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Directives - Instructions R.E.M.E.

opened Jan. 2, 1946 - closed Dec. 16, 1946
Jan. - Dec. 1946

(5688
5719)

v. (14)

Telephone

Rome = 489081 Ext. 491

LAND FORCES SUB COMD AG (M.M.A.) C.M.F.

12/14/LE

/6 Dec. 46

E...E.S, 1, 3, 4, 5, 7 & 10 B.L.U.

Subject :- R.M.E. Directive No 3.

Herewith HQ, M.M.A., R.L.M.E. Directive No 3,
giving the present position regarding the duties of L.M.E.S
with type 'A' B.L.U.S.

TJ/NA

J. H. May
M.L. Col.
A.D.M.E.

5719

Copy to :- "Q" Crd.

FILE

Regd.
17 Dec. 46
Phil

(Disarm)

H.W. M.L.I.A.

R.M.E. Directive No. 3.

1.

General.

This Directive supersedes Inter Directive No. 1 and 2 and is designed to clarify the duties of LMLs with type 'A' BLUs. In addition it is intended to summarize the existing system for repair of equipment.

2.

Duties of BLUs.

The BLU with the BLU is the adviser on BLU matters to the GOC of the BLU. He must ensure that BLU personnel working under the BLU are correctly administered and properly used in their duties of advising the Italian Army on the inspection maintenance and repair of the types of equipment with which these BLU personnel are familiar.

He must be prepared to assist and advise the Territorial Command on BLU matters such as :-

- (a) Programme of inspection of weapons vehicles and telecommunication equipment.
- (b) Arrangements for maintenance of this equipment by the Italian Army (M.O. Arrangements for driver maintenance of vehicles within Administrative and Divisional Transport Companies of Territorial Commands is a matter for the S & T Representative).
- (c) Organization of Unit Workshops L.A.S., Workshops and repair Units.
- (d) Technical advice on various equipments and vehicles.
- (e) The standard of training of Italian technical personnel.
- (f) Utilization of local resources.

He must advise and assist the various Directors at the Territorial Command on the above within the limits imposed by the GOC of the BLU.

He must keep himself informed on the output of the major workshops in the BLU.

6.

Duties of BLU

The BLU with BLU is the adviser on BLU matters to the GOC of the BLU. He must ensure that BLU personnel working under the BLU are correctly administered and properly used in their duties of advising the Italian Army on the inspection maintenance and repair of the types of equipment with which these BLU personnel are familiar.

He must be prepared to assist and advise the Territorial Command on BLU matters such as :-

- (a) Procurement of inspection of weapons vehicles and telecommunication equipment.
- (b) Arrangements for maintenance of this equipment by the Italian Army (M.A. Arrangements for driver maintenance of vehicles within Administrative and Divisional Transport Companies of Territorial Commands is a matter for the G & I representative).
- (c) Organisation of Unit Workshops L.A.S., Workshops and Repair Units.
- (d) Technical advice on Italian equipments and vehicles.
- (e) The standard of training of Italian technical Personnel.
- (f) Utilisation of local resources.

He must advise and assist the various Directors at the Territorial Command on the above within the limits imposed by the GOC of the BLU.

He must keep himself informed on the output of the major workshops in the Command and should endeavour to visit all L.A.S. workshops and Repair Units therein every six weeks.

He must assist any affiliated type '3' BLU with advice on BLU matters.

He must keep himself informed of the state of efficiency of weapons and vehicles of important units.

With the consent of the GOC of the BLU he should accompany officers of the Command in, when they inspect units and where applicable accompany staff officers of the BLU on their visits.

