are retained in the hands of Senior Officers although those officers rarely take steps to exercise them.

5863

Translation

From : MDW
 To : LIA
 Subject : Book of defects.

9/5/11

Ref. : 014160/5877
 Date : Sept. 1, 1945

The "B" Vehicles Maintenance Inspectorate (Italian Regt 880 USI - 2 District) has suggested that a copy of the pamphlet "book of defects" be issued to each vehicle on charge to the units. It has sent a sketch of the form and we have enclosed it.

In submitting the question to LIA for approval, we beg you to inform us:

1. whether or not we should go ahead and adopt the new printed form;
2. whether or not it should be issued to all the vehicles;
3. whether or not the pamphlet corresponds to the one used in the Allied regulations.
4. In case the "book of defects" is usefully used in the Allied regulations, we beg you to send us a copy as model.

This depends largely on the future policy whether English vehicles are to be used. It will be a great

advantage for English vehicles and should actually be in use at present with BR units with British vehicles.

(Sgt) Properly

it requires for information. Is it justified?

5867

ST

firma nduttore	Provvedimento adottato	firma Uff. sottuff. M. T.	Data eli- min. difetto	Note

(27)

Subject: Tpt - Maintenance at CESANO.

Land Forces Sub Comm.A.C.
(M.M.I.A.) R O M H.
9/5/41

8 Aug 45

To: H.Q., R.A.A.C.

23

Reference is made to letter AQ/17/1096 of 31 Jul from RTC ICF to this HQ and with copy to you.

1. Action is being taken on para 1 by this HQ.
2. Para 2 is a matter entirely within your control. Will you please say if any assistance can be given by MMIA. The urgent necessity of improving maintenance by providing adequate facilities at CESANO is well known.

F.J. NOAKES Col.
for Major General.
M.M.I.A.

Copy to: RTC ICF CESANO

5865

RECEIVED
JUL 21 1965
FBI - NEW YORK

26/11
Ref: NEW YORK 100-100000
Tel: NEW YORK 100-100000
Date: 6 JUL 1965

Subject: Vehicles and Licenses of

TO: SAC, New York

4 attachments

5 attachments

Reference per 100-100000 of 1st. report 100-100000 of 1st. report
10/17/1000 of 31st. July 1965.

1. Licenses for maintenance stores for vehicles held by 100-100000 were received in this office on 2nd July and were passed to the 100-100000 immediately under cover of a letter explaining the urgency for immediate issue. These licenses were issued only received on 23 July, but in the meantime items were being received in small quantities, but nevertheless expediently, bearing in mind the amount of work being undertaken by the 100-100000 on other candidates.
2. From the date of the first demand, 31 Jan. 1965, issues of vehicles had been continuing to 31st. July, and issues in addition from 1.7.1965 were made over the period 12 Jan. 1965 to 4 July 1965. (12 Jan. 1965 is a list of vehicles released, showing relevant details), but the first demand received in this office for stores to maintain these vehicles was dated 23 June 1965.
3. I would point out that the necessary time lag to allow details to reach the 100-100000, selection of stores, pricing and delivery and dispatch etc. is necessarily 10 days.
4. It appears 100-100000 is a list of items demanded and already received by 100-100000. Complete request approximately 65% of quantities demanded and include most of the items essential to the maintenance of vehicles under normal circumstances. In issue of 65% in four weeks is considered satisfactory but had demands been initiated as vehicles were released, the service could and would have been considerably expedited.
5. It is considered that too much time had been allowed to lapse before submission of details and only force of civil authorities had precipitated this situation prior to the demand being made and the necessary action initiated through this office.
6. It is submitted that a 65% delivery of items which are in extremely short supply must be considered a reasonable issue under the circumstances.

from the date on the 1948 census, 34 boxes, 145, number of volumes had been contributing to 584. July, and income in addition from 1.2.41. were made over the period 12 Mar. 145 to 4 May 145. (At approx. 145 is a list of volumes returned, showing relevant dates), but the first demand received in this office for return to maintain these volumes was dated 29 June 145.

5. I would point out that the necessary thing to allow infants to reach the U.S.S.R., political officers, posing and posing and detecting also, is necessary in 1948.

4. It appears to be a list of items located and already received by the FBI. The items were approximately 65% of quantities demanded and the rest of the items essential to the maintenance of vehicles under various circumstances. It seems in fact that more is contained satisfactory, but the items need approval and that had been used previously and that the items could be used as they are.

5. It is considered that too much time had been allowed to Ingersoll before the execution of warrants and only force was used to effect his arrest. It is suggested that warrants be issued prior to the demands being made and the necessary action initiated through this office.

6. It is indicated that a 6% delivery of trace which was analyzed by gamma-ray spectrometry must be achieved at the beginning of the experiment. The results of the analysis are shown in Table I.

NO. 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050 1051 1052 1053 1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087 1088 1089 1090 1091 1092 1093 1094 1095 1096 1097 1098 1099 1100 1101 1102 1103 1104 1105 1106 1107 1108 1109 1110 1111 1112 1113 1114 1115 1116 1117 1118 1119 1120 1121 1122 1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 1138 1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 1200 1201 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230 1231 1232 1233 1234 1235 1236 1237 1238 1239 1240 1241 1242 1243 1244 1245 1246 1247 1248 1249 1250 1251 1252 1253 1254 1255 1256 1257 1258 1259 1260 1261 1262 1263 1264 1265 1266 1267 1268 1269 1270 1271 1272 1273 1274 1275 1276 1277 1278 1279 1280 1281 1282 1283 1284 1285 1286 1287 1288 1289 1290 1291 1292 1293 1294 1295 1296 1297 1298 1299 1300 1301 1302 1303 1304 1305 1306 1307 1308 1309 1310 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1322 1323 1324 1325 1326 1327 1328 1329 1330 1331 1332 1333 1334 1335 1336 1337 1338 1339 1340 1341 1342 1343 1344 1345 1346 1347 1348 1349 1350 1351 1352 1353 1354 1355 1356 1357 1358 1359 1360 1361 1362 1363 1364 1365 1366 1367 1368 1369 1370 1371 1372 1373 1374 1375 1376 1377 1378 1379 1380 1381 1382 1383 1384 1385 1386 1387 1388 1389 1390 1391 1392 1393 1394 1395 1396 1397 1398 1399 1400 1401 1402 1403 1404 1405 1406 1407 1408 1409 1410 1411 1412 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423 1424 1425 1426 1427 1428 1429 1430 1431 1432 1433 1434 1435 1436 1437 1438 1439 1440 1441 1442 1443 1444 1445 1446 1447 1448 1449 1450 1451 1452 1453 1454 1455 1456 1457 1458 1459 1460 1461 1462 1463 1464 1465 1466 1467 1468 1469 1470 1471 1472 1473 1474 1475 1476 1477 1478 1479 1480 1481 1482 1483 1484 1485 1486 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498 1499 1500 1501 1502 1503 1504 1505 1506 1507 1508 1509 1510 1511 1512 1513 1514 1515 1516 1517 1518 1519 1520 1521 1522 1523 1524 1525 1526 1527 1528 1529 1530 1531 1532 1533 1534 1535 1536 1537 1538 1539 1540 1541 1542 1543 1544 1545 1546 1547 1548 1549 1550 1551 1552 1553 1554 1555 1556 1557 1558 1559 1560 1561 1562 1563 1564 1565 1566 1567 1568 1569 1570 1571 1572 1573 1574 1575 1576 1577 1578 1579 1580 1581 1582 1583 1584 1585 1586 1587 1588 1589 1590 1591 1592 1593 1594 1595 1596 1597 1598 1599 1600 1601 1602 1603 1604 1605 1606 1607 1608 1609 1610 1611 1612 1613 1614 1615 1616 1617 1618 1619 1620 1621 1622 1623 1624 1625 1626 1627 1628 1629 1630 1631 1632 1633 1634 1635 1636 1637 1638 1639 1640 1641 1642 1643 1644 1645 1646 1647 1648 1649 1650 1651 1652 1653 1654 1655 1656 1657 1658 1659 1660 1661 1662 1663 1664 1665 1666 1667 1668 1669 1670 1671 1672 1673 1674 1675 1676 1677 1678 1679 1680 1681 1682 1683 1684 1685 1686 1687 1688 1689 1690 1691 1692 1693 1694 1695 1696 1697 1698 1699 1700 1701 1702 1703 1704 1705 1706 1707 1708 1709 1710 1711 1712 1713 1714 1715 1716 1717 1718 1719 1720 1721 1722 1723 1724 1725 1726 1727 1728 1729 1730 1731 1732 1733 1734 1735 1736 1737 1738 1739 1740 1741 1742 1743 1744 1745 1746 1747 1748 1749 1750 1751 1752 1753 1754 1755 1756 1757 1758 1759 1760 1761 1762 1763 1764 1765 1766 1767 1768 1769 1770 1771 1772 1773 1774 1775 1776 1777 1778 1779 1780 1781 1782 1783 1784 1785 1786 1787 1788 1789 1790 1791 1792 1793 1794 1795 1796 1797 1798 1799 1800 1801 1802 1803 1804 1805 1806 1807 1808 1809 1810 1811 1812 1813 1814 1815 1816 1817 1818 1

Quadrants 1 and 2

...and the ...

Figure 2

12th copies of 242/4000 64
1 up. 242/4006 64
31 July 63.

31 July 1995

31 July 1995

100

100

APPENDIX TO O-1000/93/17 March 6 1945

<u>Date of Demand</u>	<u>Vehicle</u>	<u>Qty.</u>	<u>Date Released</u>	<u>Remarks</u>
31/5/45	motor cycle solo	3	12 March	NO record of demands probably direct issues from A.P.S.A.
	car 4x2 Lt. Uty.	1	12 "	
	car 4x2 Lt. Uty.	2	12 "	
	truck 15 cwt 4x2 G.S.	1	12 "	
	motor cycle solo 350cc	1	12 "	
	truck 15 cwt 4x2 G.S.	1	19 "	
	17.5 ton 4x4 G.S.	29	27 "	
	motor cycle solo	1	12 April	
	car 4x2 Lt. Uty.	1	12 "	
	truck 15 cwt 4x2 motor	1	12 "	
	17.5 ton 4x2 G.S.	1	19 "	
	motor cycle solo 350cc	19	30 "	
	car 4x2 Lt. Uty.	7	30 "	
	truck 15 cwt 4x2 G.S.	8	30 "	
	truck 15 cwt 4x2 motor	6	30 "	
5/5/45	motor cycle solo	2	30 "	Deducted by this branch on receipt of formal order.
	17.5 ton 4x4 G.S.	2	30 "	
	motor cycle solo 350cc	2	30 "	
	truck 15 cwt 4x2 G.S.	10	2 July	
	motor cycle solo 350cc	19	4 "	
	car 4x2 Lt. Uty.	2	4 "	
	truck 15 cwt 4x2 G.S.	3	4 "	
	truck 15 cwt 4x4 motor	3	4 "	
	do	4	4 "	
	do	1	4 "	
	lorry 3 ton 4x2 G.S.	15	4 "	
	lorry 30 cwt 4x2 G.S.	10	4 "	
	lorry 30 cwt 4x2 G.S.	10	4 "	
	lorry 3 ton 4x2 G.S.	1	4 "	
	truck 15 cwt 4x2 G.S.	1	28 "	
27/5/45 24/5/45 24/5/45 24/5/45 29/5/45 24/5/45 24/5/45 29/5/45	do	1	24 June	Deducted by this branch on receipt of formal order.
	lorry 3 ton 4x2 1/2	1	2 July	
	lorry 3 ton 4x2 G.S.	1	24 June	
	lorry 3 ton 4x2 G.S.	1	2 July	
	lorry 3 ton 4x2 G.S.	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
	do	1	2 "	
29/5/45	truck 15 cwt 4x2 G.S.	15	22 June	Deducted by this branch on receipt of formal order.
	do	15	22 June	
	do	15	22 June	

Deducted by this branch on receipt of formal order.

Deducted by this branch on receipt of formal order.

Deducted by this branch on receipt of formal order.

5863

5/5/45	do	1	1	4	"	
	Lorry 3 ton 4x2 GS	15	15	4	"	
	Lorry 30 cwt 4x2 GS	10	10	4	"	
	Lorry 30 cwt 4x2 GS	10	10	4	"	
	Lorry 3 ton 4x2 GS	1	1	23	"	
	Truck 15 cwt 4x2 GS	1	1	24	June	
	do	1	1	2	July	
27/5/45	Lorry 3 ton 4x2 GS	1	1	24	June	
24/5/45	Lorry 3 ton 4x2 GS	1	1	2	July	
24/5/45	Lorry 3 ton 4x2 GS	1	1	2	"	
24/5/45	Lorry 3 ton 4x2 GS	1	1	2	"	
29/5/45	do	1	1	2	"	
24/5/45	do	1	1	2	"	
24/5/45	do	1	1	2	"	
24/5/45	Truck 15 cwt 4x2 GS	1	1	2	"	
24/5/45	do	1	1	2	"	
29/5/45	do	1	1	2	"	
29/5/45	Lorry 3 ton 4x2 GS	15	15	22	June	
29/5/45	Truck 15 cwt 4x2 GS	5	5	22	"	
do	Truck 15 cwt 4x2 GS	5	5	22	"	
25/5/45	Lorry 3 ton 4x2 GS	1	1	23	"	
30/5/45	Truck 15 cwt 4x2 GS	1	1	23	"	
1/6/45	Truck 15 cwt 4x2 GS	1	1	23	"	
25/5/45	Truck 15 cwt 4x2 GS	1	1	23	"	
2/6/45	Truck 15 cwt 4x2 GS	1	1	23	"	
29/5/45	Truck 15 cwt 4x2 GS	1	1	23	"	
4/6/45	do	1	1	23	"	
29/5/45	do	1	1	23	"	
1/6/45	do	1	1	23	"	
4/6/45	Lorry 3 ton 4x2 GS	1	1	23	"	
4/6/45	Lorry 3 ton 4x2 GS	1	1	23	"	
4/6/45	Truck 15 cwt 4x2 GS	1	1	23	"	
24/5/45	Lorry 3 ton 4x2 GS	1	1	23	"	
29/5/45	Lorry 3 ton 4x2 GS	1	1	23	"	
29/5/45	Lorry 3 ton 4x2 GS	1	1	23	"	
31/5/45	Lorry 3 ton 4x2 GS	1	1	23	"	
29/5/45	do	2	2	23	"	
2/6/45	Truck 15 cwt 4x2 GS	1	1	23	"	
	Truck 15 cwt 4x2 GS	2	2	23	"	

Sheet 2.

