

acc

10000/120 | 2950

RE 2/2 Train

Feb. - Oct

10000/120/2950

RE 2/3 Training - Tour Programs + Reports
Feb. - Oct 1946

Feb, - Oct 1946

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36 = c

Unclassified E.O. 12063	Page 2	3/1/57	Pat. Office No.	3/1/57	Unclassified E.O. 12063
+ODD/ DUE DEST DA MILANO 6 33 3/1 0840					

G/311 UNCLASS REF YOUR RE/2/3, OF. 31 MAJ

WILKINSON CARRYING OUT YOUR INSTRS

LT COL PNM EGERTON ---

Unable to go to Balzano because of snow
 (Maj Wilkinson spoke to Maj Hebbard this morn 3/1/57)

23

3600

SOBRE ROMA 12 BLU ROMA

DA 3/0 BLU AT HQ MIA

TELEGRAMMA

Fatevi correntisti postali.

Pagamenti e riscossioni in tutte le località del Regno. Fra correntisti i pagamenti e le riscossioni mediante postagio sono eseguiti senza limitazione di somma ed in qualsiasi data.



0002

NOTE

Major M

H.C. MIA, M.P.

G.O. 3 M.I.U.

RM 2/3

UNCLASSIFIED

MAJOR WILLIAM H. R. NOW STATION MILES TO VISIT A D.I.U.
AT MILWAUKEE AND ITALIAN POLICE INTER THAT AREA RESEARCH
HOME OF ORIGINATOR (.)

REPORT

NOTE

W.H.
Major M

3599
3083

RAAC MESSAGE FORM

CALL	CIRCUIT No. NR	PRIORITY	TRANSMISSION INSTRUCTIONS
SPACES WITHIN DOUBLES LINES FOR SIGNALS USE ONLY			
FROM (A)			DATE/TIME OF ORIGIN
OCT 18 1954			16 1235 A
TO (FOR ACTION)			Message Instructions
O.C. 19 British Legion Unit			GR
TO (FOR INFORMATION)			
* (REF. No.)		SECURITY CLASSIFICATION UNCLASSIFIED	

Major O'Ferrall 1000 Mil. Mission arriving WATKIN. JEREMY APPROXIMATE
18 Dec. Please arrange hotel accommodation.

LOCAL DISTRIBUTION

PRECEDENCE

ORIGINATING SECTION

A. G. AUTHENTICATION

ORIGINATOR'S AUTHENTICATION

THE OR TOR

TIME CLEARED

3598

RE 13/2.

11

SUBJECT : Tour Programme

LAND FORCES SUB COMM. A.C.
(M. M. I.A.) R O M E.

A 331 17 Oct 46

TO : 10 B.L.U. (2)

1. Major J.G. O'FERALL, RE, SORE this HQ will be visiting your HQ in accordance with details as shown in Appendix 'A' to this letter.

2. Please ensure that accommodation as shown in columns (j) and (k) of Appendix 'A' is arranged.

JHM/el

Simon
4d Major General
M.M.I.A.

Copies to : List 'A' (less Serials 10, 17, 18, & 19)
SORE (2) —

3597

Programme of SORE Tour from 22 Oct 25 Oct 46

Serial No.	Date	From	Approx. time of dep.	To	Approx. time of arr.	Tpt. Arrange- ments	Purpose of visit	Acc arr
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	
1.	22 Oct	ROME	A.M.	NAPLES	P.M.	A.T.	Visit Engin 10 Terr Good	0.0
2.	23 & 24 Oct	Remain in NAPLES			-	-	Visit 10 Wks Service & Engr Stores Directorate & 110 Engr Service Coy	
3.	25 Oct	NAPLES	A.M.	ROME	P.M.	A.T.		

Appendix 'A' to HQ MIA
Letter 331 dated 17 Oct 46

355

Program of SORE Tour from 22 Oct 25 Oct 46

To	Approx. time of arr.	Tpt. Arrange- ments	Purpose of visit	Acen to be arranged by	REMARKS
(e) NAPLES	(f) P.M.	(g) A.T.	(h) Visit Engrs 10 Tour Ocm	(i) J.C. 10 BLU	(k) Acens for Maj O'Connell one British NCO Italian Dvr.
PLES	-	-	Visit 10 Wks Service & Engr Stores Directorate & 110 Engr Service Ocy	-	-
ROME	P.M.	A.T.			

RE 9

SUBJECT: Report on Tour of SORE, MMIA

HQ 3 BRITISH LIAISON UNIT
Tel: 152965(Ext-107)

TO: S.O.R.E.
HQ MMIA

G/35/24

7 October 46

Ref your RE ^{15/2} of 1 Oct 46 (Report of tour carried out by SORE).
The following comments are forwarded for your information.

Page 8 of your report

51 Pd Coy } PAVIA
3 Pd Park Coy }

Your comment (b)

The Bn is in possession of 24 metres single/double Bailey bridge, which is of course insufficient for training requirements. Please say what stocks of recovered B.D. exist at PAVIA or PESCHIERA, as Major GIULIANI does not know of any? Territorial HQ is providing explosives and timber, but B.D. and mines are insufficient.

Your comment (c)

✓ When the new Engineer Bn is finally formed and divorced from the Signals, the whole Bn will be stationed at PAVIA.

Your comment (d)

✓ This is being done.

Page 9 of the report

51 Engr Bn HQ BERGAMO.

Your comment (a)

✓ This will be rectified when the Bn moves to PAVIA.