5718

3. Repair Organisation.
The existing repair organisation is outlined at appendix 'A'. At present this organisation is in a state of development.
4. Co-ordination of Vehicle Repair - Infantry Divisions.
A section of the O.A.R.L. is to co-ordinate backloading of vehicles for overhaul from Infantry Divisions and also co-ordinates orders placed by these Divisions with civilian firms for repair of vehicles and overhaul of engines. This section is also responsible for arranging retreading Allied sizes of tyres and the purchase in bulk from civilian industry of spares for vehicle and engine overhaul.
The O.A.R.L. is specialising on repair of Dodge vehicles and in smaller quantities handles complete overhaul of Staghound Armoured Cars and Bedford Vehicles. It is hoped to arrange a contract with the Caproni organisation for the overhaul of Bedford engines and vehicles.
5. Vehicle Maintenance.
Orders on vehicle maintenance have been issued by the Ministry of War (circular of 30 August 1943) and the task system published in the booklet "Norme per l'ispezione e la manutenzione dell'Automotoveicolo". Units are to encourage Territorial Commands in their application of these maintenance arrangements.
6. Tyre Care.
The need for tyre care is as great as ever, and the Ministry of War has given orders that each workshop and Inefficient Vehicle Park will form a small squad of men responsible for the care of tyres on vehicles awaiting and under repair. Units should be ready to point out signs of tyre neglect or misuse and try to educate units in the importance of caring for their tyres.
7. Inspections of Equipment.
Units of Infantry Divisions and officers of Territorial Commands must be pressed to arrange regular inspections of guns small arms, vehicles and telecommunication equipment and Units are to comment in their reports on the progress made in these inspections and the

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from civilian industry of spares for vehicle and engine overhaul.

The O.A.A.L. is specialising on repair of Dodge vehicles and in smaller quantities handles complete overhaul of Staghorn and Armoured Cars and Bedford Vehicles. It is hoped to arrange a contract with the Caproni organisation for the overhaul of Bedford engines and vehicles.

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7. Inspections of equipment.

Cases of Infantry Divisions and officers of Territorial Commands must be pressed to arrange regular inspections of guns small arms, vehicles and telecommunication equipment and EMs are to comment in their ⁵⁷⁴⁹ on the progress made in these inspections and the serviceability of the equipments.

8. Spares supply.

(a) Italian vehicles.

Spares for these are obtained in bulk by the Ufficio Approvvigionamenti Automobiliistici Regio Esercito (U.A.A.L.) and held in two main depots at Piacenza and Rome. Units requiring spares demand through Territorial Command HQ as follows :-

Nos. 1 and 2 Territorial Commands to
U.A.A.L. at Turin.

- 3 -

Nos. 3, 4, 5, 6, and 7 Territorial Commands
to Magazzino Ricambi Auto, Piacenza.
Nos. 8, 9, 10 and 11 Territorial Commands
to Magazzino Ricambi Auto, Rome.

- (b) Allied vehicles and other equipment.
Base Spares Depots are being set up as follows:
M.T. spares - Bologna.
Gun and small arm spares - Piacenza (with
a sub-depot at Naples).
Telecommunication spares - Rome.

Present requirements can sometimes be met only
from the depots as their stocks permit in the case of
vehicles. The Ministry of War has held stocks of spares
if it has small arms and telecommunication spares since
April 1945 but has not to date used these to set up and
stock a depot or to make good unit deficiencies.

9. Subsistence.

The maintenance of the Carabinieri is an Army
responsibility. To assist legions and battalions, Light
workshops are allotted to each legion and battalion to
carry out 1st echelon and some 2nd echelon repairs.

Units must be ready to assist Carabinieri units and
workshops with advice on Allied vehicles and equipment
they hold.

10. Medical.

Medical supplies are required at the end of each month
covering points of interest, progress made, difficulties
encountered and making suggestions for improvement.

W. B. Smith

Lt. Col.

A.D.C.

2 December 1945

As/ma

M.I. spares - Bologna.

Gun and small arm spares - Piacenza (with

a sub-depot at Naples).

Telecommunication spares - Rome.

Present requirements can sometimes be met using from our depots as far as stocks permit in the case of vehicles. The Ministry of War has held stocks of spares for June until June and telecommunication spares since April 1940 but has not to date used these to set up and stock a depot or to make good unit deficiencies.

9. Depot Materiel.

The maintenance of the materiel is an Army responsibility. To assist Legions and Battalions, Light Workshops are allotted to each Legion and Battalion to carry out 1st echelon and some 2nd echelon repairs.