<u>Date of Purchase</u>	<u>Vehicle</u>	<u>Qty.</u>	<u>Date Relinquished</u>	<u>Remarks</u>
9/6/45	1941 5 ton 4x2 CB	2	23 June	
2/6/45	1941 2 ton 4x2 CB	11	23 "	
	1941 2 ton 4x2 CB	1	23 "	
	1941 2 ton 4x2 CB	1	23 "	
	1941 2 ton 4x2 CB	1	23 "	
5/6/45	1941 2 ton 4x2 CB	1	23 "	

5562

To A.D.C.S., H.A.A.C., Base (Information)		Appendix 'A'			
Part No		Description		Quantity	
		Particulars for maintenance tools 29/6/45		to follow	
		Section IV/6/112			
2217	Microscope	Microscope	100	100	55
2434	"	"	100	45	
5053	Microscope	Microscope	100	100	
551	Levers	Levers	100	100	
10571	"	"	100	100	
521	Levers	Levers	100	100	
72/1120	7/1120	7/1120	100		
16267	Material	Material	100		
17	17	17	50	50	
1827	"	"	150	200	
1242	"	"	200		
2238	"	"	200		
2212	"	"	200	200	
16555	"	"	200		
4185	Microscope	Microscope	200	200	75
17002	Microscope	Microscope	200	200	124
16736	Microscope	Microscope	125	125	5
15877	Microscope	Microscope	200	200	
31443	Microscope	Microscope	200	6	
45447	Microscope	Microscope	200	160	
17225	Microscope	Microscope	100	100	
17226	Microscope	Microscope	100	100	
17227	Microscope	Microscope	100	100	
17228	Microscope	Microscope	100	100	
17229	Microscope	Microscope	100	100	
17231	Microscope	Microscope	100	100	
17297	Microscope	Microscope	100	100	
1733	Microscope	Microscope	100	100	
1734	Microscope	Microscope	100	100	
1735	Microscope	Microscope	100	100	
1736	Microscope	Microscope	100	100	
234	Microscope	Microscope	200	200	
		Section IV/6/112		50	
		Section IV/6/112		32	
		Section IV/6/112		18	

Job	Qty	Unit	Price	Total
17003	1	Box	100	100
17004	1	Box	100	100
17005	1	Box	100	100
17006	1	Box	100	100
17007	1	Box	100	100
17008	1	Box	100	100
17009	1	Box	100	100
17010	1	Box	100	100
17011	1	Box	100	100
17012	1	Box	100	100
17013	1	Box	100	100
17014	1	Box	100	100
17015	1	Box	100	100
17016	1	Box	100	100
17017	1	Box	100	100
17018	1	Box	100	100
17019	1	Box	100	100
17020	1	Box	100	100
17021	1	Box	100	100
17022	1	Box	100	100
17023	1	Box	100	100
17024	1	Box	100	100
17025	1	Box	100	100
17026	1	Box	100	100
17027	1	Box	100	100
17028	1	Box	100	100
17029	1	Box	100	100
17030	1	Box	100	100
17031	1	Box	100	100
17032	1	Box	100	100
17033	1	Box	100	100
17034	1	Box	100	100
17035	1	Box	100	100
17036	1	Box	100	100
17037	1	Box	100	100
17038	1	Box	100	100
17039	1	Box	100	100
17040	1	Box	100	100
17041	1	Box	100	100
17042	1	Box	100	100
17043	1	Box	100	100
17044	1	Box	100	100
17045	1	Box	100	100
17046	1	Box	100	100
17047	1	Box	100	100
17048	1	Box	100	100
17049	1	Box	100	100
17050	1	Box	100	100
17051	1	Box	100	100
17052	1	Box	100	100
17053	1	Box	100	100
17054	1	Box	100	100
17055	1	Box	100	100
17056	1	Box	100	100
17057	1	Box	100	100

5861

COPY

RECEIVED ALLIED COMMAND
 APO 734, US ARMY

O. 212/4.

HHC/af
 1 August 45

SUBJECT: - Italian transport - discipline.

TO : - A. J. A. E., P. M. A. E.

1. Attached is copy of a letter from 'F' British Infantry Training Unit P.T.O., I.M.F., HQ. AG/17/1096 dated 31 July '45 received at this HQ.

2. The importance of para 2 cannot be over-emphasized as it is useless criticising the Italian units concerned if they not adequate supplies of tools to carry out their maintenance.

3. Will you please forward a report at once for the information of the commander as to what the present situation is, as far as the meeting outstanding indents for tools is concerned.

Encls. 1

COPY : HHC.

R.H. CAMPBELL
 Lt. Col.
 A. & G. S.

5860

COPYSUBJECT:- transport-maintenance of, RTC ICF Casanc.

'F' BRITISH MILITARY & TRAINING UNIT

R.M.C. I.C.F.

Ref: 40/17/1096

31 July 1946.

TO :- HQ Land Forces Gab (Com. A.C. (LMA))

COPY to:- HQ B. I. C.

Ref your 2/5/46 dated 25 Jul 46 addressed to the Ministry of War.

1. Ref para 4. It is not considered feasible that all typ of the RTC ICF can be centralized in a common pool. It is proposed that the light vehicles, i.e. cars, trucks 1 1/2-ton and motor cycles remain on charge to the various units, but all 3-tonners be put in a common pool. In the proposals for the RTC ICF war establishment now being prepared, it is proposed that all 3-ton vehicles of the centre be concentrated in a C.F. company, who will allot vehicles as necessary to the various units, but whose commander will be personally responsible for their maintenance, etc.
2. It is pointed out that demands for tools for the maintenance of RTC, ICF vehicles are not being met at all. On 29 Jun demands were put through PMAO for approx 200 sets of various tools. Up to date very little has been received and it will be appreciated that this lack of tools has an extremely bad effect on the maintenance of already well-worn vehicles.

Signed

Colonel
Commander 'F' British Military
& Training Unit RTC 5859

MRC/ah

SUBJECT: Transport - Maintenance of, R.T.C., I.C.F. Cesano.

23

'F' BRITISH LIAISON & TRAINING UNIT
R.T.C., I.C.F.

Ref: AQ/17/1096

31 July 45.

To: H.Q.
Land Forces Sub Comm. A.C. (MILA).

Copy to: H.Q.
Rome Area Allied Command.

1/2/11

Reference your Q/5/11 dated 26 July 45 addressed to the
Ministry of War.

1. Reference paragraph 4. It is not considered feasible that all transport of the R.T.C., I.C.F. can be centralised in a common pool. It is proposed that the light vehicles, i.e. Cars, trucks 15-cwt. and motor cycles remain on charge to the various units, but all 3-tonners be put in a common pool. In the proposals for the R.T.C., I.C.F. War Establishment now being prepared, it is proposed that all 3-ton vehicles of the centre be concentrated in a G.T. Company, who will allot vehicles as necessary to the various units, but whose Commander will be personally responsible for their maintenance, etc.

2. It is pointed out that demands for tools for the maintenance of R.T.C., I.C.F. vehicles are not being met at all. On 29 June demands were put through Rome Area Allied Command for approximately 200 Sets of various tools. Up to date very little has been received, and it will be appreciated that this lack of tools has an extremely bad effect on the maintenance of already well-worn vehicles.

SEE 27

[Signature]

SEE 29

Colonel.
Commander 'F' British Liaison &
Training Unit RTC ICF

AMGG/ah.

Internal.

File.

Float.

5858

DP

SUBJECT: Italian Transport - Discipline.

1. BRITISH LIAISON & TRAINING UNIT
R.T.O., I.C.P.

Ref: AG/17/1100

31 July 45.

To: H.Q.

Home Area Allied Command.

Cc: to: H.Q.

Land Forces Sub Comm. AG (MSEA) (for information).

Major Bradley.

1. Further to the visit of Brigadier Low to this Centre, when the deplorable condition of Italian transport and discipline was discussed.

2. I have to report that as a result of a number of discussions with the Commanding General of the R.T.O., I.C.P., there has been a very great improvement in the attitude of all ranks towards this vital matter.

3. I enclose a translation of an order issued by General Vogel, covering the control of transport and of petrol consumption. If properly implemented this should produce a great improvement and cut out a number of grave disorders which have hitherto existed.

4. Maintenance.

This has improved considerably and there is a much keener interest being shown by all ranks.

5. Brigadier Low requested a report on Workshop facilities and a summary of the "tool" position, which has been such a serious factor in impeding proper maintenance. This report was being prepared by Mr D.A.D.M.E. with the view of being taken all with facilities. The delay

Copy to: H.Q.

Land Forces Sub Comm-AG (MIL) (for information).

Major Bradley.

1. Further to the visit of Brigadier Low to this Centre, when the deplorable condition of Italian transport and discipline was discussed.

2. I have to report that as a result of a number of discussions with the Commanding General of the R.A.C., I.C.B., there has been a very great improvement in the attitude of all ranks towards this vital matter.

3. I enclose a translation of an order issued by General Vepri, covering the control of transport and of petrol consumption. It is properly implemented this should produce a great improvement and cut out a number of grave disorders which have hitherto existed.

4. Maintenance.

This has improved considerably and there is a much keener interest being shown by all ranks.

5. Brigadier Low requested a report on Workshop facilities and a summary of the "tool" position, which has been such a serious factor in impeding proper maintenance. This report was being prepared by my D.A.B.M.2. with the aid of D.A.B.M.1. when the former was taken ill with tonsillitis. The delay is regretted, but it is thought preferable to tolerate this rather than to submit an inadequate report on insufficient data. As soon as D.A.B.M.2. recovers, he will give this report first priority.

6. Orders have now been received (following a suggestion made by the C.I. of U.M.I.) that all transport in the Centre will be centrally controlled. This matter has been fully discussed and the well-known drawbacks of excessive centralisation have been fully realised. It is my object in the first place to set a standard and secondly, when this standard has been reached and appreciated, to return transport to unit control as soon as units show themselves capable of proper supervision and organisation. To ensure this I shall take a point of ensuring that all regimental officers are made to continue to take a personal interest in their organic transport, although its use (and abuse) will rest under their control.

I am appointing a spare British Major to supervise all transport problems and he will devote his whole time to ensuring that the orders issued by the Commander, R.A.C., I.C.B. are actually carried out and not allowed to be ignored.

...../2.

- 2 -

7. The road remains a source of considerable worry as the remaining period of dry weather is now easily calculated.



Colonel.
Commander 'P' British Liaison &
Training Unit IEC IOP

LHM/ah.

Internal.File.
Float.

LHM

LHM

LHM

5856

Long

[Signature]

Internal.
File.
Flout.

T R A N S L A T I O N
H.Q. "PIC" DIVISION.

n.05/6575/S/SM di prot.

P.M.92 - 25 luglio 1945.

SUBJECT: Organisation of Transport - weekly allowance of fuel and lubricants.

The HQ of 'P' HL & TU, as a result of an inspection by Major ANDREWS to one of dependant units, has drawn the attention of this Comando to some irregularities regarding the transport service, the filling in of Work Tickets and the consumption of fuel, particularly :-

(a) Alteration of Work Tickets: after a first examination of a certain number of work tickets it appeared impossible to find out if the consumption of fuel was corresponding to the distances covered (Mileage). In a second time it was discovered that some work tickets had been integrated with the missing date and it was easy to see that in order to conceal the discrepancies between mileage and consumption of fuel the compiler had artfully altered the figures and the date of fuel and mileage previously noted.

(b) Organisation of Transports: a considerable deficiency has been found concerning the general organisation of transports. In fact the HQ of above Unit have employed, on behalf of the services for the same Unit, a number of vehicles not corresponding to the real necessity, that means that too many vehicles have been used without an impelling necessity for the transport of a few soldiers or of a small quantity of materials. Moreover, the same disorganisation has been observed on other occasions when vehicles have been seen, while travelling, excessively and abnormally loaded.

(c) Consumption of Fuel: a consumption of fuel disproportionate to the necessities of afore mentioned Unit and to its training has been observed besides.

All above facts considered and in order to agree with the advice of the Allied HQ I order :

1. The worktickets must be scrupulously authorised and checked in agreement with the circular of this Comando n.05/6167/S/SM. of the 13th inst. (It is hoped that in this way the deficiencies as per para (a) will be eliminated).
2. The organisation of transport depends and will be directed exclusively of the interested units, viz: by those who have the vehicles in charge (e.g. 1500 Platone trasporti), by those by which the vehicles are concentrated

on other
excessively and abnormally loaded.

- (c) Consumption of Fuel: a consumption of fuel disproportionate to the necessities of afore mentioned Unit and to its training has been observed besides.

All above facts considered and in order to agree with the advice of the Allied Hq I order :

1. The worktickets must be scrupulously authorized and checked in agreement with the circular of this Comando n.05/5187/S.M. of the 13th inst. (It is hoped that in this way the deficiencies as per para (a) will be eliminated).

2. The organization of transport depends and will be directed exclusively by the interested units, viz: by those who have the vehicles in charge (e.g. 1500 Piatone Transport), by those by which the vehicles are concentrated (e.g. Autocampello of this Comando) or to those to which they are permanently attached (e.g. Campo Add/Attard). It is necessary therefore, to take the following precautions :

To avoid all useless transports, so that all vehicles on service be conveniently loaded with men or materials. This might be obtained by waiting to move a vehicle until it will be possible to do many small services using the same vehicle.

To make use whenever it will be possible of more economical means of transport (horse-drawn vehicles) when light transports are requested and for small distances.

The degree of urgency of each service must be decided by the organising Unit; this because some of the sub-units have acquired the habitude to consider all services as urgent, even the periodical ones that can be most easily foreseen. Such sub-units must not wait until the last moment to send their requests for transports. The requests must be so organised so as to avoid the possibility that transport should be delayed for lack of vehicles.

...../2.

- 2 -

The first check of afore mentioned organisation will be made by the Control Point of "La Storta" because all the vehicles travelling south will henceforth pass in transit through above control point and stop there, both going and returning, the load to be checked. The Control Point, besides noting down the usual data will note the approximate load (men and materials) of vehicles travelling on both directions. The Commander of R.R. C.C. Coy as soon as he will receive this letter will call on the Service Office of this Comando to receive detailed particulars about afore mentioned dispositions.

Every one must be informed that no attrition for consumption of fuel will be given, but that this will be detailed to those that will be responsible for transport services that will result in checked for load for unjustified transports and also for all transports to the south that will not pass in transit through the afore mentioned Control Point.

In consequence of the above dispositions it is necessary that all requests be sent to this Comando or to the units responsible for the organisation of transports in accordance with the dispositions as per Circular 05/6104/S/S.M. (last paragraph) and should be accompanied by the following data: Number of soldiers to be transported, quality and quantity of materials, weight and volume of same, locality of loading and unloading, fraction or number of vehicles necessary for the transport, limits of time in which the transport should be done. In this way a better utilisation of means of transport will be possible and a dangerous superloading of vehicles will be avoided.

3. To avert any wasting of fuel this Comando is in agreement with the advisors of the local HQ of the 13th M. & P., deciding to fix a weekly allowance of fuel and lubricants, allowance that must be considered as sufficient by all units. The same allowance will be divided into two parts, viz: allowance for the particular necessities of the Unit and the allowance for training and functioning of same unit.

In case of special and urgent necessities this Comando will allow an extra quantity of fuel to be drawn and to be written of in the monthly accounts.

All Comandos to which this letter is addressed will send to this Comando (Ufficio Servizio Sez. S.M.) not later than the 5th of next, two schemes demonstrating all expected movements of vehicles during a period of one week (viz: from twelve o'clock of each Sunday to twelve of the next Sunday, one of the schemes will refer to the particular necessities of the unit drawing of rations, wood, bread, water supplies, special rations etc) the other one to the necessities of training (tank units, drivers school etc) and of functioning of same unit (e.g. workshops, signals school).

advice of the local HQ of the ...
of fuel and lubricants, allowance that must be considered as sufficient for the functioning of the unit.
The same allowance will be divided into two parts, viz: allowance for the particular necessities of the Unit and the allowance for training and functioning of same unit.

In case of special and urgent necessities this Comando will allow an extra quantity of fuel to be drawn and to be written of in the monthly accounts.

All Comandos to which this letter is addressed will send to this Comando (Ufficio Servizi Sez. S.M.) not later than the 30th next, two schemes demonstrating all expected movements of vehicles during a period of one week (viz: from twelve o'clock of each Sunday to twelve of the next Sunday, one of the schemes will refer to the particular necessities of the unit drawing of rations, wood, bread, water supplies, special rations etc) the other one to the necessities of training (tank units, drivers school etc) and of functioning of same unit e.g. workshops, signals school.