Your comment (b)

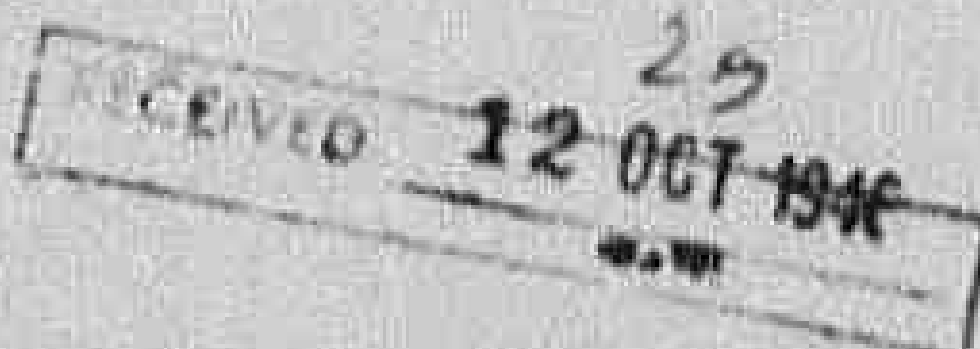
✓ Tradesmen and drivers can only be supplied gradually, and then only from the C.A.R. Only the introduction of voluntary enlistment for long service at proper rates of pay will solve the tradesman question.

Your comment (c)

✓ Timber and explosives being supplied now.

Your comment (d)

✓ Noted.



35: 4

MILAN
PME/LO

Lt Col
CS

C O P Y

6

SUBJECT: Report on tour of Engr Units in North Italy

LAND FORCES SUB-COMM, AC (MMIA)

(489081 Ext. 289)

G/33/1

9 Oct 46

TO : MINISTRY OF WAR

1. Forwarded to you herewith is a copy of report made by SORE (Maj O'Ferrall) of this HQ.

The report of course is directed to this HQ and much of it is explanatory and of informational nature.

2. Certain points arising out of it are for action by this HQ (i.e. initiating demands for more types of Bailey Bridge from Allied sources).

Other points however call for action by your Ministry. In particular I would like to call your attention to points in the following paras:-

Part I:- Para- 6, 7, 8, 9, 12, 14, 15 (a separate letter has gone up with suggestions for change in F.S.). 16 (a), (b), (c), (d), (f), (g) and (h) and where applicable in part II.

3. I would be glad to have your comments on certain suggestions made in the conclusion to part I (para 16) which effects the general organisation of the Engrs.

A.R.C. SOUTHEY, Lt Col

for

Major General,

M. M. I. A.

JOO'P/sb

Internal:

'G'

G(Trg)

SORE (2) of covering letter

SD/w/2

3593

REPORT OF S.O.E. M.M.I.A. TO HQS. & ENGR. UNITS OF THE ITALIAN ARMY

ON

2nd Sept - 18th Sept 1945

PART I

The Engrs and units visited are given in Appx 'A' to part I of this report. Part I deals in general terms with impressions gained and main problems of Engr. Units & Hqs. visited. It concludes with some recommendations.

Part II gives in more detail certain data and particular problems of Engr. Units etc. It will be seen that many of these are common to all units of like composition.

GENERAL

Taking the broad view it would be unfair to offer any harsh criticism of the state of the Engrs. in the Italian Army at present. Like other arms of the service, they are suffering from an "interim" condition which puts them in a valley between what they were when operationally employed fully backed and supported by interested hostile foster parents and that condition we hope they will achieve when a clear appreciation of the role of the Italian Army is possible and the structure of the Engrs. can be soundly designed in support of that role, when the present factors operating against them can be removed.

Never the less a few of the present that were dissection and support from above is indicated. There was evidence on my visits that problems which were affecting the efficiency and morale of units were just remaining problems, and in fact they were growing, and with little evidence of any sympathetic appreciation and help from higher command. Policy and training directives from Engr. sources were lacking and units seemed to be left "to get on with it" as best they could.

Lack of personnel, equipment and materials are the main factors directly affecting efficiency. Until these can be removed and the general organization within the Engrs. strengthened, units can only be considered semi-effective.

I found most of the Engrs. etc. Comds keen, capable and energetic and they were fully alive to their problems and difficulties. It was admirable to find, in the circumstances, that they preserved their keenness and buoyancy so well. Perhaps in some cases a little more initiative could have been displayed in seeking ways and means of getting employment and training for units and sub units.

There was a marked difference in outward appearance of units actively employed (e.g. the two Metal Bridge Coys.) and those that were barrack bound.

Everywhere I received courtesy and consideration. Both senior and junior

2 Taking the broad view it would be unfair to offer any harsh criticism of the state of the Corps, in the Italian Army at present. Like other arms of the service, they are suffering from an "interim" condition which puts them in a valley between what they were when operationally employed fully backed and supported by interested erstwhile foster parents and that condition we hope they will achieve when a clear appreciation of the role of the Italian Army is possible and the structure of the Engre. can be soundly designed in support of that role, when the present factors operating against them can be removed.

3 Never the less I feel at present that more direction and support from above is indicated. There was evidence on my visits that problems which were affecting the efficiency and morale of units were just remaining problems, and in fact they were growing, and with little evidence of any sympathetic appreciation and help from higher command. Policy and training directives from Engre. sources were lacking and units seemed to be left "to get on with it" as best they could.

4 Lack of personnel, equipment and materials are the main factors directly affecting efficiency. Until these can be removed and the general organization within the Engre. strengthened, units can only be considered semi-effective.

5 I found most of the Unit etc. Corps keen, capable and energetic and they were fully alive to their problems and difficulties. It was admirable to find, in the circumstances, that they preserved their keenness and buoyancy so well. Perhaps in some cases a little more initiative could have been displayed in seeking ways and means of getting employment and training for units and sub units.