These must be ready to assist casualties, units and Workshops with advice on Allied vehicles and equipment they hold.

10. Workshops.

Workshops are required at the end of each month covering points of interest, repairs made, difficulties encountered and making suggestions for improvement.

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Cl B. B. B.

LT. COL.

A.D.C.

2 Dec 1940

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APPENDIX "A"Repair Organisation.

- (a) 1st echelon vehicle repairs are carried out as circumstances allow by units, LADs, or light workshops. Repairs beyond the capacity of the above are carried out by the 2nd line workshop on which units are based. Repairs to unit vehicles (Italian types) which are beyond the capacity of the 2nd line workshop are to be carried out by Class 1 Repair Units at Milan, Bologna, Rome and Naples and by civil firm under arrangements of the Territorial Command. It is proposed to establish two assembly overhaul workshops for Italian engines, gearboxes and axles, one workshop being sited in the North, and the other at Rome or in the South of Italy. Staged and Armoured Cars needing repairs beyond the capacity of the light workshop or Divisional Workshop should be evacuated to the R.V.P. at Bologna and a replacement vehicle despatched. These cars must not be passed to civilian firms for repair. Other Allied vehicles beyond repair of LADs Light Workshops Divisional Workshops or civilian firms must be evacuated to the R.V.P. at Bologna. Wherever possible, the repair of Allied vehicles in Repair Units should be avoided as, generally speaking, their personnel are not familiar with such vehicles. Canalisation must be prevented in units LADs and 1st line workshops and strictly controlled in 2nd line workshops. Indents for spares are channelled through the HQ of the Territorial Command containing the demanding unit.
- (b) Artillery.

Units with gun fitters are to carry out normal unit adjustments and repairs, excluding stripping of recoil system. Infantry Divisional Workshops carry out repairs within the scope of the case to use the 45 mmals

beyond the capacity of the units to be carried out by Class 1 Repair Units at Milan, Bologna, Rome and Naples and by civil firm under arrangements of the Territorial Command. It is proposed to establish two assembly overhaul workshops for Italian engines, gearboxes and axles, one workshop being sited in the North, and the other at Rome or in the South of Italy.

Staground Armoured Cars needing repairs beyond the capacity of the Light Workshop or Divisional Workshop should be evacuated to the R.T.P. at Bologna and a replacement vehicle demanded. These cars must not be passed to civilian firms for repair. Other Allied vehicles beyond repair of Light Workshops Divisional Workshops or civilian firms must be evacuated to the R.T.P. at Bologna.

Whenever possible, the repair of Allied vehicles in Repair Units should be avoided as, generally speaking, their personnel are not familiar with such vehicles.

Cannibalisation must be prevented in units LADs and 1st line workshops and strictly controlled in 2nd line workshops.

Indents for spares are channelled through the HQ of the Territorial Command containing the demanding unit.

(b) Artillery.

Units with gun fitters are to carry out normal unit adjustments and repairs, excluding stripping of recoil system.

Infantry Divisional Workshops carry out repairs within their capacity. It is proposed to use the signals at Turin and Naples for smaller repairs for units outside Infantry Division.

Complete overhauls of Allied artillery are to be carried out at Piacenza Arsenal.

(c) Small arms.

Repairs beyond the capacity of Infantry Divisional Workshops or of unit gunners in the case of units outside the Infantry Divisions are to be carried out

by :-

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785020

Telephone =
Room 489081 Ext. 322

LAND FORCES SUB-COMM. AC (NMIA) CMF

12/13/WE

29 Nov. '46.

Colonel A/G.

Subject = Inspection and Repair of Technical Equipment Italian
Army.

I submit herewith a paper on the problems affecting the
above services in the Italian Army in the hope that it will be of
assistance to you.

I regret the length of the subject matter but have
thought it best to treat the question fairly fully.

AB/cb

CB
Lt. Col,
A.D.M.E.

5713

Regd.
79th Mas
Inf

7-40
Inspection and Repair Services for Electrical and Mechanical
Equipment, Italian Army.