The above detail must be detailed in such a way that it will be possible to know what type of vehicle is going to be used, number of trips, kind of service to be effected and expected consumption of fuel and lubricants. Schemes to be filled with above data will be similar to that enclosed with letter 05/5172/2/S.M. of the 25th July 1945. Each unit will signal eventual expected "unloaded" trip so that it will be possible for this Comando to utilise them in favour of other units, and to be written off in the monthly accounts.

The Comando of Reparto Servizio in its scheme will record the data of all organically dependant sections (Comando Coy - Disinfection Section - 1500 Platone Trasporti - 152 Pl. Officina - Detachment soccorso stradale). In the same way the 2 Misto Battalion will provide for the Comando Battalion, the 43 Hospital and the 319 Bakery Section. Direct agreements will be taken for detailed particulars.

With reference to fuel and lubricants for training purposes, the Comando Scuola will transmit each time to this Comando in conformity of courses to be held and together with the programme, a special request for the quantity of fuel and lubricants required for the courses.

EL COMANDANTE

- Gen. Ezio Vegni -

Subject:- 3 G.T. Coy. - Maintenance.

Land Forces Sub Commission I.C.
(L. F. S. C.)
0/5/11
31 July 1945.

To:- A.F.H.Q.

1. The temporary use of 3 G.T. Coy. under M.F.I.A. control was authorised under A.F.H.Q. Signal PX.24046 of 17 July 45.
2. This transport is being used both to build up reserve food stocks in the new Italian Bulk Depots in Northern Italy, in the absence of certain rail communications, and to assist in the initial transfer of stocks from railheads to Distribution Depots, pending the recovery of sufficient Italian Army transport in the North to perform this task.
3. It is anticipated that the unit may be disbanded with effect from 31 August 1945.
4. The vehicles are of British origin and it is strongly recommended that for the short period they will be operating, maintenance is made the responsibility of the Mantova Group under command 2 District. This, in common with all other Combat Groups, is equipped with British transport, and therefore conversant with the normal methods of obtaining vehicle replacements, equipment, spares, etc. through its British Liaison Unit.

RAC
H.A. CURRIES Lt. Col.
For Major General.
M. E. I. A.

See 26

Copy to:- 2 District.
M.F.I.A. I.C. N.W. ITALY.

Internal:-G.
G.T.

5853

SUBJECT. Equipment Gruppi

SECRET

ID/2701/3/C

27 Jul 45

ALHQ G-3(ORG)

1. Re your signal FX 23937 dated 17 Jul 45.

2. A conference has now been held at this HQ with reps of 50 and 53 BLUs, to determine what arty equipments and vehicles could be withdrawn from the Gruppi. Recommendations on equipment etc for retention are attached at Appendix 'A'.

3. These recommendations are based on the Gruppi continuing to be employed on internal security and guard duties. It was visualised that they would be required either to operate against guerilla bands in open country, or to suppress disturbances in cities. Account was not taken of the possibility of fighting with organised forces: in that event full equipment would be required.

4. Any stores and equipment not specifically mentioned should be retained at present scale, though certain attractive items could with advantage be withdrawn from units and held centrally under Gruppi arrangements. This is a matter, it is felt, that should be left to the BLU and Gruppo to decide, though a strong recommendation has been made by this HQ to BLUs concerned that attractive items such as watches, compasses, binoculars be withdrawn and any transport not required for day to day adm be put off the road.

CMF

Major General,
Commanding,
No. 1 District.

withdrawn from units and held centrally under Gruppi arrangements. This is a matter, it is felt, that should be left to the BLU and Gruppo to decide, though a strong recommendation has been made by this HQ to BLUs concerned that attractive items such as watches, compasses, binoculars be withdrawn and any transport not required for day to day adm be put off the road.

CMF

Copy to:- HQ MMIA
C(SD)
Ord
50 BLU
53 BLU

Major General,
Commanding,
No. 1 District.

DISTRIBUTION

Q/5/11

Q/5

G.

Q/05

ST

REME

Anty

8852
[Signature]
you.

1
SEE 20/2

Appendix 'A' to
ID/2701/3/Q dated
27 Jul 45

A. Arty Equipments

	<u>No to be retained</u>	<u>Percentage reduction</u>	<u>Remarks</u>
Guns 25 pdr with trailers	16	50%	Recommend retention all 25 pdrs. Morale of gunners.
17 pdrs A/Tk	-	100%	Four Retain four for training and morale <i>Box Nil on QP grounds.</i>
6 pdrs A/Tk	12	50%	
Befors	6	50%	
Mortars 3"	40	-	No reduction
Mortars 2"	40	-	
Vickers MMG	8	-	Surplus to WE. Held at present.
Personal weapons	No reduction		
Gun stores	Reduction proportionate to guns retained.		

B. 'A' Vehicles

Carriers Universal	50		24 per Inf Regt. 1 per Bty equipped with guns. 15 per Inf Regt.
" Mortar	50		
" Lloyd	Nil	100%	Replaced by tractors on basis 2 tractors per 6 pdr A/Tk.
Cars Light Recon	17	Nil	

Vickers MG	8	-	Surplus to WE. Held at present.
Personal weapons		No reduction	
Gun stores		Reduction proportionate to guns retained.	
<u>B. 'A' Vehicles</u>			
Carriers Universal	50		24 per Inf Regt. 1 per Bty equipped with guns. 15 per Inf Regt.
" Mortar	30		
" Lloyd	Nil	100%	Replaced by tractors on basis 2 tractors per 6 ydr A/Tk.
Cars Light Recon	17	Nil	
Trucks Arm'd Personnel 15 cwt 4 x 4	10	Nil	
<u>C. 'B' Vehicles</u>			

Both Friuli and Folgore Gruppi are fully extended at present. Any reduction in entitlement of transport would make performance of their present role impossible. Now, if this HQ appreciation of their future role is correct, can any reduction be accepted, as a high degree of mobility will be required to combat civil risings. Gruppi, may however, become more concentrated, when all transport need not be in use as at present: in these circumstances, it is recommended that it be left to BLU/Gruppo to withdraw such vehicles as they think fit into a park to be formed by Gruppo, rather than into an Ord px. Vehicles will be off the road, but easily issuable in case of need.

It is recommended that consideration be given to governors being fixed to all Gruppi vehicles.

Approved

19

Subject:- Transport 1 R.T.C. Cesano.

Land Forces Sub Commission A.C.
(M.H.I.A.) RCMIS.

9/5/11
26 July 1945.

To:-

A.P.H.Q. for Q(AB)

It has been decided to establish as part of the Training Centre Italian Army, Cesano a: Man Management Training Team.

It is the intention that this team shall visit Italian Formations and assist them in this form of training. As no suitable vehicles can be spared from the present authorised scale of transport, it is requested that two 15 cwt. trucks may be issued for this specific purpose as a temporary increase to the V.E.

This proposal has the full support of the D.M.T.
your H.Q. His DME/ST/AM of 17 July refers.

RAC
R.A. CURTIS Lt. Col.
for Major General.
M. H. I. A.

Copy to:-

R.A.A.C.
M.H.I.A. "G"

RAC/Gen

5851

Subject:- Transport - Maintenance of R.T.C. I.C.F. Casano.

Land Forces Sub Commission A.C.
(M. M. I. A.)

26 July 1945.

To:-

Ministry of War.

1. 515-4/5.

Reference is made to this M. M. I. A. letter dated 12 July 1945.

2. The maintenance of vehicles held on charge by the various units comprising the Training Centre at Casano will be improved if centralized control is instituted.

It is proposed to furnish further Allied assistants in the shape of British supervisory technical personnel, if these can be spared.

3. The attention of the Commandant has been directed to the present unsatisfactory state of affairs and to the plan that is considered should be adopted to remedy the matter.

The replacement of unserviceable vehicles from British sources and the supply of spare parts and tools will be more easily obtained if evidence is forthcoming that the Italian Authorities are themselves determined to effect an improvement.

4. You are, therefore, required to direct the Commandant -

- (a) To centralise all transport in a common pool.
- (b) To appoint a selected officer to be responsible for -
 - (i) the allocation of efficient vehicles as between units.
 - (ii) the supervision of maintenance and repair of the vehicles.

RAC
R. A. CUNTER Lt. Col.
for Major General.
M. M. I. A.

Copy to:-

R. A. A. C.

F. H. and TU

"C" M. M. I. A.

(AG/17/1000 of 17 July refers).

RAC/fem

SEE 23

5850

SEE 29

SUBJECT:-

Transport

15

1st BRITISH LIAISON AND TRAINING UNIT,
KTC IOP

HQ KTC IOP

Ref: A2/17/1053

For information:

24 July 1945

HQ RAAC

HQ MATA

Major A.M.G. Colardi, RA
Major F.Y. Andrews, RAAC
Major Bellwood, RMAR

1. The problem of the proper maintenance of unit transport is not confined to the Italian Army. In the early days of the War, a great deal of thought was given to devising means to stimulate interest and pride in their transport, not only among drivers, but also among sub-unit commanders responsible for a group of vehicles.

2. It was found that the competitive spirit, particularly if associated with prizes or a bonus in the form of extra leave or other privileges, proved a most healthy stimulant and the standard of transport throughout the whole unit rapidly improved where the system was encouraged.

3. The general lines on which such competitive spirit may be fostered are as follows:-

(a) A board of officers and NCOs was organised to lay down the rules of the competition and carry out the judging. The Board consisted of -

1 Officer of Field Rank	} From the HQ of the Unit (Command Divisions)
1 Senior NCO	
1 Officer	} Technical experts from British RMAR (These may be selected from the E & M School at GESSANO).
1 NCO	

2 or 3 Junior officers and a similar number of NCOs from sub-units not engaged in the competition - i.e., those with no transport on their charge.

throughout the whole unit.

3. The general lines on which such competitive spirit may be fostered are as follows:-

- (a) A board of officers and HCOs was organized to lay down the rules of the competition and carry out the judging. The Board consisted of -
- | | |
|-------------------------|--|
| 1 Officer of Field Rank | } President of the Unit
(Command Division) |
| 1 Senior HCO | |
| 1 Officer | } Technical experts from British R&M
(These may be selected from the R & M
School at GERSHCO). |
| 1 HCO | |
- 2 or 3 Junior officers and a similar number of HCOs from sub-units not engaged in the competition - i.e., those with no transport on their charge.
- (b) Rules were drawn up by the Committee and it was laid down that every vehicle on charge to the Unit was inspected at least once a month by representatives of the Committee. (Owing to the number of vehicles on charge in the WTC, once in two months may be all that is practicable).
- (c) A rigid system of standardised marks was evolved (this can be readily worked out with the aid of AB.406) and each vehicle was allotted marks according to the condition in which it was found.
- (d) The Committee maintained a large chart (Specie) on which every vehicle was entered together with the name of its driver. As each inspection was carried out the number of marks gained were entered against each vehicle.
- (e) At the end of the month (or two months in this case) the following information was immediately available, -
- (i) The number of vehicles which had gained sufficient marks to qualify for the category "good" - the lowest standard which should be accepted in any unit.
- (ii) The names of, say the best half dozen drivers who had

gained/.....

- 2 -

gained the highest marks. These drivers were given prize or bonus.

(iii) The names of the drivers who had obviously neglected their vehicles. These drivers were detailed for extra maintenance periods in non-working hours.

(iv) Vehicles which were not inspected during the period. In such cases the CO called for an individual report on the circumstances.

(f) A great deal of other invaluable information was readily available, such as which sub-unit had the highest standard of maintenance and which sub-unit commanders were doing their work properly.

4. I feel sure that a competition organized on these lines would be of the greatest value and I would be glad if you would take the necessary steps to put in hand as soon as possible.

5. I have directed that the following officers of 'P' British Liaison and Training Unit staff shall do everything in their power to assist in the initial organization of the competition which will, however, be run and controlled solely by Italian personnel -

DIA & QMG	Major A.M.G. GELARDI, RA
DADST	Major P.Y. ANDREWS, RASC
DAME	Major J. BELLWOOD, REGE

I would like the same score chart (Specchio) to be maintained in duplicate, and one copy to be available in my office so that I may keep a continuous check on the progress of the competition.

DMJ/aaJ


Colonel,
Commander

'P' BRITISH LIAISON AND TRAINING UNIT,
ITC ICF

DAA & CMZ
DADST
DADNE

Major A.M.G. GILARDI, RA
Major F.Y. ANDREWS, RAOC
Major J. BELLWOOD, RMAS

I would like the same source chart (Specio) to be maintained in duplicate, and one copy to be available in my office so that I may keep a continuous check on the progress of the competition.

LPM/asJ

Internal

File
Fleet


Colonel,
Commander
'P' BRITISH LIAISON AND TRAINING UNIT,
RMC ICF

5845

COPY CIRCUMSTANCES SIGNAL

Q/5/11.

DATE/TIME
231200Z

13

FROM : DISTED
 TO : 6 (SA) ARMD DIV 59 AREA
 60 SUB AREA
 INFO : AREA 151 SUB AREA 215 SUB AREA
 REF : GC/3468

CONFIDENTIAL

- (1) THE STANDARD OF MAINTENANCE OF VEHICLES AND ARTY EQUIPMENT IN ALL GRUPTI REMAINS VERY LOW (.) IT HAS BEEN DECIDED TO WITHDRAW A CERTAIN PROPORTION OF VEHICLES AND GUNS INTO PWS (.) GRUPTI WILL BE REQUIRED TO PROVIDE MEN AT THESE PARKS ON SCALE OF 12 MEN PER 100 VEHICLES OR GUNS TO UNDERTAKE MAINTENANCE UNDER BRITISH SUPERVISION (.)
- (2) A RECOMMENDATION IS REQUIRED AS SOON AS POSSIBLE AS TO THE NUMBER OF VEHICLES AND GUNS INCL INF 6 PWS AND MORTARS WHICH CAN BE CONSIDERED SURPLUS IN THE GRUPTO UNDER YOUR COMMAND (.) IT WILL BE ASSUMED THAT THE PRESENT ROLE OF THE GRUPTI REMAINS THE SAME (.)
- (3) CONSIDERATION WILL ALSO BE GIVEN TO THE NECESSITY FOR TRAINING (.) WEAPONS REQUIRED FOR THIS WILL BE KEPT TO A MINIMUM (.)
- (4) 59 AREA WILL BE RESPONSIBLE FOR MAKING RECOMMENDATIONS FOR 114 PWS MANTOVA (.) 60 SUB AREA IN CONSULTATION WITH 215 SUB AREA WILL LOOK INCL 155 ARTY REGT IN THEIR MANTOVA FIGURES (.)
- (5) FOR INFO OF PWS ALL AREA BLKS CONCERNED HAVE HAD THIS MATTER UNDER CONSIDERATION FOR SOME TIME (.)
- (6) IN SUBMITTING YOUR RECOMMENDATIONS PLEASE STATE LOCATIONS OF PROPOSED GRUPTI PWS

"C" Distribution:-

Q/5
 Q/08
 C(2)
 Arty Recs.
 Float

PAC

5847

IMPORTANT

9137

LRCS V LARE HQ 151

PRIORITY

T MENT OVER-4

FROM: DTMO 17/1728E

TO: DISTONE - DISTWO

INFO: MAIN EIGHTH ARMY - NHIA

~~SECRET~~ BT

~~SECRET~~ CH 200 BT

CONFIDENTIAL

ONE. THE STANDARDS OF THE MAINS WITHIN ITALIAN ARMY REMAINS VERY LOW

AND IN SPITE OF RECENT REPAIRS SHOWS LITTLE OR NO IMPROVEMENT.

THE RESULT IS SERIOUS WASTE AND MISUSE OF BRITISH EQUIPMENT WHICH

CANNOT BE ALLOWED TO CONTINUE. TA-23507 SERVED SACRED CITY

THREE.