6 There was a marked difference in outward appearance of units actively employed (e.g. the two Metal Bridge Coyrs.) and those that were barrack bound.

7 Everywhere I received courtesy and consideration. Both senior and junior personnel were anxious to show me round and to put me in the picture. This was very much appreciated.

ORIGINAL ENGINEERS

3591

8 A general belief that each of the four Divs. visited were about to move to a new location makes it unnecessary to stress points arising out of existing accommodation and training ground facilities. The present set up in this respect for the Engre. of the PULCOE, MANTOVA, and LEGNANO is unsatisfactory.

9 No Ad. Pz. Coy. has yet been established in the Mantova Div. It appears that neither personnel or equipment are yet available to form one. I don't know if this also applies to the PULCOE Div (not visited).

See over Para 7

7 A very big deficiency in other ranks exists at present. Fairly typical was the state of the Engrs. of the CREMONA Div which was as follows :-

	W. E.	On strength	Present
Bn. Hore, :-	22	15	13
77 M. Coy :-	225	64	57
44 " :-	225	110	88
2 M. Pl. Coy. :-	117	39	39
	589	228	197

It will be seen that only $\frac{1}{4}$ of the Bn. is available for work and training.

8 Specialists and tradesmen are right down. For example there were but two carpenters in the whole Bn. of the MANTOVA as against 39 in the new Establishment. There were no electricians and only 6 M.F. drivers that could be considered as such.

9 Unit equipment on the whole was satisfactory but facilities in the present barracks for storing and maintaining it were by no means satisfactory in some cases. Training equipment and materials for trades training and fieldworks training are very inadequate. No supplies are made of timber, metal, nails, dogs spikes etc and other crumbable items required for trades and fieldwork training. This is a serious problem as without this material little serious sapper training can be done. Units are forced to scrounge bits of timber etc to make native bearings and the like.

10 Motor Transport was fairly satisfactory. For example in the CREMONA Bn. of 99 vehicles held for the Engr. Bn. between 50 and 60 were ready to take the road. There is evidence to show that care is taken over their maintenance and, generally, the Engr. Bn. seems to be nursing the strength of their M.T. Good drivers for the existing vehicles is another story but steps were being taken to train men. They are all having difficulties in getting spare parts and tyres.

ENGINEERS OF THE TERRITORIAL COMMAND.

11 The Works Services and Engr. Stores Directorates seem to be functioning very satisfactorily. Naturally they are in a state of development and the stores side has to be built up. In the shatterer's state of many of the cities accommodation for stores dumps is very limited. There will be no shortage of work for them for years to come and the only limit to their achievement will be lack of funds. In CREMONA much repair and reconstruction work has been done in a short time.

No difficulty appears to exist in making the necessary sub divisions in order to implement the War Ministry's instructions relating to the preparation of signals from Engrs.

I would like to have found more interest taken by Commanders Genie in technical supervision and assistance of the Div. Engrs. The Liaison between Bn. Genie, and Engr. Terr. Comd., seems to be very weak. At each command I had to ask the Engr. Comd. to try and help the Div. Engrs. by supplying them with essential training materials from their resources. In general the Bn. Genie said that they could not get any materials from the Genie Military.

Whether a fact or not it appeared that release of such materials to Div. Engrs. would have to be sanctioned by the Engr. Directorate at the War Ministry whereas of the Div. Engrs. is ultimately the concern of the

problem as without this material little serious winter training can be done. Units are forced to scrounge bits of timber etc to make native bear-m and the like.

Motor Transport was fairly satisfactory. For example in the CPMWA Bn. of 29 vehicles held for the Engr. Bn. between 50 and 60 were ready to take the road. There is evidence to show that care is taken over their maintenance and, generally, the Engr. Bn. seem to be nursing the strength of their V.C. Good drivers for the existing vehicles is another story but steps were being taken to train men. They are all having difficulties in getting spare parts and tyres.

ENGINEERS OF THE TERRITORIAL COMMAND.

1. The Works Services and Engr. Stores Directorates seem to be functioning very satisfactorily. Naturally they are in a state of development and the stores side has to be built up. In the shattered state of many of the cities accommodation for stores dumps is very limited. There will be no shortage of work for them for years to come and the only limit to their achievement will be lack of funds. In BALUCHA such repair and reconstruction work has been done in a short time.

No difficulty appears to exist in making the necessary sub divisions in order to implement the War Ministry's instructions relating to the separation of Signals from Engrs.

I would like to have found more interest taken by Commanders Genie in technical supervision and assistance of the Div. Engrs. The Liaison between Bn. Comds. and Engr. Terr. Comd. seems to be very weak. At each command I had to ask the Engr. Comd. to try and help the Div. Engrs. by supplying them with essential training materials from their resources. In general the Bn. Comds. said that they could not get any materials from the Genie "illiters."

Whether a fact or not it appeared that release of such materials to Div. Engrs. would have to be sanctioned by the Engr. Directorate at the War Ministry whereas of course the training and efficiency of the Div. Engrs. is ultimately the concern of the Inspector General of Engrs.

2. The Engineer Service Corps. of Territorial Commands do not seem to fulfil any useful engineer purpose. Throughout, their available numbers seem to be entirely absorbed in guards and fatigues and administering themselves. The establishment of these Corps. is 3 officers and 100 other ranks. Taking 172 Service Coy (CPMWA) as an example, the day on which I visited them the strength was 103 other ranks (incl. N.C.Os.).

39 of these were on permanent employment which included clerks, batmen, runners cooks, storemen details for Comd. Genie and Directorate Liaison.

26 were on leave and in hospital

38 remaining were split up in "benny packets" on detailed duties which included Guard (4) Runners (5) food buyers (2) food servers (2) etc etc. There were 6 of the 38 left at the disposal of the Coy. Comd.