.....
1. General.

National armies vary greatly in their composition according to various factors such as the numerical size of army that the country can afford to raise and maintain in battle, the terrain over which battle is likely to occur, the need for co-operation with sea and air forces, the expected role of the army, the degree of mechanisation to be developed within the army, and the capacity of the country to provide and maintain it with the equipment and supplies.

This list is not exhaustive and all but the last two of the above points are outside the scope of this memorandum. It is desired to discuss herein some considerations and to make certain recommendations regarding the last two factors as they affect the Italian Army whose inspection and repair services, although tolerably equipped, are neither so efficiently nor effectively organised as is possible.

The responsibility at present for inspection and repair of the kinds of equipment under consideration is as follows:-

Vehicles and Armoured Cars - Directorate General of
Artillery and Motorisation
(Inspectorate of Motorisation)

(It is likely that tanks would also become the)
(responsibility of the above Inspectorate which)
(may be set up as an independent part of the)
(Ministry of War.)

Artillery, Mortars, Small Arms and Optical
Instruments - Directorate General of
Artillery and Motorisation
(Technical Division)

Signal Equipment - Directorate General of Engineers
(Materials Division)

.....
The regular technical inspection of equipment is regarded as of little importance and the emphasis concerning the above equipment is preponderately upon the repair aspect and not upon "preventive maintenance."

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(Technical Division)

Signal Equipment - Directorate General of Engineers
(Materials Division)

The regular technical inspection of equipment is regarded as of little importance and the emphasis concerning the above equipment is preponderately upon the repair aspect and not upon "preventive maintenance."

2.

Object.

The object should be to evolve a scheme, having due regard to the need for economy in men and material, which will give the Italian Army a technical service of inspection and repair of the above types of equipment capable of handling the problems of the present day and those likely to arise in the future.

2/.....

- 2 -

.....
Factors.

Among the factors influencing the choice of a scheme should be considered the following points:-

(a)

A great improvement in the care of equipment is needed among officers and other ranks (with the possible exception of the care of guns practised by Artillery units.) Reports from RU's often comment upon the poor state of units' small arms and this is due in large measure to the little importance attached to "preventive maintenance" by unit officers and WCO's. In addition the standard of knowledge of vehicle maintenance is generally low though isolated units can be found who are satisfactory. But in general officers and WCOs attach little importance at present to the care of vehicles, have little knowledge or understanding of the rules affecting administration of mechanical transport, and are lacking in the elementary mechanical knowledge that should be possessed by those who have vehicles on charge to their units.

Since the Italian Army is becoming, proportionately, more highly mechanised than before the war this is an aspect of training that must not be overlooked, and the attitude that a unit officer has little need to understand the technical equipment he uses must be changed.

(b)

To bolster up the shortcomings of unit officers and WCOs in the care of technical equipment there is (outside the Infantry Divisions) no effective system of inspections by a technical service to instruct units in methods of caring for equipment and to inform formation etc. commanders and the Ministry of War of the present servability and the expected remaining life of the equipments which are with their units. In consequence it is difficult for higher commanders to assess the preparedness of their units.

(c)

The responsibility for executing repairs to technical equipment is regarded as a minor commitment of the various Directorates General in para 1 who are also occupied for example with such matters as the training of artillery officers and gunners, the design manufacture and supply of ammunition, the operation of transport companies, the supply of R.O.L., the training of drivers, the provision of signal equipment and the operation of signal facilities.

Until greater emphasis is placed upon the importance of effective repair

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The responsibility for executing repairs to technical equipment is regarded as a minor commitment of the various Directorates General in para 1 who are also occupied for example with such matters as the training of artillery officers and gunners, the design manufacture and supply of ammunition, the operation of transport companies, the supply of P.O.I., the training of drivers, the provision of signal equipment and the operation of signal facilities.

Until greater emphasis is placed upon the importance of effective repair services, the output from workshops handling the above types of equipment is not likely to cope with the repair load.