IT HAS THEREFORE BEEN DECIDED THAT A PROPORTION OF THE VEH AND

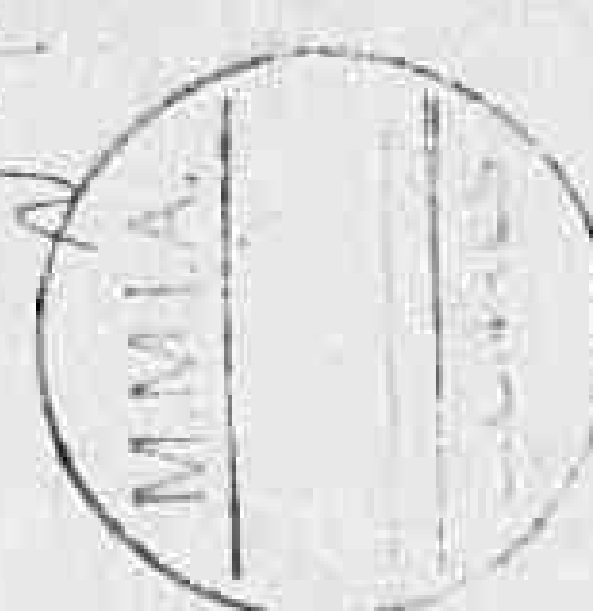
ARMY EQUIPMENT OF ALL TYPES SHALL BE WITHDRAWN INTO VEH AND

GUN PAKES. THEY WILL POSSIBLY BE PERISHED AT A LATER DATE IF

REQUIRED AND IF IN THE MEANTIME A SATISFACTORY STANDARD OF

MAINTENANCE HAS BEEN ACHIEVED.

YOUR EARLY RECOMMENDATIONS ARE REQUIRED ON THE FOLLOWING POINTS



Q

CO's

RAB

10

8/5/11

TWO. IT HAS THEREFORE BEEN DECIDED THAT A PROPORTION OF THE VEH AND
 ANY EQUIPMENTS OF ALL GRUPPI SHALL BE WITHDRAWN INTO VEH AND
 GUN PARKS. THEY WILL POSSIBLY BE REISSUED AT A LATER DATE IF
 REQUIRED AND IF IN THE MEANTIME A SATISFACTORY STANDARD OF
 MAINTENANCE HAS BEEN ACHIEVED.

WHEN YOUR EARLY RECOMMENDATIONS ARE REQUIRED ON THE FOLLOWING POINTS

AS AFFECTING GRUPPI UNDER YOUR RESPECTIVE COMMAND:-

1. THE NUMBER OF VEH AND GUN IN TYPES WHICH CAN NOW BE WITHDRAWN
 AS SURPLUS TO ANY IMMEDIATE OPERATIONAL REQUIREMENT.
2. THE NUMBER IN A ABOVE WHICH CAN BE RECORDED AS SURPLUS
 TO ANY FORESEEABLE REQUIREMENT.

FOUR. EQUIPMENT IN 3 WOULD BE WITHDRAWN INTO PARKS FROM WHICH IT COULD
 BE REISSUED IN AN EMERGENCY INVOLVING CHANGE OF ROLLS. **5846-**

ANCE-

6. PERSONNEL FROM GRUPPI WOULD BE REISSUED AT PARKS ON THE

SCALE OF 12 MEN PER 100 VEH OR GUN TO UNDERTAKE

MAINTENANCE UNDER

BRITISH SUPERVISION.

17/1720D

SEE 20

SENT MR SENT RL 131 2130D JY B

1/1/53

9/5

5846/1

1/1/53

SUBJECT: Transport at R.T.C., I.C.F.

Q/15/11 9/2
(X)
'F' BRITISH LIAISON & TRAINING UNIT
R.T.C., I.C.F.

Ref: AQ/17/1008

17 July 45.

To: H.Q. ✓
Land Forces Sub Comm. A.C. (MMIA).

Copy for information to:
D.M.T., A.F.H.Q.

1. It has been proposed that all transport at this Centre be pooled and placed under the charge of a British officer with two N.C.O. assistants.
2. In the minutes of the meeting held at M.M.I.A. on 10 July reference is made to this matter and it is pointed out that the provision of these officers is a responsibility of D.M.T.
3. Recent investigations have disclosed that the misuse of transport and complete lack of any check on petrol consumption are even graver than was at first found. Strong representations have been made to G.O.C., R.T.C., I.C.F. with a view to a remedy being found by the Italian authorities.
4. It is my considered opinion that only by pooling all transport (including that of No.3 G.T. Company), under British command, can any effective check be instituted.
5. Such a drastic measure is beyond the authority of this Liaison Unit and requires a direct order from Higher Authority.
6. If this solution is approved, may such an order be issued please, and the necessary British personnel supplied to enable it to be implemented.

Adhucal
Colonel.
Commander 'F' British Liaison
& Trg. Unit R.T.C. I.C.F.

WDM/ah.

Internal.
File.
Float.

Subject: Transport - Italian Gruppo.

1D/2701/3/9.

AFHQ Q(AE).
HQ MMIA.

12 Jul 45.

1. Attached hereto is copy of 50 BLU letter A/6/14 dated 6 Jul on subject of maintenance of vehicles in Friuli Gruppo.

2. With your agreement and provided recommendations submitted for removal of Italian ~~senior~~ officers will be supported by your HQs, it is proposed to adopt the suggestions made in the attached letter.

3. It is requested you will give your agreement and assure this HQ of the necessary support.

W. B. Brown

Major-General.
Commanding.
No. 1 District.

CMP.

Copy to: 50 BLU (less copy letter).
UMI.

SEE 19

SEE 11.

15844

COPY.Subject: Italian Army - Inspections.SI, UMI,
c/o DMS, HQ 2 District, CAP.Copy to: HQ 4 District,
CI HQ UMI.50 British Liaison Unit.
1/6/45.
6 Jul 45.

Reference your 20/UMI/63/4 dated 3 July 45.

1. This BLU is only too well aware of the lamentable state of maintenance of vehicles in BRILL HQ.
2. My first directive on this subject was written on 10 Oct 44, and has been followed monthly, weekly and almost daily ever since by requests, orders, threats and exhortations.
3. I am in complete agreement with your statement that the deplorable standard is almost entirely due to lack of officer and/or NCO supervision.
4. In view however of the fact that I have continually represented this precise point to the GOC, I consider that GOCs at all levels must now be held primarily responsible.
5. In my opinion no improvements will be made until one or two really senior officers have been summarily dismissed on Allied orders, for continued and deliberate refusal to see that instructions on the subject of maintenance are in fact carried out.
6. I would suggest that a British officer, who must be at least a full colonel in order to carry sufficient weight, should descend without warning, accompanied by a team of inspectors, on random units in this Group and that he shall insist on the dismissal

3. I am in complete agreement with your statement that the deplorable standard in almost entirely due to lack of officer and/or NCO supervision.

4. In view however of the fact that I have continually represented this precise point to the CO2, I consider that CO2s at all levels must now be held primarily responsible.

5. In my opinion no improvement will be made until one or two really senior officers have been summarily dismissed on Allied orders, for continued and deliberate refusal to act that instructions on the subject of maintenance are in fact carried out.

6. I would suggest that a British officer, who must be at least a full colonel in order to carry sufficient weight, should descend without warning, accompanied by a team of inspectors, on various units in this Group and that he shall insist on the dismissal of the coal concerned in any case where flagrant lack of supervision is revealed.

7. I would add that in my opinion no officer could possibly have worked harder on a more heart-breaking job than has Capt. W.E. Stoecker, Staff Capt. REEF of this unit. The fact that the Group ever reached the line, took part in the advance to BOLOUK, or is still just able to move is entirely due to his untiring personal efforts.

(SA) 5843
Lt. Col.
GS.

Translation

VEHICLES MAINTENANCE INSPECTION REPORT

NO. PEM/10

UNIT: 192nd Driving School, Piceno Div.

COMMANDING OFFICER: Maj. VIVALDI

NO. OF W/E: CM/991/1

VEHICLES:	WAR ESTABLISHMENT	103	M/C	5
	ACTUAL STRENGTH	73	"	-
	STRENGTH INSPECTED	12	"	-

- x 1. The deficiencies are due to: 10 vehicles B.L.B.
 4 vehicles in REME W/S
 3 vehicles in Div. W/S
 13 vehicles not yet received.

2. No M/C was taken by the unit.
 3. Of the 73 vehicles present, 29 were inefficient and awaiting repairs

Date of the Inspection: June 28, 1945
 Previous Inspections : none

1. STATE OF MAINTENANCE:UNSATISFACTORY

Although the lack of experience of the drivers, the lack of equipment and supplies, the fact that the vehicles assigned to the unit belong to the 5th Category, and the numerous deficiencies encountered during the inspection, have been taken into account, maintenance is not carried out in a satisfactory manner.

2. DISCIPLINE:

The unit is subdivided into three platoons. A captain was appointed officer in charge of Transport a few days before the inspection. This officer is assisted by the commanding officers and senior NCOs (second in command) of the platoons. The system of 16 tasks is in use and the daily task is carried out when the requirements of the service permit. The task is published daily. The vehicles are employed for training and for various services for the division.

3. DOCUMENTATION:

(a) A.B. 412.

The Italian edition of the A.B. 412 was opened for most of the vehicles inspected; however, the details were missing; Register

2. DISCIPLINE:

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3. DOCUMENTATION:

(a) A.B. 412.

The Italian edition of the A.B. 412 was opened for most of the vehicles inspected; however, the following essential details were missing: Register of oil changes and, in some cases, the register of the consumption of petrol. In other cases, the register, though opened, was not kept up to date. For some vehicles, whose speedometers were not in working order, approximate runs were registered, but they did not conform to the consumption of petrol.

(b) A.B. 406

The books had been opened for most of the vehicles; however, up to now no inspection has been made.

(c) Book of defects

In use. Only the details of inefficient vehicles were registered in it. There were no notes of the defects found in the vehicles still efficient.

(d) Tools

The vehicles were delivered with very few tools; these were registered in A.B.412. The unit had many keys, but there had a small range of measurement. The drivers had purchased a certain quantity of keys, but it was impossible to check this owing to the lack of lists.

(Cont'd)

4. MOTOR:

- (a) In general, the state of maintenance was satisfactory. Apart from the lack of register, it appeared evident that the changing of oil was not being carried out regularly. The oil of the Ford 3 ton 4 x 2 L. 5686319 required changing. Three vehicles had the nuts holding the motor loose. The fan belts of two vehicles were too loose, while the fan belt of another were too tight.
- (b) The oil filter of the Ford 3 ton 4 x 2 L. 5686319 was dirty and required changing.

5. AIR AND PETROL FILTER:

Two air filters with low oil levels and without mounting screws were found on two vehicles.

6. STEERING:

The steering bushes of four vehicles required lubrication, while in the Ford 4 x 2 L. 5654979, the left steering arm of the steering cross-member was loose.

7. TRANSMISSION:

The most serious negligence found was in the lubrication of the cardan joints. The nuts of the half-axle were loose on two vehicles, and on another vehicle, insufficient free movement of the clutch and brake pedals were found. In one case, HJ 90 oil was used for the hydraulic brake system of a Dodge 3 ton 4 x 2 L. 5176958.

8. SPRINGS:

The spring shackles of four vehicles required lubrication. The springs of one vehicle were covered with oil and the springs of another were covered with grease.

9. CHASSIS:

Taking into consideration the duties carried out by the vehicles, the maintenance was satisfactory. One side of the body of the Dodge 4 x 2 L. 5654809 was bent.

10. BATTERIES:

Of the batteries was not satisfactory. On most of the

The spring shackles of four vehicles required lubrication. The springs of one vehicle were covered with oil and the springs of another were covered with grease.

9. CHASSIS:

Taking into consideration the duties carried out by the vehicles, the maintenance was satisfactory. One side of the body of the Dodge 4 x 2 L. 5654809 was bent.

10. BATTERIES:

The care of the batteries was not satisfactory. On most of the vehicles, dirty batteries with low distilled water levels were found. The batteries of the Austin 3 ton 4 x 2 L. 4677836 were inverted and the cables were damaged. Grease was found on the pinzer contacts of the Bedford 3 ton 4 x 2 L. 4913417.

11. TIRES:

The maintenance of tires was unsatisfactory; only six tires were found with the pressure prescribed by G.S.O. 546/44.

12. OIL DEPOT:

The unit has no oil depot.

13. DEFECTS NOTED AND NOT REPORTED:

Owing to the lack of details in the booklet and in the A, ~~4~~ 1406, no defects found during the inspection had been registered.

14. REMARKS ON THE UNIT:

1. The unit encounters great difficulties in having repairs carried out in the Division's Mechanic Workshop. The inspector observed forms AF G 1045 dated March 15 and April 11 for which no measures had been up to now by the workshop.

(Cont'd)

14. REMARKS ON THE T:

2. Owing to the general confusion in the Division on the matter of normal requests, it appears to be practically impossible for the unit to obtain spare parts and supplies, especially hydraulic fluid for brakes and distilled water.

3. The unit had indentated to the superior Hq. for tirepressure gauges (letter dated June 10, 1945) and furthermore, had informed the same Hq. that the batteries of the vehicles were wearing out, owing to the impossibility of having them re-charged at the workshops (letter dated June 20, 1945). Up to the day of the inspection no reply had been received.

4. According to a new War Establishment authorized by MIAA during the month of March, a certain number of 2nd Category vehicles have been authorized for use by the School Hq. and by the platoons, but none of said vehicles have been received.

5. The present location of the unit is not suitable for the training (driving) or for the training in the maintenance of vehicles.

6. The commander has confirmed the fact that he has not received any of the general instructions regarding the maintenance and care of vehicles (G.H.O.).

15. RECOMMENDATIONS:

1. Ref. Par. 2.
That a greater ~~was~~ supervision be kept to insure the task is carried out every day on all vehicles.

2. Ref. Par. 3a
That all of the details be registered and kept up to date in the A.B. 412.

3. Ref. Par. 3b
That the inspections at 406 be carried out monthly and as soon as a vehicle is issued to the unit.

4. Ref. Par. 3c
That the defects encountered and the measures taken (for efficient vehicles also) be registered in the book of defects.

5. Ref. Par. 3d
That all of the tools actually available be kept in the depot, and that those purchased by the drivers be listed and placed at the disposal of all of the drivers for maintenance.

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5. Ref. Par. 3d
That all of the tools actually available be kept in the depot, and that those purchased by the drivers be listed and placed at the disposal of all of the drivers for maintenance.
6. Ref. Par. 4-5-6-7-8-9-10.
That measures be taken in order to avoid repetition of the deficiencies mentioned in these paragraphs.
7. Ref. Par. 11
That the drivers and the cadets be trained in regard to the importance of tire conservation, and for this purpose, copies of G.R.O. 546/44 are requested. That until the supplies of pressure gauges and compressors have arrived, an agreement be made with another neighboring unit for the loan of said materials.
8. Ref. Par. 14 (2)
That clear explanations on the method of filling out the requests for spare parts and for supplies be requested from the M.P. Office.

5840

16. REMARKS:

1. Lack of knowledge in regard to the maintenance of BR11-4m. vehicles is evident, but we hope that the unit will receive all of the supervision and aid requested in order to carry out an immediate improvement. This is

(Cont'd)

16. REMARKS: (Cont'd)

particularly necessary, bearing in mind that the unit has the important task of training and being an example to the drivers of all of the Combat Groups.

2. Enclosed please find a list of 29 vehicles which are inefficient at the moment.

(Sgd) P.P. MOORE Capt. RA
Inspector U.M.I.