See over "A copy"

A copy of the days state is attached at Appendix 'A' to Part I for reference. I think that most Comd.s Genio agreed that Engr. Service Coys. had little or no Engr. function.

The two Sectional Metal Bridge Coys. - No. 1 at TURIN and No. 2 at MILANO were actively employed. No. 1 had almost completed a large metal girder railway bridge across the River Po at MONTECALIERI and a portion of No. 2 were under training at "Il Boschetto". Both units seemed to be in good heart and the men looked fit and cheerful.

General NICOTRA (Comd. Genio Turin) accompanied Lt. Col. Eberton and myself to see No. 2 Coy. on the work and a lady press photographer was busy photographing the party, which included the Coy officers, on and off the bridge.

I understand that these two Bridge Coys. will get absorbed in the proposed Engr. Bridging Bn.

The only Engr. Repair Shop I visited were No. 22 at PAVIA and No. 23 at PESCHIERA. No. 22 is a very big "going concern" with large materials stores and well equipped workshops of every kind. The Mil. Establishment is 15 officers and 33 other ranks and there were 1,279 civilians on the pay roll. Unfortunately these were on strike the day I arrived but Col. Spingus (the Comd.) very kindly took me round and I got a good impression of the capabilities of the place.

No. 23 Repair Shop at PESCHIERA must have been a very big concern before the War. Its workshops, stores depots, accommodations did cover acres of ground. Unfortunately little remains in-tact and it suffered viciously from bombing. Col. PAPA (Comd.) has an enormous task trying to get the place on its legs again. A small workshop, unsuitably housed, is in operation but it will require a very large sum of money to have the place rebuilt with suitable offices, workshops, and stores depots.

The machines which were removed to CONVERSANO establishment near POLANO have not yet been restored to production workshops.

Spent from PESCHIERA there is dependent on this workshop a dett. at LEGNAGO which has a workshops and stores depots of 143 men and also stores depots at SOTTOPALMI, CAMPOMELA, VALLESDAVIN, MANTOVANO, MONTE BLANCO, AND CASTELNUOVO. There are at present 4 officers and 19 other ranks, and 467 civilian personnel employed. Before the War there were 2,000 civilians. The Comd. considered that the minimum military establishment should be 5 officers 48 other ranks (incl. WOs.)

WAR ESTABLISHMENTS.

The new proposed War Establishment for the Engr. Bn. was discussed with various

The comments on it were as follows :-

- (a) No L.A.D. shown as attached to Bn.
- (b) No Anti Tank weapons

PSCHIERA. No. 22 is a very big "going concern" with large materials stores and well equipped workshops of every kind. The Mil. Establishment is 15 officers and 33 other ranks and there were 1,279 civilians on the pay roll. Unfortunately these were no strike the day 7 arrived but Col. STEINER (the Comm.) very kindly took me round and I got a good impression of the capabilities of the place.

No. 23 Repair Shop at PSCHIERA must have been a very big concern before the War. Its workshops, stores depots reconstructions etc cover acres of ground. Unfortunately little remains in tact and is suffered viciously from bombing. Col. PAPA (Comm) has an enormous task trying to get the place on its legs again. A small workshop, unsuitably housed, is in operation but it will require a very large sum of money to have the place rebuilt with suitable offices, workshops, and stores depots.

The machines which were removed to 'KAMENICA' establishment near POLJANO have not yet been restored to PSCHIERA workshops.

Apart from PSCHIERA there is dependent on this workshop a dett. at LEMNICO which has a workshops and stores depots of its own and also stores depots at SETTERAWI, CAMPICOLA, VILLOSCAPINA. WARTOFNO, WINTER BLANCO, AND CASTELNUOVO.

There are at present 4 officers and 19 other ranks, and 467 civilian personnel employed. Before the War there were 2,000 civilians. The Comm. considered that the minimum military establishment should be 5 officers 48 other ranks (incl WCOs.)

WAR ESTABLISHMENTS.

12 The new proposed War Establishment for the Ingr. Bn. was discussed with various Bn. Comds. The comments on it were as follows :-

- (a) No L.A.D. shown as attached to Bn.
- (b) No Anti Tank weapons
- (c) Insufficient machine carbines. Should be 70 instead of 32 on the basis of :-
 - 30 per Pd. Coy
 - 5 for Pd. Pk. Coy
 - 5 " Bn. Hqs.
- (d) A minimum of 28 Brens for the Bn. on basis of :-
 - 12 per Pk. Coy.
 - 2 for Pd. Pk. Coy
 - 2 " Bn. Hqs.
- (e) 3 Bull-dozers to be included in the Pd. Pk. Coy.
- (f) Three of the lorries to be Tipper

See over Para. 16

TURIN
(Gen. de
MONTMAGNI)

(b) Considers that it is a waste to
spend money on the boot factory
(Opificio) as it is an uneco-
nomical establishment.

(c) Visit to 104 Service Coy. Very
transitory. Only 24 present out
of 42 on strength of Coy at
present.

(d) Gen. Nicotri considers that all
Mil. Bridges etc. Capt. recovered
by Civilian Eng. Dept. should
be handed over to Gen's Militare.

On work at
MONTMAGNI

Completing Rly. Bridge over the Po.
Coy. fully employed on such works
and the work testifies a good unit.

1 Engr. Bn.

51 Engr. Coy.
3 Engr. Pk Coy

3. JUVIANI

PAVIA
(Gen. CAIMOLI)

(a) Strengths of Units:-
51 Engr. Coy :- 5 9 130
3 Engr. Pk Coy :- 4 0 63

(b) More Bailey Br. required. Mines,
ordnance and timber required
for training purposes.