An inadequate, or slow, supply of spares reduces the output of any repair workshop. At present the Directorate General responsible for repairing an equipment is also, wisely, responsible for obtaining the necessary spares. But in practice, it is thought that little attempt is being made to obtain spares for Allied equipments from sources outside Italy, and efforts to obtain a sufficient supply of spares for Italian vehicles from the manufacturers have not as yet made much headway. Since financial difficulties may be responsible for this apparent

3/.....

considered that the best possible use should be made of the repair facilities which the Italian Army possesses in an attempt to offset this lack of spares.

The amount of spares and raw material which the country can afford to import is largely governed by foreign credits and also by priorities in the case of materials in short supply.

(e)

At the Ministry of War and in Territorial Commands, repair services are not directly co-ordinated by a technical officer. Although the responsible officer (usually the head of the Services Office in the case of Territorial Commands) tries to answer for the repair services to his commander, he is not usually a technical officer and consequently may not fully appreciate the problems involved, and in addition he has many other duties which are not connected with the repair of these equipments. At the Ministry of War there is no officer responsible for all technical repair services except the Head of the Services Office of the SMT who again has many other duties and need not be a technical officer.

As a result of this dispersion of repair responsibilities sufficient importance is not attached to their efficient functioning.

(f)

In the existing Italian system, the small importance attached to technical inspection of equipments has already been mentioned and is regarded as a serious shortcoming. In addition some of the difficulties under which the repair services work have been indicated above, but as a further example of the difficulties caused by divided control may be cited the case of some of the Artillery workshops who are full of civilians for many of whom no military work can be found, whilst some of the motorisation workshops are deficient of the personnel they need for repairing military vehicles. Though the combining of repair services would not rectify this situation at once, it should render a solution more speedy.

Further matters in which dissension and even wasteful competition can arise between the different repair services under the existing system are the supply of raw materials, the choice of recruits for training as tradesmen, the recruiting of technical officers, and the allocation of funds from the Army Estimates.

It is also difficult when considering the inspection and repair of AVVs to decide whether the Artillery

appreciate the problems involved, and in addition he has many other duties which are not connected with the repair of these equipments. At the Ministry of War there is no officer responsible for all technical repair services except the Head of the Services office of the S.M.E. who again has many other duties and need not be a technical officer.

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Further matters in which dissension and even wasteful competition can arise between the different repair services under the existing system are the supply of raw materials, the choice of recruits for training as tradesmen, the recruiting of Technical officers, and the allocation of funds from the Army Estimates.

It is also difficult when considering the inspection and repair of APVs to decide whether the Artillery or Motorisation repair service is primarily responsible for the servicability of the APV after repair (the Signal repair service also is concerned.) When workshops of these services are adjacent it is possible for the guns and radio to be overhauled whilst the vehicle itself is being repaired; but where they are sited some distance apart repair is slowed down whilst the APV visits each workshop in turn.

4/.....

- 4 -

An advantage of the existing Italian system is that it is known and understood by a large number of officers. If a major change were made, Italian officers would have to learn the new system and the success of the change would depend, apart from the practicability of the system, upon the degree in which they are able to make the system work.

4. Courses.

There seem to be two main courses of action which this Mission could adopt.

The first would seem to be to continue to assist the Italian Army with technical advice on Allied equipments and only suggesting such changes in organisation as seem essential and which are within the framework of the existing Italian system.

The second would seem to be to recommend a major change in the organisation of the repair services organising them into a service which will enhance the importance of technical inspection and prompt repair of the Army's equipment.

As a corollary to either of the above courses it is thought that unit officers and WCOs should be instructed more thoroughly in the technical equipment they use.

5. Conclusion.

If the Ministry of War should decide to make a major change it is hoped that:-

- (a) they will centralise control of their repair services
- (b) render their repair service more independent of the "user" Directorate General and allow it to develop its own administrative system
- (c) arrange for its adequate representation on the staff both as regards technical training and as regards maintenance facilities for equipment.