DISTRIBUTIONAddressees

To MMIA for forwarding to Min. of War - M.T. Gen. Dir.

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INEFFICIENT VEHICLES BELONGING TO THE ARMY SCHOOL.

<u>TYPE</u>	<u>PLATOON</u>	<u>LICENSE NO.</u>	<u>DEFECT</u>
Dodge	1	5176914	Battery run-down, electric installation require over-hauling.
Dodge	1	5176748	Gear, brake, small motor require over-hauling.
Dodge	1	5177033	Small motor requires over-hauling.
Dodge	1	5176923	Dynamo motor requires over-hauling.
Dodge	1	5176883	Gear requires over-hauling, starter requires lubrication.
Ford	1	425642	Motor requires over-hauling.
Ford	2	15318172	Radiator broken, motor requires over-hauling.
Austin	3	4677543	Spark-plug broken, fan belt broken.
Bedford	3	4878733	Fan belt and sleeve broken.
Dodge	1	5650020	motor requires general over-hauling.
Dodge	1	5176928	motor and transmission require over-hauling.
Bedford	1	4880487	Motor requires over-hauling, radiator broken.
Bedford	1	4876433	Gear broken, motor requires over-hauling clutch burnt.
Bedford	1	5182235	Motor requires over-hauling, radiator broken.
Chevrolet	1	1327454	Motor, cooling system require over-hauling.
Austin	1	4677823	Motor, cooling system require over-hauling.

Dodge	1	5176928	Motor and transmission require overhauling.
Bedford	1	4880487	Motor requires overhauling, radiator broken.
Bedford	1	4876433	Gear broken, motor requires overhauling clutch burnt.
Bedford	1	5182235	Motor requires overhauling, radiator broken.
Chevrolet	1	1327454	Motor, cooling system require overhauling.
Austin	1	4677823	Motor, cooling system require overhauling.
Ford	1	5176302	Motor requires overhauling.
Dodge	1	5177001	Axle bearing burned out.
Ford	2	5605112	Motor requires overhauling.
Ford	2	5605075	Connecting rods broken.
Ford	2	5174225	Motor requires overhauling.
Ford	2	5655160	Motor requires overhauling.
Dodge	1	5177042	Clutch and gear burnt.
Bedford	1	4913417	Electric installation requires overhauling.
Ford	1	5605110	Right chassis bar broken, spring shock shockle broken.
Ford	1	5604261	Gear out of order, radiator broken.
Ford	2	5178058	Cab damaged, radiator broken.
Ford	2	5686259	Main leaf broken.
Bedford	3	4882184	Radiator broken, cooling system requires overhauling.

Translation

. of inspection 9/1D

VEHICLES MAINTENANCE INSPECTORATE

UNIT: Workshop - 3rd Transport Unit.

No. of 4/E NA/539/1

COMMANDING OFFICER: Capt. VINCENNELLI Marco

VEHICLE: WAR ESTABLISHMENT	13	M/C	2
ACTUAL STRENGTH	13	M/C	2
STRENGTH INSPECTED	6	M/C	1

Date of Inspection: June 20, 1945

Previous inspections: noneMEDIOCRE1. STATE OF MAINTENANCE:

The classification could have been better if (even during this period of increased work for the w/s) maintenance and registrations were better taken care of.

2. DISCIPLINE AND ORGANIZATION:

The commander of the unit is also the commander of the vehicles; he is assisted by a Senior NCO mechanic. The task system is in use, even if temporarily suspended in order to inspect and repair vehicles of the transport company.

3. DOCUMENTATION:

- (a) A.B. 412. InA use, but not kept up to date.
- (b) A.B. 406. In use, but the inspection has not yet been reported, as the unit was formed recently.
- (c) Books of defects. Not opened.
- (a) Equipment. Incomplete - registered on 412.

4. MOTOR:

(a) In general: The nuts of the oil sump of the motor were loose.

- (b) Oil filters: In order.

5. AIRFILTERS AND PETROL FILTERS:

The air filter and the petrol filter of the Dodge 6569183 were dirty; the filter on the Dodge 5690876 was dirty, and the oil level in the air filter on Dodge 5375110 was low.

3. DOCUMENTATION:

- (a) L.B. 412. In use, but not kept up to date.
- (b) A.B. 406. In use, but the inspection has not yet been reported, as the unit was formed recently.
- (c) Book of defects. Not opened.
- (d) Equipment. Incomplete - registered on 412.

4. MOTOR:

- (c) In general: The nuts of the oil sump of the motor were loose.
- (b) Oil filters: In order.

5. AIRFILTERS AND PETROL FILTERS:

The air filter and the petrol filter of the Dodge 6569183 were dirty; the filter on the Dodge 5690876 was dirty, and the oil level in the ~~xxx~~ filter on Dodge 5375110 was low.

6. STEERING: In order.

7. TRANSMISSION:

The cardan joints on three vehicles required lubrication; the nuts of the cardan joints of Dodge 5691031 were loose.

8. SPRING: The spring shackles of a Dodge required lubrication.

9. BODY: In order

10. BATTERIES:

The batteries of M/c Norton C. 1444425 has a broken element; The battery of Dodge 5690876 is pierced; the liquid level on Dodge 6569183 was low.

5837

(Cont'd)

11. TIRES: All of the tires had the pressure prescribed by G.R.O. 54644.
12. OIL DEPOT: The unit does not have an oil depot.
13. DEFECTS NOTED AND NOT REPORTED: the register of defects is missing.
14. REMARKS ON THE UNIT: none
15. RECOMMENDATIONS:
 1. Ref. per. 2 That the unit see to it that the tasks are regularly carried out and at set times.
 2. Ref. per. 3a That the 412 are always kept up to date, adding the tire numbers and the oil changes to it.
 3. Ref. per. 3b That monthly inspections be carried out and that the results be noted on A.B. 406.
 4. Ref. per. 3c That a book of defects be opened (and kept at the Hq.) in which all of the defects and the measures taken to eliminate them will be summed up.
 5. Ref. per. 3d That a monthly check be made on the equipment as prescribed in G.R.O. 109/45.
 6. Ref. per. 4- 5- That defects discovered be eliminated.

7-8-10

REMARKS:

The interest shown by the commander and by the Senior NCO mechanic for the care of the vehicles assigned to the unit has been noticed, and it is hoped that a considerable improvement will be made.

(SGD) IGINO DANIELLA

Capt. of N.C.M.A

Cpl. VUC

16. Remarks:

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(SGD) IGINO DANIELLA

Capt. of N.C.M.A.

Cpl. VDC

DISTRIBUTION

Addresses

To MAILA for forwarding to Min. of War - M.T. Gen. Directorate.

5836

CONFIDENTIAL

SUBJECT: Transport, Inspection - Italian Army.

THE BRITISH LIAISON & TRAINING UNIT
R.T.C., I.C.F.

Ref: AG/17/947

7 July 1945.

To: A.A. & Q.M.G.,
Rome Area Allied Command.

Copy to: D.M.T., A.M.H.Q. (for information)
Col. F.J. Noakes, OBE
(H.M.I.A.)
Chief Inspector,
UMI AFHQ.

1. Receipt of your letter dated 30 June 45 on the above subject is acknowledged and it is regretted that there has been some delay in replying, owing to the desirability of discussing the whole problem with the A.A. & Q.M.G. This discussion took place this morning, 7 July.

2. At the risk of being unduly lengthy I think it is essential to point out that the serious and justified complaints of the Transport position at this Centre are symptomatic of an even graver defect. Transport is but one of the many problems associated with the rehabilitation of the Italian Army. Care of Arms, Maintenance of Training Equipment, Hygiene, Man Management are all subjects which necessitate the most constant supervision, and lag far behind the standard which would be regarded as a minimum in the British Army.

3. The cause is basic. The discipline of the Italian Army is fundamentally unsound. Italy is a defeated nation and its Officers and N.C.Os. (for what they are worth) have lost confidence in themselves, and it is considered a duty of Liaison Officers attached to them to endeavour to inculcate some pride in themselves, in the Nation and in the equipment with which they are entrusted. This is no easy task. Out of the several hundred officers in this Centre there are but three or four on whom implicit

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4. Experience has shown that provided sufficient urgency is imparted by Officers of the B.L. and T.U. Senior Officers of the Italian Army are prepared to issue orders. Experience has again shown, however, that once these orders are issued none, whether he be Senior or Junior Officer or N.C.O. takes the slightest interest in whether they are implemented.

5. The position, as the Writer found it when he took over this responsibility in January, was even worse. At that time political dissension and complete apathy precluded any possibilities of discipline. The position has improved. Orders are now issued and quite a large proportion of them are obeyed. There has been a purge of the most notably inefficient officers but there still remain large numbers who are incapable of assuming command in any respect whatsoever.

6. The position of the British Liaison Unit is delicate. British Officers have no executive authority. They are essentially advisers, responsible for indicating to the Italians how some particular military task can, from experience, be best accomplished. Having done so, their only remaining influence is that of personal contact and example. Nevertheless the whole standard of the R.F.C., I.C.F. has improved immeasurably and given sufficient time, coupled with a peaceful political atmosphere, the writer is confident that even this deplorable material can be converted into a satisfactory organization. Proof of this may be seen by the outstanding

...../2.

- 2 -

improvement which can be noticed throughout the Centre as a whole.

7. Dealing specifically with the question of transport, it has long been known that the standard of maintenance and general condition of the vehicles in the Centre was, to say the very least, deplorable. This factor was emphasized in a personal conversation with Brigadier Low more than two months ago. As, however, advice and requests on this matter (as well as on that of hygiene) appeared to the Italians merely as an individual kink of the B.I.U. Commander, it was decided to request the attendance of an independent Inspectorate Board, whose condemnation would serve effectually to impress the Italians with the importance of the whole subject. Fortunately this has proved to be the case.

8. On the whole, the report by the Chief Inspector, U.M.I., very correctly sums up the position, although to some extent it is influenced by a lack of knowledge of the exact relationship between the British Liaison Unit and the Italian Army, and the difficulties which have had to be faced. When discussing the matter with the Chief Inspector, the Writer particularly requested that the report should spare no one, and that fullest publicity to its findings should be given throughout Higher Authority. It appears that this has been done.

9. No attempt is now made to justify or extenuate the disgraceful state in which the majority of the transport was found, but the following factors should be considered :-

- (a) The majority of the vehicles inspected were those which, for some reason or other, were 'non-runners', as all vehicles which can be kept on the road are required for administrative purposes and were consequently not available for inspection. In this connection it should be noted that the Italian mentality is such that when a vehicle becomes a non-runner it ceases to be of the slightest interest to anyone and the general attitude is that unless it is replaced from some unknown source, nothing can be done about it. The Italian appears to be incapable of helping himself or improvising, unless goaded into it.

- (b) The majority of the vehicles in this Centre were class V when drawn and it should be noted in parenthesis that their condition on arrival left a great deal to be desired. The life of a Class V vehicle is not more than 2,000 miles, whereas every vehicle in

2. No attempt is now made to justify or extenuate the disgraceful state in which the majority of the transport was found, but the following factors should be considered :-

(a) The majority of the vehicles inspected were those which, for some reason or other, were 'non-runners', as all vehicles which can be kept on the road are required for administrative purposes and were consequently not available for inspection. In this connection it should be noted that the Italian mentality is such that when a vehicle becomes a non-runner it ceases to be of the slightest interest to anyone and the general attitude is that unless it is replaced from some unknown source, nothing can be done about it. The Italian appears to be incapable of helping himself or improvising, unless goaded into it.

(b) The majority of the vehicles in this Centre were class V when drawn and it should be noted in parenthesis that their condition on arrival left a great deal to be desired. The life of a Class V vehicle is reckoned to be not more than 2,000 miles, whereas every vehicle in this Centre has now exceeded 10,000.

(c) Vehicles were drawn with no spares and practically a complete absence of tools. The responsibility for indenting for tools is an Italian one and although repeated and urgent representations have been made to Italian authorities, virtually no tools have been received at any time. This is to some extent an excuse for the failure to comply with mechanical maintenance and, in particular, to the failure to maintain correct tyre pressures. The report, however, emphasizes that the main fault lies in a complete lack of interest by those responsible for the ordinary rules of maintenance. No excuses can justify the failure to top up batteries, maintain correct oil levels and attend to routine greasing.

10. The U.M.I. report confirmed the conviction of all the ^{British} officers at this Centre that the condition of the transport was exceptionally unsatisfactory and to this extent served as a valuable weapon when dealing with Italian Senior officers. Immediately the report was available the writer called a conference of the Commanding General and all Unit Commanders and laid down a very definite policy for vehicle maintenance, which was enthusiastically agreed to by all those who were present. In consequence, a series of orders (copies of which were sent to the U.M.I.) have been issued. These orders covered nearly every phase of the problem, and if implemented would have produced the required result. During the subsequent fortnight a small but noticeable improvement could be observed, but the rate of deterioration of the transport still exceeded the ability of the personnel to maintain their vehicles. This

...../5.

- 3 -

deterioration was to a large extent accentuated by the appalling condition of all approach roads to R.T.O., I.C.P. This subject has, however, been discussed in separate correspondence and need not be referred to further at this stage.

11. On the 6th July the writer addressed a letter to the Commanding General, R.T.O., I.C.P., copy of which is enclosed. It is submitted that this letter expresses the position as forcibly as the authority of the British Liaison & Training Unit's relationship with the Italian Army will permit. Without executive authority and adequate personnel to ensure that orders are being carried out, there will inevitably be a long delay between the indication of faults and their remedy.

12. With regard to paragraphs 7 and 8 of the U.M.I. letter it is pointed out that questions of policy affecting the administration of the Italian Army are matters for the decision of M.M.I.A., but it may be said that this Liaison Unit is in entire agreement with the recommendations made therein. It is appreciated that centralisation of transport will diminish the essential sense of responsibility, which it is the object of the British authorities to convey to the Italian officer, but in view of the fact that supply of transport is not inexhaustible, and in the long run it is the British Taxpayer who will be forced to pay for it, the disadvantages would appear to be acceptable.

13. In conclusion, it is emphasized that the deplorable state of all transport in the Centre is fully realised and every effort will be continued by the British personnel at this Centre to ensure that the position is remedied as rapidly as possible.



Colonel.
Commander 'D' British Liaison
& Trg. Unit POC ICP

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UHM/ah.

Internal.

File.
Float.

[Signature]

Colonel.
Commander 'P' British Liaison
& Trg. Unit FHC IDF

5933

C O P Y

SUBJECT: Transport.

'F' BRITISH LIAISON & TRAINING UNIT
R.T.C., I.C.F.

Ref: AQ/17/940

6 July 45.

To: Commanding General,
R.T.C., I.C.F.

Copy to: H.Q., R.A.A.C.
HQ U.M.I., A.P.H.Q.

1. A fortnight ago I had a conference at which General Vegni and the Regimental Commanders and the Commanders of Sub-units were present. As a result of this conference it was decided to issue certain orders and copies of these orders have been sent to me. In themselves, the orders are excellent and cover the ground adequately. The position at present, however, is that they remain orders and no attempt whatever has been made to ensure that they are carried out. This reflects the gravest discredit not only on the Divisional Staff but on every sub-ordinate Commander responsible for transport. It is obvious from the orders themselves that my recommendations were fully appreciated but it is quite useless unless a real effort is made by every officer of whatever rank, to ensure that the present deplorable condition of the transport is remedied.