Suggest R.B.
could be made up
from stocks of
recovered B.B. at
present at PAVIA
or PESCHIERA.

(c) Unsatisfactory having these
Coys. so far from En. Horn
and 3 Pk. Coy at RESCIMO.

War Ministry
8 Terr. Comd.
3 R.L.V.

(d) Workshops element of 20 Pk Coy
linked up with 22 Pk Repair
Shop. Satisfactory arrangement.

Suggest that
trainees from
22 Pk Coy could
get training with
22 Repair Shop.

Engr. Repair
Shop.

PAVIA

A very large concern with every
kind of workshop and should have
great potentiality for production
and experimental work. Also
extensive stores depot of Engr.
materials.

3564

Subject: Tour report of S.O.R.E. M.H.I.A.

Land Forces Sub Commission, A.C.
(M.H.I.A.)
RE 7
1 October 45.

1 Herewith one copy/ies of report on tour carried out by
Major O'Ferrall R.E. accompanied by Major L.A. Calabini (Liaison Officer)
between the 3rd Sept. and the 18th Sept. 1946.

O'Ferrall
J.C. O'FERRALL, Major
S.O.R.E.
M.H.I.A.

...the ... it would be unfair to ... the ...
 state of the ... in the Italian Army at present. ... other arms of the ...
 no doubt, they are suffering from an "interim" condition which puts them in a valley
 between that they were when operationally employed fully backed and supported by
 interested erstwhile foster parents and that condition we hope they will achieve
 when a clear appreciation of the role of the Italian Army is possible and the struct-
 ure of the Engra. can be soundly designed in support of that role, when the present
 factors operating against them can be removed.

Never the less I feel at present that more direction and support from above
 is indicated. There was evidence on my visits that problems which were affecting
 the efficiency and morale of units were just remaining problems, and in fact they
 were growing, and with little evidence of any sympathetic appreciation and help
 from higher command. Policy and training directives from Enga. sources were
 lacking and units seemed to be left "to get on with it" as best they could.

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 within the Engra. strengthened, units can only be considered semi-effective.

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 fully alive to their problems and difficulties. It was admirable to find, in the
 circumstances, that they preserved their keenness and buoyancy so well. Perhaps
 in some cases a little more initiative could have been displayed in seeking ways and
 means of getting employment and training for units and sub units.

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Everywhere I received courtesy and consideration. Both senior and junior
 officers went to a lot of trouble to show me round and to put me in the picture.
 This was very much appreciated.

FUNCTIONAL ENGINEERS

A general belief that each of the four Eng. visited were about to move to a
 new location makes it unnecessary to stress points arising out of existing accom-
 adation and training ground facilities. The present set up in this respect for
 the Engra. of the POLONE, MANTOVA, and LEGNANO is unsatisfactory.

No P8. Pk. Coy. has yet been established in the Mantova Div. It
 that neither personnel or equipment are yet available to form one. I don't
 if this also applies to the P8001 Div (not visited).

See over Para 7

It 3580
 I don't

barracks for storing and maintaining it were very inadequate. No supplies are made of timber, metal, nails, doors, spikes etc and other expendable items required for trades and fieldwork training. This is a serious problem as without this material little serious sapper training can be done. Units are forced to scrounge bits of timber etc to make noise bear's and the like.

Water Transport was fairly satisfactory. For example in the CAMPONA Bn. of 99 vehicles held for the Engr. Bn. between 50 and 60 were ready to take the road. There is evidence to show that care is taken over their maintenance and, generally, the Engr. Bn. seem to be nursing the strength of their V.I. Good drivers for the existing vehicles is another story, but steps were being taken to train men. They are all having difficulties in getting spare parts and tyres.

WORKERS OF THE TERRITORIAL CORPS.

The Works Services and Engr. Stores Directorates seem to be functioning very satisfactorily. Naturally they are in a state of development and the stores side has to be built up. In the shattered state of many of the cities accommodation for stores dumps is very limited. There will be no shortage of work for them for years to come and the only limit to their achievement will be lack of funds. In CAMPONA much repair and reconstruction work has been done in a short time.

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I would like to have found more interest taken by Commanders Genie in technical supervision and assistance of the Div. Engrs. The Liaison between Bn. Comds. and Engr. Terr. Comd. seems to be very weak. At each command I had to ask the Engr. Comd. to try and help the Div. Engrs. by supplying them with essential training materials from their resources. In general the Bn. Comds. said that they could not get any materials from the Genie Military.

It was not it appeared that release of such materials to Div. Engrs. would have to be sanctioned by the Engr. Directorate at the War Ministry whereas of course the training and efficiency of the Div. Engrs. is ultimately the concern of the Inspector General of Engrs.

The Engineer Service Coys. of Territorial Commands do not seem to fulfil any useful engineer purpose. Throughout, their available numbers seem to be entirely absorbed in guards and fatigue and administering themselves. The establishment of these Coys. is 3 officers and 100 other ranks. Taking 102 Service Coy (GENCO) as an example, the day on which I visited when the strength was 103 other ranks (incl. H.Q.'s.).

39 of these were on permanent employment which included clerks, batmen, runners, cooks, storemen details for Comd. Genie and Directorate Labor.

26 were on leave and in hospital.

38 remaining were split up in "dummy packets" on detailed duties which included Guard (4) Runners (5) food buyers (2) food servers (2) etc etc. There were 6 of the 38 left at the disposal of the Coy. Comd.

See over "A copy"

(b) The School of Military Engineering should develop a workshop wing where refresher courses in trades training can be given.