If the Ministry of War decide to make a change on to some system unfamiliar to officers of this Mission, it will be less easy for this Mission to assist them. On the other hand if they decide to adopt a system resembling one known by officers of the Mission, then it were better if it were adopted as quickly as possible before the experienced officers of the Mission are released from the Army or are posted to the U.K. and their experienced advice lost to the Italian Army.

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LROF V. MSLS NR010399
FROM 10 BLU 011630A
TO ADWE MMIA RONE

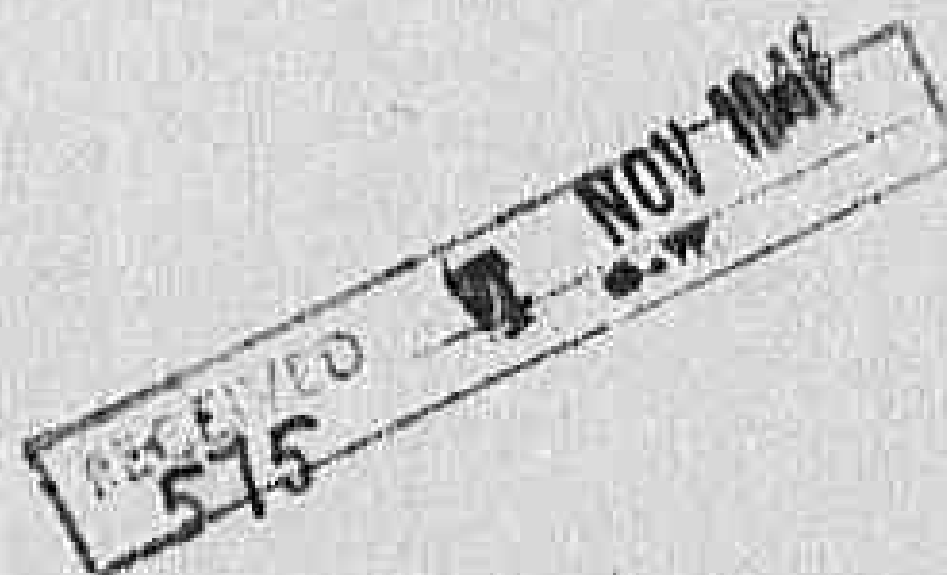
DT

4757 am
REME 3 (.) UNCLASS (.) REME OFFICER THIS BLU CAPT RINCKE? ATTENDING
CONFERENCE BOLOGNA 5TH AND 6TH NOVEMBER

BT

SENT NR010399 RMK BBZ

EJH N 2120



5708

Reg 4/11/46

Reme

SUBJECT : Conference

(11)

REME Branch
HQ 3 BRITISH LIAISON UNIT
Tel. 152965 Ext. 126

TO : A.D.M.E.
HQ. M.M.I.A.