2. As you are aware, I have received very serious criticism from Senior Officers of A.P.H.Q., and R.A.A.C. on the apparent slackness with which this subject is being treated. My reply has invariably been that the Divisional Staff and Commanding Officers are making every effort to remedy the position, but unless there is in fact some very definite improvement, both in discipline and in maintenance, I shall be compelled to report that my efforts are being nullified.

at present, however, is that they remain orders and no attempt whatever has been made to ensure that they are carried out. This reflects the gravest discredit not only on the Divisional Staff but on every subordinate Commander responsible for transport. It is obvious from the orders themselves that my recommendations were fully appreciated but it is quite useless unless a real effort is made by every officer of whatever rank, to ensure that the present deplorable condition of the transport is remedied.

2. As you are aware, I have received very serious criticism from Senior Officers of A.F.H.Q., and R.A.A.C. on the apparent slackness with which this subject is being treated. My reply has invariably been that the Divisional Staff and Commanding Officers are making every effort to remedy the position, but unless there is in fact some very definite improvement, both in discipline and in maintenance, I shall be compelled to inform these Senior British Officers that my efforts are being nullified by apathy throughout the whole Centre. This is a very serious matter and I suggest that it should be given the most urgent and thorough consideration.

3. I am fully aware of the condition of the roads being a contributory factor to the depreciation of our transport. A great deal of time and money, with limited resources, has been spent on the repair of the road and after four days it has been necessary to close it again in order to carry out sufficient patching to enable it to remain serviceable. This is due to one cause and one cause only; namely, the complete lack of discipline among Drivers and the complete failure of officers to check excessive speed whenever it occurs, which is nearly always. I have requested you to put up Speed Limit notices. This has not been done. I have requested you to take drastic action against Drivers guilty of driving too fast. No such action appears to have been taken. Will you please give this matter your immediate, serious consideration and ensure that this intolerable slackness and lack of interest by all ranks in the Centre shall cease immediately.

LHM/ah.

(Signed) L. H. MACKAY.

Colonel.
Commander 'P' British Liaison
& Trg. Unit RVC ICF

ROME AREA ALLIED COMMAND
APO 794, US Army

0703

WFO/cf
30 Jun 45

SUBJECT: - Inspections - Italian Army.

TO: - G(Head) AFHQ.

1. Herewith copy report AFHQ/63/1 dated 26 Jun 45 on transport of Pione Division located at BRIS-
ton Station.

2. This HQ agrees with the recommendation made in para 7 of the report to the effect that all AD tpt should be withdrawn in view of the manner in which it is being treated and until the Italian Staff Dept can guarantee adequate supervision to ensure that it is properly treated.

3. 'P'HQ are being asked for a report as to why a situation of such seriousness was not fully re-
ported to this HQ earlier.

enclos.

A. B. Block
A. B. BLOCK
Trigadier
Commander British Troops Rome

Copy to: - HQ BRIS
Front.

RAC

5831

SECRET

SUMMARY: Inspection of Italian Army.

Copy to: D.M.H., A.F.H.Q.

Copy to: D.M.H., A.F.H.Q.
 D.H.T., A.F.H.Q.
 R.A.A.C.
 H.Q. M.H.I.A.
 Sp. B.L.U.

Unit Maintenance Inspectors
(7th Vehicle Section)

H.Q. U.M.I. C.H.P. (Tel 1712)

AR/WH/63/1 26 June 1945

3

1. Inspections are almost complete by an Element of the Italian U.M.I. on the M.H.T. Div. of the Italian Army. In addition an inspection of Tyres by Major Pitti H.E.M.H. has also been carried out. 15 inspections have been carried out by two Italian Elements of U.M.I. in Friuli & Legnano Groups. All are unsatisfactory.

2. The Piacenza Div. is acting as the Training & Base Depot to the Combat Groups, and holds approximately 450 vehicles.

3. In the Piacenza Div. with which this report is mainly concerned it would be incorrect to state that there was a low standard of maintenance. There is no maintenance and the state of the vehicles seen showed an array of destruction by neglect such as had not yet been seen by this Inspectorate.

4. By British standards all units were 'unsatisfactory'; but out of the 9 units visited to date, four were adding some confidence with but small success, and for the purposes of differentiation with those who were really appalling, have been classified 'Poor for Improvement'. It is explained that this has been used merely as a degree of being less unsatisfactory than the balance and not as a maintenance standard. At Appendix 'A' is list of units inspected - Appendix 'B' two Specimen Reports - Appendix 'C' Tyre Report.

5. The general faults for this state of affairs in the Piacenza Div. and

be incorrect to state that there was a low standard in the inspection of the vehicles seen showed an easy of destruction by neglect such as had not yet been seen by this Inspectors.

By British standards all units were 'unsatisfactory'; but out of the 9 units visited to date, four were making some advances with but small success, and for the purposes of differentiation with those who were really appalling, have been classified 'Poor for Improvement'. It is emphasized that this has been used merely as a degree of being less unsatisfactory than the balance and not as a maintenance standard. At Appendix 'A' is list of units inspected - Appendix 'B' two Specimen Reports - Appendix 'C' Type Report.

5. The general faults for this state of affairs in the Moscow Div. and for results in Combat Groups may be divided into two:-

(a) British.

(1) This Inspectors examined inspections of Italian Combat Groups beginning at the British Group in Oct 44 and a complete lack of knowledge was evident together with lack of I.I. cases in Italian. This result has been found in every Combat Group inspected and is even being found in Combat Groups visited for the third time. It is found now at the Base Depot. H.Q. M.M.I.A. have had copies of all these reports in which this fact has been reported.

(2) A.B. 442 & 406. Were produced in Italian by M.I.A. These were inaccurate and were issued by an officer of this Inspectors in conjunction with an Italian officer. These amendments were handed to M.I.A. approximately 8 Jan 45. They have not yet been issued.

(3) No order can be traced by this Inspectors making orders or M.I. generally applicable to the Italian Army.

(4) The original Training Directive made no mention of D. & M. Training, no further directive has been seen including it by this Inspectors and no sign of it being carried out if issued subsequently are apparent, particularly at the Base Depot.

/(v).....

(v) No British Officer in M.I.L.A. or B.I.L. is entitled to give an order to the Combat & Base Depot Divisions of the Italian Army. This has been made more than clear to this Department by officers of M.I.L.A. and B.I.L.'s. Considerable pressure can and is brought to bear with very temporary results.

(vi) The state of the Transport issued has not been high and the shortage of tools for maintenance has been serious.

(i) Complete lack of interest is apparent by General Officers downwards. No officer could see transport moving round an area such as the Base Depot, in the condition and behaving as it does, without taking some action even if only slightly interested in the equipment of the Italian Army.

(ii) There appears a complete and fundamental lack of discipline throughout the Army. This causes a complete lack of independent constructive thought and a destructive handling of transport which has to be seen, as words are inadequate to describe it.

(iii) The system for demanding spares and replacements is chaotic and in the Base Depot units non-existent.

(iv) Individual drivers are keen and willing to learn but their number is pathetically small.

(v) In the Italian units which work directly under command British Army units such as I. of C Signals, Pioneer Groups, etc. Italian M.T. Maintenance has reached a high standard as constant supervision is given by British Personnel.

(vi) The Italian soldier is not fundamentally a technician he is an intelligent peasant but without officer supervision and interest which are fundamentally lacking he will never efficiently maintain transport.

7. With the main object of saving equipment the sole recommendation which can be made is that all U.D. Transport should be withdrawn from Italian Army units.

- (iv) Individual drivers are keen and willing to learn but their number is pathetically small.
- (v) In the Italian units which work directly under command British Army units such as I of C Signals, Pioneer Groups, etc. Italian M.T. maintenance has reached a high standard as constant supervision is given by British personnel.
- (vi) The Italian soldier is not fundamentally a technician he is an intelligent peasant but without officer supervision and interest which are fundamentally lacking he will never efficiently maintain Transport.

7. With the main object of saving equipment the sole recommendation which can be made is that all T.D. Transport should be withdrawn from Italian Army units which are not under direct command of British units.

If this cannot be done it is suggested that

- (a) That all transport be withdrawn from the Base Depot with the exception of the G.T. Coy forming.

- (b) A British officer and two G.I.'s be attached to them to see they are properly trained and disciplined in the handling of their trucks.

- (c) Transport in units of the Combat Groups be reduced to a minimum. The G.T. Coys be left at full strength since they are taking considerable interest and care of their transport.

- (d) In the event of any transport being left with units a full scale training programme in D & M be instituted for every officer and soldier who may conceivably be called on the handle Transport in any capacity.

/S. It is etc.....

BEST COPY POSSIBLE

8. It is most strongly felt by this Inspectorate that further help and continuous repeating of recommendations are a waste of time. At the present time they are received politely and with superficial interest and promptly forgotten or ignored. A fundamental change of attitude throughout the Italian Army restores a sense of responsibility, pride and discipline is required. It is doubted if this can be carried out without direct control since the initiative to institute this within the Italian Army appears entirely lacking.

dec/ld.

A. Riff

Lieut-Col.,

C.I. U.M.I. G.M.F.

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APPENDIX "A".

PICENO DIVISION.

Table of Units inspected with classifications.

1 Inf. Regt.	Room for Improvement.
152 Carabinieri Coy.	" " " "
Mechanics and Artificers School	" " " "
3 Transport Coy.	" " " "
1500 Transport Coy.	Unsatisfactory.
2 Inf. Regt.	" " " "
152 Hygiene Sect.	" " " "
9 Re-Inforcement Bn.	" " " "
Hq. Transport Coy.	No classification possible, vehicles were in such an appalling state.

APPX "B"

Unit Maintenance Inspectorate

No 2/ID

Unit: - Campagna Comando Roberto Servizi
Divisione PICNIC

O.C.: Capt. SCOLARI

M.B. 000/734/1

Vehicles Motor Cycles

Establishment
Held
Inspected

13
10 X
8

9
9
6

X = 3 MA.

Date of Inspection:- 14 - 6 - 45.

Reference to previous Inspection. First UNIT Inspection.

1. STANDARD OF MAINTENANCE:

The complete lack of maintenance as shown by the state of most of the vehicles renders classification of maintenance impossible.

2. M.T. DISCIPLINE:

The Unit has no M.T. Office - the HQC i/c vehicle was absent on leave. There was found to be a complete lack of organised maintenance.

3. DOCUMENTATION:

{2} AB 412
{3} AB 406
{3} Defect Book

Not in use.

(4) Tools and Equipment

It was impossible to check these owing to the lack of Tool and Equipment lists.

4. GENERAL.

Of the 40 vehicles and 9 motor cycles at present held by the Unit only 3 vehicles and 4 motor cycles were in running order. The undermentioned vehicles and motor cycles were awaiting workshop repair:-

of most of the vehicles renders classification of maintenance impossible.

2. M.T. DISCIPLINE: The Unit has no MT Officer - the MCC i/o vehicle was absent on leave. There was found to be a complete lack of organised maintenance.

3. DOCUMENTATION:

(a) AS 412	}	Not in use.
(b) AS 406		
(c) Defect Book		

(4) Tools and Equipment

It was impossible to check these owing to the lack of Tool and Equipment lists.

4. GENERAL.

Of the 40 vehicles and 2 motor cycles at present held by the Unit only 3 vehicles and 4 motor cycles were in running order. The undermentioned vehicles and motor cycles were awaiting workshops repair:-

- (1) Austin Utility M 4574105
Engine to be changed - radiator and fan damaged - front U/S damaged - overhaul required of differential and electrical system.
- (2) Rodire 15-cwt 4 x 2 Z 725270
Overturnd and bodywork damaged - footbrake assembly to ~~5825~~ ⁵⁸²⁶ hauled.
- (3) Datsun 15-cwt Z 4982274
Timing gear U/S - battery flat - ignition system to be overhauled - tyre pump deficient.
- (4) Fordson 15-cwt Z 5202034
Overhaul fuel pump - steering assembly and brake system. Valves to be replaced.
- (5) Austin Utility M 4889019
Valves to be replaced - overhaul brakes and dynamo.
- (6) Commer 3-ton L 620510.
In workshops. No record of defects held at Unit

/Cont.

- 2 -

4. (cont.)

- (7) Chevrolet 15-cvt 3 4443289
In workshops. No record of defects held at Unit.
- (8) Austin Utility M 5208433
Considered by the Unit to be in working order was found to have both front hanger brackets of rear springs cracked.
- (9) USA C 1452686
Engine cradle broken - rear wheel badly bent.
- (10) MetelZess C 55204777
Lacking various accessories which according to the Unit Officer present, had been used for the repair of other motor cycles.
- (11) Ariel C 4345133
As for the previous motor cycle.
- (12) USA C 1442076
Front forks bent as also front wheel.
- (13) Ariel C 4694749
Chain Case broken by over slack chain - clutch U/S - gear box to be overhauled.

Some of the above vehicles were standing with flat tyres, whilst others had no wheels. The batteries on the vehicles not in use had been left on the vehicles and were in consequence, in a very bad state of conservation. Some of the above vehicles had been cannibalised.

5. RECOMMENDATIONS:

It is necessary to take drastic action with this Unit to avoid further destruction of vehicles.

(Signed) IGINO DANIELLA.

Capt. I.M.T.

overhaul of:

5. REQUIREMENTS

It is necessary to take drastic action with this Unit to avoid further destruction of volume 8.

DISTRIBUTION:

PEI SHU HAO TOP
DACHEN MAO
FANGGONG MAO
C.I., HQ., U.M.I. (2)

(CH₃OH) TITINO JAVIERA.

Exp. 11. 1665

No. 4/ED

W.E. Nos. CM/740/1
CS/741/1UNIT MAINTENANCE INSPECTORATEUNIT: 2nd Reinforcement Regiment
Division No. 10000

O.C.: Col. V. BOSSO

Vehicles, M.T.	Vehicles	Motor-cycles
Held	46	8
Inspected	30+	2
	8	2

+ The deficiencies are 1 vehicle 211 and 12 vehicles not yet assigned to unit.

Date of Inspection: 16 June 45.

REFERENCE TO PREVIOUS REPORT: First U.M.I. Inspection

UNIT DISCIPLINE1. STANDARD OF MAINTENANCE

The unsatisfactory standard of maintenance is shown by the many faults found during the inspection and especially by the deplorable state of the thirteen vehicles awaiting workshop's attention; as also by the state of the Unit's vehicle batteries.

2. M.T. DISCIPLINE

The Unit M.T. is divided into an H.Q. Group and 3 Battalion M.T. Sections. The H.Q. M.T. - a Subaltern - has the help of three Battalion MTs. There is no Unit H.Q. fitter. The Task System is not in use, nor is there any daily period for M.T. maintenance. There are no copies of the booklet "Inspection, Maintenance and Care of Army Vehicles" in the unit, nor of relative G.R.Os. The vehicles are not on charge to drivers and so the vehicles change from one driver to another almost daily.

3. DOCUMENTATION

(a) A.B. 412. These are held by the Unit but are in English and are

The Unit B.T. is divided into an B.O. Group and 3 Battalion K.T. Sections. The B.O., H.T.O. - a Subaltern - has the help of three Battalion HQOs. There is no Unit HQO fitter. The Task System is not in use, nor is there any daily record for M.T. maintenance. There are no copies of the booklet "Inspection, Maintenance and Care of Army Vehicles" in the unit, nor of relative G.R.Os. The vehicles are not on charge to drivers and so the vehicles change from one driver to another almost daily.

3.

DOCUMENTATION

- (a) A.B. 412. These are held by the Unit but are in English and are not maintained.
- (b) A.B. 406. These are not held by the unit.
- (c) Defect Book. Not in use.

(a) Tools and Equipment. Tool kits are incomplete but it was impossible to check these owing to lack of Tool Kit lists.

4.