(c) More decentralisation of power to the Comd. Genio in Terr. Commands to supply the needs of Div. Engrs. located in their commands. If he does not hold it at present, I suggest he has also a training grant for allotment when required to meet certain training requirements of the Engineers located in his command.

The link between Comd. Genio and Div. Engrs. to be strengthened generally.

(d) Amendments to the W.E. of the Terr. En. to be considered to meet deficiencies stated in para. 15.

(e) The Italian Engrs. should have Bailey Pontoon expt. to train with. None exists at present. It is likely that all Bailey expt. will continue to be adopted and samples of it should at least be available at the Engr. School for training (i.e. Dry Bailey, Floating Bailey and Bailey Suspension).

(f) The abolition of the Service Coys. It strikes me that a strong Pioneer platoon supplemented if necessary by employed civilians could carry out all the duties now done by the Terr. Service Coy.

(g) The formation of at least one Terr. Group in support of Divisions. The Group to include a Bridging Bn. which would incorporate the two existing Bridge Coys. and a third Coy. holding heavy bridge expt. A second Bn. to have Coys of higher skilled tradesmen and engineers for follow up work to Div. Engrs. on the L of C. It might include a Mech. Expt. Coy. for road construction of heavy earth works.

(h) An increase in the Mil. Establishment of No. 23 Repair Shop at PESCHIERA.

Finally I should like to say that where there is so much engineer potential as there is in Italy there is no reason why the Engineer Arm of the Service should not be first class. The recent war demonstrated the importance of Engineers and the planning and support for the Engineers of the new Italian Army merits high consideration.

J.G. PEARCE, Major
S.C.B.E.
M.M.I.A.

102^a COMPAGNIA SERVIZI GENIO *Appr B*

Forza Effettiva IOI + 2 = IO3

Cariche Fisse *fixed employment*
 Sott.li impiegati 9 *clerk*
 Attendenti 7 *butler*
 Portavivvi 2 *storeman*
 Pint. S.Uff. 1
 Scritturali Pureria 1 *clerk*
 Cucinieri 2 *cook*
 Com. de Genio 4 *No 39*
 Dir. Lavori 4
 Piantoni fissi 1 *runner*
 Mag. Vestiario e
 Viveri 4 *Stores*
 Comm. ne Rancio 4
 Piantoni Serb. Benzina 2

ASSENTI REPARTO *absentees*

Ospedale 2 2
 Lic. Convalescenza 9
 Lic. Ordinaria 10
 Sett. Uff. in licenza 3 *No 26*
 Assente Arb. 1
 Aggregati 1

SERVIZI VARI

Guradio 4
 Cap. di Giornata 1 *0. cpl*
 Piantoni 5 *runner*
 A riposo 2 *No 38*
 Chiedenti Vis. 3
 Cura Ambul. 3
 Imbianchini 2
 Sett. Uff. 3
 Pulizia Caser. 3
 Cerve Veterarie 2
 Cerve Spesa 2 *3575*
 Cerve Cucina 2
 A Disposizione 6

*Generali 7-9-946*102^a COMPAGNIA SERVIZI GENIO*Giuseppe Giustina*

2/3

111

Subject:- Tour Programme.

Land Forces Sub Commission A.C.
(M.M.I.A.)
RE 7.

5th September '46.

To:- 'E' Branch,
CHL. C.M.P.

1. Forwarded herewith as Appx. 'A' is proposed tour of S.O.F.P. II, M.M.I.A. accompanied by Major SALAMINI as Liaison Officer, for period 3-17 Sept. 46 for your information as necessary.

W.H.M.
for J.C. O'NEILL, Major R.M.,
for Major General,
M.M.I.A.

H

3570

2500

Subject: Proposed Tour of S.O.R.F. II

102
3

Land Forces Sub Commission A.C.
(M.M.I.A.)
RE 7
21 August '46

To: 'A' Branch,
M.M.I.A.

1. Attached is proposed tour programme of Major J.C. O'Farrell S.O.R.F. II, accompanied by Major L.A. Calabresi as liaison officer. The objects of the tour is to visit and liaise with Engineer units of the Territorial Commands and Divisions specified.
2. Can G.C. H.Qs. please be informed of the tours and asked to make such arrangements as are necessary, informing the units concerned. It is to be noted that 23 Eng. Repair Bn at BIRMINGHAM comes under 1 Terr Comd. Can H.Qs. state if any amendments would appear necessary to the timetable and if there are any accommodation difficulties.
3. I would be grateful if reliable and suitable touring transport can be provided so that visits can be carried out to schedule. *1 for 2*

J.C.
J.C. O'FARRELL, Major
S.O. II R.F.
M.M.I.A.

3568

TRIP PROGRAMME

Major J.C.O'FERRALL S.O.P.E. II M.M.I.A. accompanied by
Major L.A. CALABRINI as Liaison Officer.

DATE	MOVEMENT	PROPOSED VISITS	SUG- GESTED TIME	REMARKS
Tues 3 Sept	Rome-FLORENCE		P.M.	Accommodation for Maj O'Ferrall & Maj Calabrinini and Driver.
Fed 4th		HQ 7 BUL Ragr Bn "Polgara" Div Ragr HQ 7 Terr Comd.	A.M. P.M.	Petrol for onward journey
Thurs 5th	Florence-GENOA		P.M.	Accommodation - as above.
Fri 6th		HQ 2 BUL Ragr Bn "Mantova" Div Ragr HQ Terr Comd 102 Ragr Service Coy	A.M. P.M.	Petrol as above
Sat 7th	Genoa-TURIN	73 Ragr Bn Coy at CUNEO en route	A.M.	Accommodation - as above.
Sun 8th	AT	TURIN		
Mon 9th		HQ 1 BUL Ragr units "Dresser" Div Ragr of 1 Terr Comd	A.M. P.M.	Petrol as above
Tues 10th	Genoa-TURIN			