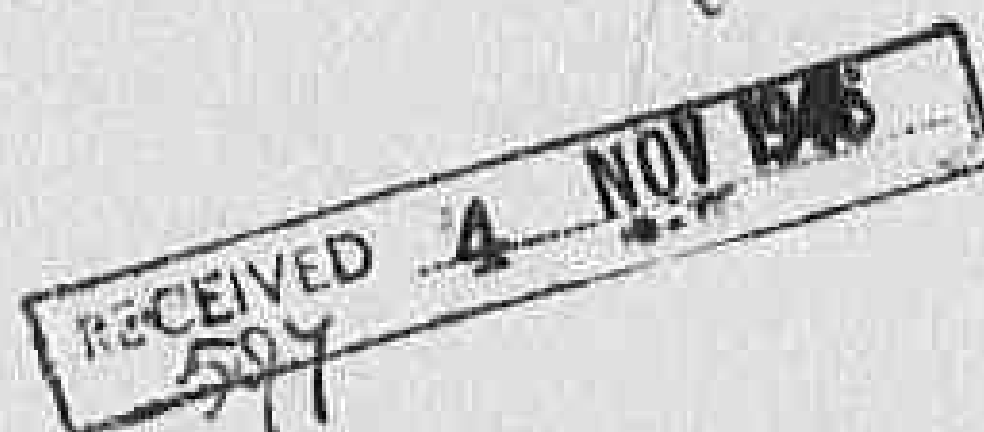
ME/PLY/3

31 Oct 46

Ref your ME/12/10 of 21 Oct 46 we wish to discuss the following matters:-

1. Type of weapons to be repaired at the Arsenal Piacenza - if possible to find out approximately when the repair project will start.
2. In view of the spares being obtained from 557 B.O.D. is it considered wise to increase and organise on a large scale part of the Arsenal for veh repairs?
3. Due to receipt of spares and the gradual increased output of O.A.R.E. should steps be taken yet to bring the Div. wksps back to a strictly 2nd Line basis?

MILAN



S/Capt
REME

Reg 4/10/46

5707

785020

(10)

SUBJECT :- Conference.Land Forces Sub Comm. A.C.
M.M.I.A. R O M E.
ME/12/10

2/ Oct. '46

TO :- E.M.E. 1, 3, 4, 5, 6, 10, 12 BLUs.

It is hoped to hold an E.M.E. conference between 4 and 12 November on dates to be notified later.

Please submit to this office by 2nd Nov. a list of matters you wish to discuss.

The venue of the conference will probably be BOLOGNA but you will be advised later of the date and place where it will be held.

AB

A. BLUNT, Lt. Col.

Assistant Director of Mechanical Engineering.

M.M.I.A.

AB/cb

5706

Recd.
21 Oct.

CONFIDENTIAL

SUBJECT :- Policy - Italian Army.

Land Forces Sub Comm. A.C.
(M.A.I.A.) R O M E.
ME/12/9

26 July 46

TO :- E.M.E.'s 1,3,4,5, & 10 BLUS.
E.M.E. Attached 6 BLU.
DADME., 12 BLU.

1. Examples are constantly occurring of Italian Units requesting spares and material from R.E.M.E. Officers. This is entirely wrong as such demands must be made on Italian sources; but in the case of important demands, the BLU should keep himself informed as to whether the demand is satisfied or not.

2. Generally speaking releases of materials and spares are made by the Allies only to ARAR, and the Italian Army is responsible for obtaining its requirements of these stores from ARAR : only in the case of some types of complete equipments can release be expected to be made direct from Allied sources to the Italian Army.

3. It is pointed out that the Italian Government are entirely responsible for the maintenance of the Italian Army, and EME's duties are, in the main, to advise and assist them, but not to act as a channel for supply of stores or material, which should be demanded by Italian Units through Italian channels.

AB/aw

A. Blunt
A. BLUNT, Lt. Col.,
Assistant Director of Mechanical Engineering,

ME/12/9 5785

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AB/aw

A. Blunt

A. BLUNT, Lt. Col.,
Assistant Director of Mechanical Engineering,

L.M.E. 5705

Ref 27/7/46

May 46

DIRECTIVE

Copies are being sent for information to Comds of all
BLUS.

AB/jw
Lt Col,
A D M E

COPY TO:	D.M.E.,	G.H.Q.	British Liaison Unit
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12

Internal: War Diary (Two)
"Q" (Three)
Spare (Six)

DIRECTIVE

R.E.M.E. Directive No 2 is forwarded herewith for the necessary action.

Copies are being sent for information to Comds of all BLUs.

20/11/44

Lt Col,
ADME

AB/jw

COPY TO: D.M.E.; G.H.Q.
COMD 1 British Liaison Unit
2 " " "
3 " " "
4 " " "
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6 " " "
7 " " "
8 " " "
9 " " "
10 " " "
11 " " "
12 " " "

Internal: War Diary (Two)
"Q" (Three)
Spare (Six)

5704

H. E. M. I. A.

R. E. M. E. Directive No 2 SECRET1. General

This directive supplements R. E. M. E. Directive No 1 and modifies certain portions thereof.

2. Tyre Care.

Apart from petrol, shortage of tyres is probably the limiting factor in utilising repaired vehicles and thereby bringing units' vehicles holding nearer to war establishment figures.