ENGINE

(a) In general the maintenance was unsatisfactory. Various cases were noted of low oil levels and oils which required changing; there were no records of Engine Oil changes. On Bedford 3-ton L.526063 the crank case securing studs were loose and the exhaust manifold gasket was U/S. On three vehicles engine mounting bolts were loose.

(b) Oil Filters. The oil filter of Dodge 15-cvt. L.596533 required renewal. 3823

5.

AIR AND FUEL FILTERS

On most vehicles petrol filters were found to be dirty, whilst oil cleaners were also dirty and had low oil levels.

6.

STEERING

Lubrication of steering assemblies was poor throughout. On Ford

6. Steering (cont.)

On 15-cvt. 2.4750524 and 2.4844044 the steering bar mounting bolts were loose.

7. TRANSMISSION

Lubrication was unsatisfactory on all transmission components. On Fordson 15-cvt. 2.716627 one foot-brake tie rod was broken and the differential rear plate housing studs were loose.

8. SPRINGS

On most vehicles springs were dirty and spring shackles bolts required lubrication. On two vehicles loose 'U' bolts were noted.

9. BODY BOLTS etc.

There was general lack of care of vehicles bodywork and many loose body bolts were found.

10. BATTERIES

Most of the batteries were found to be in a deplorable condition. On the running vehicles four batteries were found dry and dirty, whilst on the vehicles awaiting repair one battery was dry, two were 1/3 and six more were in unit stores but without charge.

11. TYRES

Almost all tyres had irregular pressures and no protection against the sun was provided for those vehicles awaiting workshop's repair.

12. OIL STORES

The unit has no oil stores.

13. UNREPORTED DEFECTS

Going to the non-existence in the unit of A.Ba 406 or of a Defect Book, none of the defects shown on the inspection sheet had been recorded.

the vehicles awaiting repair one battery was dry, two were 3/8 and six more were in mid-store but without charge.

11. TYPES

Almost all types had irregular pressures and no protection against the sun was provided for those vehicles awaiting workshop's repair.

12. OIL STORE

The unit has no oil store.

13. UNREPORTED DEFECTS

Owing to the non-existence in the unit of A.Bs 406 or of a Defect Book, none of the defects shown on the inspection sheet had been recorded.

14. POINTS RAISED BY UNIT

(i) The unit IIC stated that he had been appointed only a few days previous to the inspection and that at the same time a central section had been formed, whereas previously the vehicles had been deployed with the various battalions.

(ii) He stated further that the standard of the drivers was low as they were all newly trained.

15. RECOMMENDATIONS

(1) Para 2 refers:

(a) That the unit realize that more important than the employment of the vehicles is their maintenance in running order. Whilst the continued employment of a defective vehicle may render it unusable, proper care will increase its "life",

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(b) That the task system be conscientiously applied and that a daily period be set aside for this maintenance under officer supervision.

(c) That the daily task be published for the information of all drivers.

(d) That vehicles are maintained by the drivers and the appropriate records be maintained.

15. Recommendations (cont).

- (ii) Para 3 refers: That the vehicle be maintained and BS 406 be taken into use for all vehicles.
- (iii) Para 3(c) refers: That a Defect Book be taken into use immediately.
- (iv) Para 3(a) refers: That tool lists be compiled and be signed by drivers and further, that these be checked monthly as laid down in GHO 109/44.
- (v) Paras 4, 5, 6, 7, 8 and 9 refer. That strict supervision of maintenance be exercised to avoid the repetition of the faults found in this inspection.
- (vi) Para 10 refers. That the Unit's batteries be inspected by washing to ascertain which are still usable, and that these be recharged. That in future, as soon as a vehicle goes out of action the WFO ensures that the batteries are taken off, re-charged and stored. Care should be taken to maintain correct fluid levels and clean terminals.
- (vii) Para 11 refers:
 - (a) That all drivers be instructed of the importance of tyre conservation and that paras 1-16 of GHO 916/45 be published in Unit Orders.
 - (b) That tyre pressures be checked daily in accordance with the above mentioned G.R.C.
- (viii) Para 14 refers. That the unit enforce the necessary measures to improve the technical and driving standards of the M.T. personnel.

16. REMARKS

No maintenance was being carried out in the following vehicles in the unit on park, awaiting the unit's attention:

- (i) Ford 15-cwt. 2.475992. Overhaul dynamo replacement points - replacement valves and overhaul starter-motor.
- (ii) FORD 15-cwt. 2.4846561. Main spring leaf broken - steering arm broken - towing eye support bar broken - overhaul starter motor.
- (iii) DODGE 3-ton L. 5605156. Engine seized.

APPX 'C'

TYRE INSPECTION REPORTRESERVED

UNIT:- H.Q. R.T.C. I.C.P.
 Date:- 18/6, June 1945.

Report No. 1/281. General.

As a result of the normal U.M.I. inspections on above unit a special tyre inspection was carried out on instructions of C.I. U.M.I., a total of 73 vehicles involving 290 tyres being seen.

2. Inflation Pressures.

Of the 290 tyres seen 56 (= 19%) were more than 10% above and 157 (= 54%) more than 10% below correct figure. 119 tyres (= 41%) had pressures more than 25% low while 48 tyres (= 17%) were more than 5% low, 28 of them (= 10%) being flat. In addition, a glance at 44 other vehicles (not included in above figures) which were stated to be B.I.R. and awaiting removal disclosed twelve further flat tyres.

3. Uneven Wear.

- (a) Eleven tyres showed rapid wear to one side as a result of misalignment of front wheels.
- (b) Twenty-eight further tyres showed uneven wear as a result of mechanical defects in front wheel steering linkage, king pins, bushes etc.
- (c) Nineteen other tyres showed 'heel & toe' wear as a result of underinflation.
- (d) Details and recommendations are given at appendix "B", copies of which are being translated into Italian for distribution to units concerned.

4. Damaged Tyres.

- (a) 159 tyres (= 55%) should have been removed in accordance with C.I.O. 546/44. main causes of failure are subdivided below:-

For repair:-	tread cuts	69
	wall cuts	11
	failed repair	4
		<u>84</u>
For retread:-	worn smooth	10
	any tread cuts	41
		<u>51</u>

(c) Nineteen other types of underinflation.

(d) Details and recommendations are given at Appendix "3", copies of which are being translated into Italian for distribution to units concerned.

4. Damaged Tyres.

(a) 159 tyres (= 55%) should have been removed in accordance with G.E.O. 546/44. Main causes of failure are subdivided below:-

For repair:-	tread cuts	69
	wall cuts	11
	failed repair	4
		<u>84</u>
For retread:-	worn smooth	10
	many tread cuts	41
	many wall cuts	2
	rubber cracking	13
	failed re	1
		<u>67</u>
Unit for reconditioning		8
		<u>75</u>
Total.		<u>159</u>

(b) Details are given at Appendix "3".

5. Tubes.

Nine tubes were found requiring repair.

58'23

6. Pressure Gauges.

No pressure gauges could be produced for inspection except by the Vorkhop & Tech. School, this was correct within $\pm 1\frac{1}{2}\%$.

7. Valve Caps.

Only 24% of the tyres seen were fitted with valve caps.

8. Pumps.

Very few vehicles were equipped with pumps but one or more were held by each of the units visited.

9. Outfits Type Repair.

Stated to be barely sufficient to repair punctures in unit lines only. A stamoid Vulcaniser is held in workshop with a small amount of repair material in very poor condition.

/10. Documentation.....

10. Documentation.

- (a) This stated that very few of the vehicles over had A's 412 and that as far as can be ascertained none have them now.
- (b) Only 15 vehicles had correct pressures painted on mudguards, 15 vehicles had incorrect pressures, 13 vehicles had no pressures painted on.

11. Other Points.

- (a) Oil on tyres. A number of tyres had oil on inner walls due to leakage from hubs, it was recommended that this be scraped off & the defects remedied as soon as possible.
- (b) Condition of roads. Approximately two miles of road leading to the camp area and most of the roads in the camp are among the worst yet seen by the writer in Italy; they consist largely of potholes and loose stones and are undoubtedly partly responsible for the large number of tyres listed for removal at para. 4 above - it will be noted that 69 tyres require repair on account of tread cuts alone while a further 41 have so many tread cuts as to necessitate a complete retread.
- (c) Speed. It was noted that vehicles are being driven at speeds for in excess of those advisable for the condition of the roads. This also is having a very bad effect not only on tyres but on suspension, steering and transmission systems also. In this connection it is most strongly recommended that a speed limit of 10 m.p.h. be rigidly enforced in order to reduce the damage which is being caused.
- (d) Wrong size or type of tyres. Six cases of completely wrong size tyres fitted to vehicles were noted as were also a number of cases of R. Plats mixed with pneumatic while Sand, Cross-country or Standard patterns of various sizes were distributed indiscriminately on many load carrying vehicles.
- (e) Spare Tyres. For vehicles were equipped with spare tyres and a number were jacked up with one or more wheels removed and not available for inspection.

caused.

- (a) Wrong size or type of tyres. Six cases of completely wrong size tyres fitted to vehicles were noted as were also a number of cases of 10" flats mixed with innards of 10" and 12" cross-country and standard patterns of various plies were distributed indiscriminately on many load carrying vehicles.
- (a) Spare Tyres. Few vehicles were equipped with spare tyres and a number were jacked up with one or more wheels removed and not available for inspection.

12. Recommendations.

- (a) Inflation pressures. It is appreciated that a shortage of pressure gauges makes correct maintenance of pressures difficult but this can hardly be considered a satisfactory explanation for appalling state of affairs disclosed at para. 2 above. Several Italian M.V.O's with whom this point was discussed complained that they had no air compressors, that the mechanical pumps on the vehicles did not always work or that it took a long time to inflate tyres with a foot or hand pump. It is recommended that efforts be made to increase the number of pumps and pressure gauges available (each unit seen has now at least one correct gauge) and that urgent and decisive action be taken to prevent vehicles being used (or even standing still with pressures so far from correct. (For example it is suggested that a check point be established at the main gate and that no vehicle be allowed to leave the camp area for any purpose whatsoever unless and until all its tyres are inflated to correct pressure and that severe disciplinary action be taken against all persons concerned).
- (b) Damaged tyres. In view of the fact that 151 of the 159 tyres shown at para 4 above are apparently fit for reconditioning at the present moment it is most strongly recommended that these be removed forthwith. If replacements can be supplied quickly so much the better, if not, there are many vehicles stated to be B.L.R. or off the road awaiting spares that it should be possible to equip most of the "runners" with serviceable tyres from the "non-runners".

/(c).....

- (c) Condition of roads. (see also para 11b above). It is also recommended that the repair of roads be speeded up considerably. There appears to be adequate military personnel available in the camp to effect repairs in quite a short time if materials and tools were made available.
- (d) Speed. The recommendation at para. 11 (c) regarding the enforcement of a speed limit of 10 m.p.h. is reiterated.
- (e) Wrong size & type of tyres etc. It is recommended that as damaged tyres are being removed discrepancies in size and type should be corrected at the same time and that oil etc. be removed as necessary.
- (f) General orders on tyre maintenance. Action has already been taken by U.I.I. to make copies of orders on maintenance available in Italian to units concerned. It merely remains to cause them to be put into effect.

13. Conclusion.

Tyre maintenance in this unit is utterly unsatisfactory, in fact it may be said be non-existent. It is therefore hoped that effect may be given at once to the recommendations made above in order to reduce the rapid destruction of valuable stores which (who ever pays for them) require to be replaced from nearby allied resources.

CW2/1D.

21 June 1945.

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5821

SECRET

SUBJECT: Inspections-Italian Army.Unit Maintenance Inspectorate
(7th Vehicle Section)

H.Q. U.M.I. C.M.F. (Tel 17272)

APR/63

26 May '5

2(10), A.P.H.Q.

Copy to:- D.M.E. A.P.H.Q.
H.Q., M.M.I.A.Enclosed is copy of report by Capt. Duden of this Inspectorate on
the Mantova Group of the Italian Army.

asc/MD.

Lieut-Col.,
C.I., U.M.I., C.M.F.

Qr

See 1/1/5 The U.M.I. (Italian) units should improve 5th 2/1/5

UNIT, MAINTENANCE INSPECTORATESECRETVISIT TO "MANTOVA" COMBAT GROUP OF ITALIAN ARMY BY
CAPT. T. DUDMAN, W. YORKS REGT.

Dates of Inspection : 27th April to 16th May 1945.

Previous Inspection : March 1945 by Capt. G.A. Plewman, Leics. Regt.

1. GENERAL. The Inspector was accommodated by 54 B.L.U., who are the Liaison Unit for this Combat Group. The Group M.T. and tracked vehicles are now complete to scale as per A.F. G.1098 and are wholly administered by the Italian Staff, who are entirely responsible for the care and maintenance of all vehicles. Since the last visit of a U.M.I. Inspector, some 1,400 vehicles of various kinds have been drawn to complete the Group to its operational scale and some 1,000 odd new drivers have had to be trained. With such a situation, it has only been possible for these drivers to have a short course of instruction before taking over their respective driving duties. Many of the vehicles drawn from Vehicle Parks were Class II vehicles and were not of a very good mechanical standard and many had extensive structural damage or were deficient of fittings, lights, tools, windcreens etc. During the U.M.I. Inspector's visit to the Group, both Lt.Col. A.A. McKendries (No. 1 District) and Lt.Col. Kenyon (REME Inspectorate) spent one day each with the Group, when the question of the issue of Class II and doubtful Class I vehicles was discussed. Lt.Col. Kenyon personally inspected some of the worst vehicles to investigate a complaint lodged by the U.M.I. Inspector to ADME, No. 1 District.

2. STANDARD OF DRIVING AND MAINTENANCE

(a) Driving. Considering the short time most of the drivers have been driving, the standard is good. Recklessness and bad road discipline on the part of individuals was very pronounced. Vehicles are often driven at excessive speeds over bad road surfaces, which can only result in the rapid deterioration of the vehicle suspensions and tyres and increase the present rate of accidents. As against the faults committed by individuals, many opportunities were possible to observe convey discipline. In every instance convoys were well disciplined, speeds were reasonable, spacing good and convoys were well controlled.

(b) Maintenance. Except in the case of the S & T Coy, the Engineers and the Artillery, the present standard of vehicle maintenance is unsatisfactory. The Artillery were found to have the highest standard, with the S & T and Engineers a close second, these three Units can be classified 'Good'. Throughout the Group the '16 Daily Task System' is supposed to be in use. Every Unit visited had an area allotted as a Maintenance Park, with a Task Clock erected in a

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(b) Maintenance Except in the case of the S & T Coy, the Engineers and the Artillery, the present standard of vehicle maintenance is unsatisfactory. The Artillery were found to have the highest standard, with the S & T and Engineers a close second; these three Units can be classified 'Good'. Throughout the Group the '16 Daily Task System' is supposed to be in use. Every Unit visited had an area allotted as a Maintenance Park, with a Task Clock erected in a prominent place. With the exception of the Units classified 'Good', this Task Clock seems to be of more ornamental than practical use. There appears to be little or no attempt at present to enforce the Task System, either on the part of M.T. officers or M.T. N.C.O's and in many cases M.T. officers knew very little about the general system in use in their Unit, how many vehicles they were responsible for or where they were. There is also a noticeable lack of enthusiasm and knowledge on the part of M.T. officers, again with the exception of the above Units classified 'Good'. Although very recently 100 sets of tools have been distributed throughout the Group, there is still a very real shortage of tools essential to ensure that drivers are able to carry out the daily maintenance tasks. As mentioned in Para. 1 above, many of the drivers have only learned to drive quite recently, after a very limited course in driving and maintenance. All drivers who fall into this category need much more instruction in vehicle maintenance.