102 A
3

Thurs 5th	Flavence-GEMMA		P.M.	Accommodation - as above.
Fri 6th		HQ 2 HIL Sngz In "Mantova" Div Sngz HQ Terr Cond 102 Sngz Service Coy	A.M. P.M.	Petrol as above
Sat 7th	Genoa-TURIN	79 Sngz 3d Coy at CERCO en route	A.M.	Accommodation - as above.
Sun 8th	AT	TURIN		
Mon 9th		HQ 1 HIL Sngz units "Cresenza" Div Trucks of 1 Terr Cond	A.M. P.M.	Petrol as above
Tues 10th	Turin-MILAN		P.M.	Accommodation as above.
Wed 11th		HQ 3 HIL Sngz 3 Terr Cond 54 Sngz Coy 22 Sngz Repair Shop 3 3d Pz Coy	A.M. & P.M.	3508 Petrol as above
Thurs 12th		Sngz Units "Legnano" Div at BERGAMO		
Fri 13th	Milan-VENICE	23 Sngz Repair Shop at Paschiera en route	A.M.	Accommodation- as above. Petrol as above.
Sat 14th	STAY	VENICE		

82
2

CONFIDENTIAL

Subject: Motor Transport - M.M.I.A.

S.O.R.E.,
M.M.I.A.,
RE 7
11 July 46.

To: M.M.I.A.

1. I am sure it is in the interests of this Mission to report a particular case of unreliable transport which, in my opinion, has more wide reaching effects than mere personal discomfort and derangement of tour programme.

2. The object of this report is to supply, in writing, facts which point to the general poverty of the M.I. for touring purposes and which, I must help feeling, has a direct effect on our prestige. I offer one suggestion for improvement. This report is not aimed at placing blame or calling for disciplinary action against anyone connected with the administration, allotment or maintenance of M.I. in connection with this particular instance.

3. The facts are as follow:-

(i) Transport was ordered on Fri. 26 June to convey myself and Maj. Calabrin (as L.O.) to Florence on 3 July with the object of visiting Eng. units of 7 Terr. Command and of the Folgore Div. Tour programme was got out and all informed.

(ii) Later I was informed that a Lancia car had been allotted and it was the best available for long range touring. It was to report at Eliseo Hotel at 0900 hrs on 3 July.

(iii) The car did not turn up at 0900 hrs and I was told the clutch was being attended to. It eventually arrived at 1030 hrs.

(iv) On arrival the British driver informed me that the spare wheel had a very bad tyre and was unreliable. He had had apparently very little warning about his going and did not bring any food with him for the journey.

(v) We left Rome at 1045 hrs and 25 miles outside Rome had a blow out in a front tyre. I inspected the spare and decided it was not good enough to go on with. We returned back 12 miles towards Rome to ring up the M.M.I.A. Garage. The M.I.O. then agreed to immobilize a similar Lancia car to supply us with 2 wheels.

(vi) The journey was continued at 1430 hrs. We had one more puncture further on. Then it was evident the clutch was bad.

2. The object of this report is to supply, in writing, facts which point to the general poverty of the H.I. for touring purposes and which, I am bold to feel, has a direct effect on our prestige. I offer one suggestion for an improvement. This report is not aimed at placing blame or calling for disciplinary action against anyone connected with the administration, allotment or maintenance of H.I. in connection with this particular instance.

3. The facts are as follows:-

(i) Transport was ordered on Fri. 23 June to convey myself and Maj. Calabrin (as L.O.) to Florence on 3 July with the object of visiting Regt. units of 7 Terr. Command and of the Polgara Div. Tour programme was got out and all informed.

(ii) Later I was informed that a Lancia car had been allotted and it was the best available for long range touring. It was to report at Milano Hotel at 0900 hrs on 3 July.

(iii) The car did not turn up at 0900 hrs and I was told the clutch was being attended to. It eventually arrived at 1030 hrs.

(iv) On arrival the British driver informed me that the spare wheel had a very bad tyre and was unreliable. He had had apparently very little warning about his going and did not bring any food with him for the journey.

(v) We left Rome at 1045 hrs and 25 miles outside Rome had a blow out in a front tyre. I inspected the spare and decided it was not good enough to go on with. We motored back 12 miles towards Rome to ring up the M.M.I.A. Garage. The M.T.O. then agreed to install a similar Lancia car to supply us with 2 wheels.

(vi) The journey was continued at 1430 hrs. We had one more puncture further on. Then it was evident the clutch was slipping and it was with great difficulty we got over the Tivoli pass. On all hills the car slowed right down. Furthermore there was violent wheel wobble at certain speeds which unfortunately corresponded with the comfortable cruising speed for the car on that route. I had to relieve the driver after a bit as it was a strain holding the steering wheel. **3386** Personally experienced the difficulties arising out of the defects to the car.

(vii) Perugia was reached at 2030 hrs and it was decided to stay the night there. We remained in Florence at 1300 hrs on Thurs. 4 July.

4. Points arising out of this faulty H.I.

(a) It took a day and a half to go approx. 230 miles.

(b) Tour programme was deranged and owing to faulty signal communication Italian General was kept waiting to see us the whole of Thursday morning. I was to have met him at 0900 hrs that morning.

840
1

Subject: - Miss A Report on Tour by S.C.H.B.
to Engineer Units in the Florence Area.

Joint Forces Staff Commission S.C.
(S.C.H.B.)
22 7
13 July 46

For: 'C' (20), S.C.H.B. (2 copies of report)
'E' (20), S.C.H.B.