3. DOCUMENTATION Vehicle documentation throughout the whole Group is ~~very~~ unsatisfactory, with the exception of the S & T Coy, which was very good. The following is a summary of the faults found :-

/(a) A.B's 412

3. DOCUMENTATION (Cont'd)

(a) A.B. 412 Many vehicles are deficient of A.B. 412. Where these books are present, these faults applicable in most cases exist. Vehicle particulars not entered or incomplete. Task is not in use and often at variance with the number for the day which appears on the Task Clock. P.C.I. consumption not recorded nor engine oil changes. Tool lists inaccurate and often incomplete. Tyre serial numbers not recorded.

(b) A.B. 406 Only in the case of the S & T Coy could up to date A.B. 406 be produced. These documents were not being kept up by any other Unit, so as to be of practical value and in many Units they were not in use at all.

4. L.A.D's AND GROUP WORKSHOPS These Units are easily the best organised and most efficient of the Group M.T. All are performing a difficult task with enthusiasm and efficiency, taking full advantage of the skilled labour at their disposal and at the same time training potential fitters and driver-mechanics who are badly needed in Units throughout the Group. One difficulty within the Infantry L.A.D's is the fact that there are no British personnel attached who can identify spares and a certain amount of confusion and waste of time is experienced when spare parts are required to be fitted on vehicles which pass through for repair.

5. GRUMPAGE FIELD PARK The Group C.F.P. was visited and was found to be very well kept and working efficiently. The standard of maintenance on the static blinded vehicles was good. This standard did not exist in the case of the non-static vehicles which were generally in a poor condition.

6. THE BRITISH LIAISON UNIT Various types of vehicles are held on charge to the Group B.L.U. The maintenance and administration of these vehicles is the responsibility of the Camp Commandant who is assisted by an M.T. R.A.S.C. Cpl. The system of regular vehicle maintenance is in progress at present and documentation is so dis-jointed as to be of little practical value. The M.T. Cpl. stated that he saw so little of these vehicles (many of which are Officer-driven) that he cannot possibly attend to them or carry out his duties as efficiently as he would like to. One of the vehicles inspected (Range 15 cat. W.D. No. 5319156 an Officer-driven vehicle) was of an extremely low standard of maintenance and the numerous and varied maintenance faults found suggest that this vehicle has had little or no attention for many weeks. It was pointed out that many Officers are either without a driver or have to drive themselves because their batmen are incapable of driving or maintaining the vehicle.

5. GREASE AND FIELD LUBRICATION The Group C.F.P. was visited and was found to be very well kept and working efficiently. The standard of maintenance on the static parked vehicles was good. This standard did not exist in the case of the non-static vehicles which were generally in a poor condition.
6. 6. BRITISH LIAISON UNIT Various types of vehicles are held in charge to the Group M.L.U. The maintenance and administration of these vehicles is the responsibility of the Group Commandant who is assisted by an M.T. R.A.S.C. Cpl. No system of regular vehicle maintenance is in progress at present and documentation is so disjointed as to be of little practical value. The M.T. Cpl. stated that he sees so little of these vehicles (many of which are Officer-driven) that he cannot possibly attend to them or carry out his duties as efficiently as he would like to. One of the vehicles inspected (Dodge 15 cwt. W.D. No. 5312156 an Officer-driven vehicle) was of an extremely low standard of maintenance and the numerous and varied mechanical faults found suggest that this vehicle has had little or no attention for many weeks. It was pointed out that many Officers are either without a driver or have to drive themselves because their drivers are incapable of driving or maintaining the vehicle.
7. OUTSTANDING MAINTENANCE FAULTS
- (a) Tyres Owing to ignorance of the contents of G.P.O. 546 of 1944, it was seldom found that tyres were inflated to correct pressures. In many cases also, even where correct pressures were painted on the vehicle, incorrect ones were actually in use either due to insufficient tyre pressure checks or to a deliberate disregard of the figures painted on the vehicle, by the driver who thought his tyres were too hard or too soft. Many cases of spare tyres being totally deflated were found. There is an extreme shortage of tyre pressure gauges in every Unit.
- (b) Batteries The main faults with regard to battery maintenance are incorrect levels of electrolyte and either corrosion of battery terminals or the use of Grease G.S. on them which results in corrosion and/or the attraction of foreign elements harmful to the battery.
- (c) Lubrication The general standard of chassis lubrication leaves considerable room for improvement. One reason for this condition is the serious shortage of lubricating oils. Grease in many instances is being used for nipple lubrication instead of oil C.600.
- /(d) General Maintenance of Transmission

- 3 -

7. STANDARD MAINTENANCE FAULTS (Contd.)

- (4) General Maintenance of Transmission Oil levels of gearboxes, transfer cases and differentials were often incorrect and some cases of the wrong grades of oil being in use were discovered. Universal joints especially require more maintenance to ensure that all bolts are kept tight and that lubrication is adequate.
- (5) Irregularities of Drivers Many cases of exhaust pipes and/or silencers having been interfered with, or in some cases removed, by drivers were seen. The bend of side plates of Bedford vehicles had been removed by many drivers also.
- (6) Vehicle Cleaning Motor-cycle riders are apt to swamp their machines in oil, allowing a small chance of leaks being detected, from oil tight joints which have ceased to be efficient, and giving us thought to the damage done by impregnating tyres with oil and generally attracting all sorts of foreign bodies to the machine. This would not occur if motor-cycles were cleaned with water and allowed to dry.
- (7) Springs, Body Bolts Etc. The maintenance of springs, shock absorbers and tightness generally of body bolts, (U) bolts etc, was of a good standard. Where faults were found, they could nearly always be attributed to lack of sufficient or proper tools.

8. RECOMMENDATIONS

- (1) See Para. 2(a). That where drivers, through lack of experience, are incapable of maintaining their vehicles owing to inability to interpret the '16 Daily Task System' intelligently, some effort be made to give them drivers special instruction in this system of vehicle maintenance. That every effort be made to stop individual driving offences such as: - Reckless driving, with little or no regard for other road users, which can only result in an unreasonable toll of vehicles and personnel through accidents. Driving at excessive speeds (especially over bad road surfaces).
- (2) See Para. 2(b). That more interest and enthusiasm be shown on the part of M.T.O.'s generally and the whole M.T. organisation of Units (less S/T, Artillery and Engineers) be encouraged with a view to improving the present standard of vehicle maintenance. This will have to begin at the top, with stricter supervision by S.T.O.s and M.T. N.C.O.s, who must insist on the carrying out of some regular system of maintenance, which requires their personal supervision if it is to be usefully applied and strictly carried out.
- (3) See Para. 3. That the present standard of vehicle documentation be improved.

3. RECOMMENDATIONS

- (1) See Para. 2(a). That where drivers, through lack of experience, are incapable of maintaining their vehicles owing to inability to interpret the '16 Daily Tank System intelligently, some effort be made to give these drivers special instruction in this system of vehicle maintenance. That every effort be made to stop individual driving offences such as - Reckless driving, with little or no regard for other road users, which can only result in an unreasonable toll of vehicles and personnel through accidents. Driving at excessive speeds (especially over bad road surfaces).
- (2) See Para. 2(b). That more interest and enthusiasm be shown on the part of M.T.O.'s generally and the whole M.T. organization of Units (see S/T, Artillery and Engineers) be evolved with a view to improving the present standard of vehicle maintenance. This will have to begin at the top, with stricter supervision by M.T.O.'s and M.T. N.C.O.'s, who must insist on the carrying out of some regular system of maintenance, which requires their personal supervision if it is to be usefully applied and strictly carried out.
- (3) See Para. 3. That the present standard of vehicle documentation be improved. That A.B's 412 which are at present of little or no practical value, be completed accurately and fully (for guidance see G.F.O's 346 and 546 of 1944). That A.B's 406 be completed by all Units monthly in accordance with G.F.O. 346 of 1944. For guidance in completing this very useful document, see 'Driving, Care and Maintenance of Army Vehicles (Wheeled) 1943'.
- (4) See Para. 4. That some system be started which will ensure that all vehicles on charge to the B.L.U. receive regular maintenance and frequent inspections, to prevent any vehicle falling into such a low maintenance condition as are, on charge to the B.L.U. That if sufficient drivers are not available, the vehicles be ordered into B.L.U. H.Q. at least once in every seven days for a thorough inspection and servicing by the M.T. Cpl. or his assistant. That all vehicles of the B.L.U. be put 'on charge' to some person who will be responsible for the consistency of documentation and regular maintenance, concerning to the system in force.
- (5) See Para. 7(a). That all drivers be encouraged to check tyre pressures daily and instructed to inflate their tyres to the pressures laid down by G.F.O. 546 of 1944 (a complete copy of which was left with the B.L.U. H.Q.). That these tyre pressures be maintained at all times. That correct tyre pressures be painted on the wings of all vehicles for the guidance of drivers.

/RECOMMENDATION 6

8. RECOMMENDATIONS (Cont.)

- (6) See Para. 7(b) That the general standard of battery maintenance be retained. That the practice of using Grease G.S. on battery terminals be discontinued forthwith and that if vaseline or kerosene are not available battery terminals be kept clean and dry. That batteries be kept secure in their frames at all times.
- (7) See Para. 7(c) That the practice of using grease for nipple lubrication cease forthwith and oil C.O.C.O. be used instead. That more lubricating guns be indent- ed for to enable drivers to lubricate their vehicles as and when necessary.
- (8) See Para. 7(d) That by regular and careful checks oil levels of gearboxes, transfer cases and differentials be maintained correctly. That grades of oil as laid down by C.R.O. 41 of 1945 only be used.
- (9) See Para. 7(e) That drivers be warned that they must not under any circumstances interfere with or remove any portion of their vehicle exhaust pipe or silencer and that drivers of Bedfords be ordered not to remove bonnet side plates except for the purpose of maintenance etc. of the engine.

9. REMARKS Before any marked improvement in the general standard can take place, a very much higher degree of supervision is necessary on the part of all M.T. officers who must take a greater personal interest in the vehicles and realise their responsibilities more fully.

The standard achieved by the S/T Coy. the Artillery and the Engineers was due to the presence of some sort of a maintenance system being persevered with under good supervision. The vehicles of the S/T Coy in particular were benefiting from regular A.B. 406 inspections and considering the arduous nature of the work being performed, the general condition of the vehicles was quite satisfactory.

The eight British M.T. Spts. who have recently been posted to the Group to assist with the maintenance of M.T. and Carriers were able to spend a very useful day with the Inspector. Many ways of raising the general standard of the Group were discussed and an excellent opportunity was provided of seeing what the present standard was like.

A good cross-section of Sgt. Mortar & d Lloyd Carriers was inspected and it was found that the general standard of maintenance of these vehicles is much above that of the "B" vehicles. A very able interpreter accompanied the Inspector throughout the whole of his visit and every assistance was afforded the

9. Inspection Before any sort of improvement in the general standard of the vehicles, a very much higher degree of supervision is necessary on the part of all M.T. officers who must take a greater personal interest in the vehicles and realize their responsibilities more fully.

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A good cross-section of Bren, Mortar and Lloyd Carriers was inspected and it was found that the general standard of maintenance of these vehicles is much above that of the "B" vehicles. A very able interpreter accompanied the Inspector throughout the whole of his visit and every assistance was afforded the team during their stay with the Group.

If the above recommendations can be adopted, it is felt that the result will be a considerable rise in the general standard throughout the Group.

TD/24
20th May 1945.

PARTICIPATION

Q(AE), A.F.H.Q.

IES, A.F.H.Q.

E.Q. R.M.I.A.

5th S.A.U.

Q(AE), 1 District.

A.F.M.E., 1 District.

C.I. H.Q. U.M.I. (2) ✓

S.I. U.M.I. 1 District.

Capt. Dwyer.

(Sgd) T. DUNMAN, Capt., W. Yorks.
INSPECTOR.

(Singh) & CLIFFORD

SUBJECT: - Inspections - Italian Army.

cc: Chief Inspector,
Unit Maintenance Inspectorate,
(B' Vehicles Section)
A. E. H. Q.

Reference letter AF/MSI/63, Oct 44.

In attempt to carry out normal maintenance inspections of the WWII Gruppo was commenced on 9 Oct 44. It was immediately apparent to the Inspector that it would be entirely useless to inspect and report on units in the normal way owing to the complete lack of any maintenance whatever. This was admitted by the B.I.U. and by the Italian officer i/c M.T.

The primary cause of this is lack of drivers. The W.R. of the Gruppo is approximately 1,200 vehicles. There are alleged to be 900 drivers in the strength. The B.I.U. estimated that only 200 have even an elementary knowledge of driving. In the opinion of the Inspector this figure is optimistic.

To date approximately 550 vehicles have been collected from vehicle parks. Over the last 3 weeks an average of one vehicle per day has been seriously damaged either through accidents or lack of maintenance. It should be emphasised that a large number of vehicles are constantly used for driving equipment and stores.

Two instances of the ignorance of drivers can be quoted. One vehicle was towed into workshops as having broken down. On inspection the cause was found to be complete lack of petrol in either tank. The Inspector was asked to look at another non-runner. Here the cause was one lead disconnected from the battery terminal.

The seriousness of the position is fully realised by the B.I.U. and by the Gruppo Commander and orders have been issued upon the necessity of carrying out daily maintenance. The Inspector is visiting all units during maintenance periods and carrying out demonstrations. The first unit visited, the Transport Coy, are showing great keenness and a great improvement should soon be evident, particularly as they have some of the better drivers.

A very comprehensive demonstration was given to all Battery M.T.O's and M.C.O's of the 4th, Regt. and an inspection of all Batteries will be carried out in the near future to ascertain that the points brought out in the demon-

CPY

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P.28/10

Two instances of the ignorance of drivers can be noted. One vehicle was towed into positions as having broken down. On inspection the cause was found to be complete lack of petrol in either tank. The Inspector was asked to look at another run-runner. Here the cause was one lead disconnected from the battery terminal.

The maintenance of the position is fully realised by the B.L.U. and by the Gruppo Commander and orders have been issued upon the necessity of carrying out daily maintenance. The Inspector is visiting all units during maintenance parades and carrying out demonstrations. The first unit visited, the Transport Coy, are showing great ignorance and a great improvement should soon be evident, particularly as they have some of the better drivers.

A very comprehensive demonstration was given to all Battery M.T.O's and B.C.O's of the duty. Next, and an inspection of all Batteries will be carried out in the near future to ascertain that the points brought out in the last stratagem are being carried out.

Both Infantry Regiments have also been visited, but here the lack of drivers appears to be more acute than in other units. A further visit will be paid this week to both Regiments, to ensure that the orders issued regarding maintenance parades are being carried out.

The majority of the vehicles being issued by the Vehicle Parks are Class I, and, in the opinion of the Inspector, they leave the Vehicle Parks fully equipped with tools, etc. Some complaints have been received from drivers about deficiencies of tools, but it would appear probable that these have become deficient after the vehicle left the Vehicle Park.

Approximately 40 vehicles have been drawn that are Class I B. Although the speedometer reading is low, they are in very poor condition and are very deficient of equipment and tools.

It is understood that, until more drivers are available, only urgently required technical vehicles will be drawn from Vehicle Parks. It is also understood that the D.M.T. has agreed for 50 B.C.B. drivers to be attached to the Group to train Italian drivers.

In conclusion the Inspector is of the opinion that the deplorable state of affairs with regard to M.T. in the 250TH Gruppo is technically entirely due to lack of drivers. Trained drivers should have been posted or drivers should have been trained within the Gruppo before new vehicles were issued.

Sd: C.A. WILMAN, Capt.

15 Oct 44.

CAP/BML

1935