1. Attached are 2 copies of report on my recent visit to Engineer Units in the Florence area.
2. A copy is being sent to C.O. 7 B.L.H. who can assist initiation of action through correct channels to have suggestions, if agreed to, carried out.

h

S.C. OFFICIAL, Major,
S.C.H.B.,
S.C.H.B.

CE GHQ AMR.

Copy to: - 7 B.L.H. (2 copies of report)

ENCLOSURE.

Official copy

3 *102*

8657

1A

WARRIOR AND BROTHER OF THE 1ST BATTALION, 1ST REGIMENT, 1ST DIVISION, 1ST ARMY

WARRIOR

1. WARRIOR, J. J. J.

Left team by car accompanied by Major collected as follows: Officer, seeing to accident happened the night had to be spent at hospital.

WARRIOR, J. J. J.

Arrived Florence 1300 hrs. 7 B.I.C. attending to the case by with a help building.

WARRIOR, J. J. J.

Visited H.I. 7 B.I.C. called on Gen. Magill, of the Department of Engineer, Major & Colonel in the Territorial District and met his Engineer staff. Visited and inspected 277 Engineer Section (by communication at Port Melbourne).

WARRIOR, J. J. J.

Visited H.I. 7 B.I.C. visited the two fields (one and field) near the Polaris Station surrounded in forested terrain under the forest. Not all buildings and equipment (including, others, H.I. & including equipment and workshops of the field from top).

WARRIOR, J. J. J.

Meeting. - In Florence.

WARRIOR, J. J. J.

Visited H.I. 7 B.I.C. met discussed all matters with H.I. 7 B.I.C. arising out of my visit and inspection of Engineer units in the Florence area.

WARRIOR, J. J. J.

Returned to base.

WARRIOR

2. WARRIOR, J. J. J.

October 5, 1944

Visited U.S. 7 M.I.C. Called on Gen. MacArthur, of the headquarters of Engineer Service in the Territorial Command and met the Engineer Staff. Visited and inspected the Engineer Service Company headquarters at Port Moresby.

October 6, 1944

Visited U.S. 7 M.I.C. Visited the two Field Companies and Field Unit Coy of the Engineer Division headquartered in combined barracks near Ploerua. Met all officers and inspected barracks, stores, E.C. & building assigned and waterworks of the Field Unit Coy.

October 7, 1944

Working in Ploerua.

October 8, 1944

Visited U.S. 7 M.I.C. and discussed all points with C.O. 7 M.I.C., including out of my duties and responsibilities of Engineer units in the Ploerua area.

October 9, 1944

Returned to base.

REPORT

2. Engineer Service of the 7 Military Transport Battalion.

General MacArthur explained that the units Gordon and Engineer Service Headquarters was in a state of development. It was functioning in support of Engineer Service but the Engineer Service Headquarters and an other section were moving to the final barracks in Ploerua and an other section were they were being accumulated at the new spot at Ploerua. It was said that no gained by visiting this spot at the moment as things were not organized yet and such was stated as correct. There were no problems which called for my attention other than through normal channels.

107 Engineer Service Coy is located at Port Moresby. The Coy Headquarters is present strength to be 3 officers, 6 sergeants and 100 men compared with his establishment of 3 officers, 6 sergeants and 150 men. When recruits arrived in or about 30 July they should be brought up to strength. The Coy is organized in 3 Pls - one, with headquarters, Coy and moved on water etc. and the other two companies with the three Pls. One of the Pls is not being used from "Quarantine" type of work. It is expected to have only a few hundred supplying barracks, headquarters etc. It is expected to have only a few hundred

let and were found in boxes and equipment. I saw some of the boxes for the
 various items and at the conclusion and I got a good impression of
 the items and they appeared to be.

(c) General

I was acquainted with members of A. Col. David and his officers who
 accompanied us on our tour around the base. I came away with a satisfactory
 impression and felt that what was necessary they were ready to do.

Summary of Action Initiated by this Bureau

- (1) A report should be given to equipment 107 Engineer Division by and a
 plan for their working with out.
- (11) Letter and resolution should be obtained for 12th Engineer in and if
 possible they should move to receive applications for equipment which is under
 and was, I understand, formerly used by Engineers.
- (111) Providing status badly needed. 1st Col. David was asked to submit
 a list of his requirements to 1st, 2nd, 7th Div.
- (1iv) The 1st should be turned with 4 days if possible.

L.

John C. Gurnea, Major,
 1st Div.,
 1st Div.

11 Nov 1942

3561

FAST AIR.

URGENT.

RECEIVED 14 NOV 1948
1613.GHQ CMC
ENG/200/ADMIN
13 Feb 46

25

SUBJECT : Visits

TO : MMIA for RE ✓

RE.

Reference telephone conversation HIBBARD - HOLBOEN of 12 Feb.

1. The Chief Engineer proposes to spend the night of 19/20 Feb in ROME and to visit the Italian Engineers on 20 Feb, returning to ROME for the night 20/21.
2. He wishes to visit the British Cadre and to see their programme and hear their plans and any difficulties they may have.
3. Will you please prepare a programme and send a copy to this HQ, also a copy to the Ambassadors Hotel in case there is a delay in the post.
4. The Chief Engineer is prepared to spend as much of 20 Feb as you consider necessary at BRACHIANO.
5. Will you please inform Major-General BROWNING of the proposed visit.
6. Will you telephone the PA to the Chief Engineer (Freedom 371) and inform him what time you propose leaving the Ambassadors Hotel and what time you anticipate returning.

P. Holborn

P.R.M. HOLBOEN,
Capt, R.E.,
P.A. to Chief Engineer.

3560

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