To reduce damage to tyres, the Ministry of War has given orders that each workshop and inefficient vehicle park will form a small squad of men responsible for the care of the tyres on vehicles awaiting and under repair. When visiting units must be ready to point out signs of tyre neglect and no unrelated tyre should be allowed to pass without comment.

3. Vehicle Maintenance.

The Ministry of War will shortly be issuing revised orders on this subject to all Territorial Commands, and the Ministry agree that these orders will be based on the system set out in Appx. 'A' to this Directive. Units must familiarise themselves with this system and in their visits to infantry units etc. assist in putting this system into operation with a view to improving the standard of units maintenance. It must be impressed on Territorial Commands that by improving the standard of maintenance they lessen the load on the Repairs Units, which have more work than they can handle at the present time.

4. Infantry Divisions.

(a) A central co-ordination technical office is being formed:

- 1) to co-ordinate repairs by local contract of engines from Divisional Workshops,
- 2) to control the spares holdings of Labs, workshops, and OFPs,
- 3) to control issues of spares to Divisions etc.
- 4) to prepare general written orders regarding the operation of the Divisional repair, recovery and inspection services,
- 5) to effect liaison with the Divisions regarding backloading of equipments for base overhaul.

This office known as the "Articulate co-ordinates tecnico"

(or U.C.F.) will probably be sited at BOLUGRA.

(b) The C.M. at BOLUGRA is being organised as a Base Vehicle Workshop, and will specialise at first on

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Given orders that each workshop and inefficient vehicle park will form a small squad or men responsible for the care of the tyres on vehicles awaiting and under repair. When visiting units this must be ready to point out signs of tyre neglect and no deflated tyre should be allowed to pass without comment.

3. Vehicle maintenance.

The Ministry of War will shortly be issuing revised orders on this subject to all Territorial Commands, and the Ministry agree that these orders will be based on the system set out in Appx. 'A' to this Directive. LADS must familiarise themselves with this system and in their visits to infantry units etc. assist in putting this system into operation with a view to improving the standard of units maintenance. It must be improved on Territorial Commands that by improving the standard of maintenance the lessened the load on the Repairs Units, which have more work than they can handle at the present time.

4. Infantry Divisions.

(a) A central co-ordinating technical office is being formed:

- 1) to co-ordinate repairs by local contract of engines from Divisional workshops,
- 2) to control the stores holdings of LADS, workshops, and GPs,
- 3) to control issues of spares to Divisions etc.
- 4) to prepare general written orders regarding the operation of the Divisional repair, recovery and inspection services,
- 5) to effect liaison with the Divisions regarding backloading of equipments for base overhaul.

This office known as the "Artificer co-ordinatore tecnico" (or U.C.T.) will probably be sited at BOLCENA.

(b) The Cante at BOLCENA is being organised as a Base Vehicle Workshop, and will specialise at first on Dodge vehicles, expanding its scope before long to include Bedford vehicles. In both cases it is planned to do engine overhauls at the Cante. To attain maximum output, for the present only these two makes can be accepted at the Cante, except in cases of extreme urgency.

Every effort must now be made to evacuate BVR vehicles of all types and makes, as well as Dodge and Bedford vehicles requiring heavy and echelon repairs, to the RVR at the CAN PULLING depot, BOLCENA.

It is the intention that, after overhaul, vehicles are returned to the Divisions from which they came.

Centralisation must be stopped in units and LADS and strictly limited in Divisional workshops. Vehicles evacuated to BOLCENA must be as complete as possible and Divisions may be asked by Ministry of War to pay for items deficient.

- 2 -

(c) Divisional workshops are to press on with having engines (other than Dodge and Bedford) overhauled by civil firms but Dodge and Bedford engines for overhaul are to be evacuated to the OARE. In addition the Ministry of War has ordered that each Division holds not more than 50 engines of assorted types including those under or awaiting repair in civilian firms; the surplus of all types is to be evacuated to the OARE for repair with a view to forming a float of engines with which to stock the Base M.T. Spares Depot at BOLOGNA.

(d) Divisional OME's must be pressed to arrange proper regular inspections of vehicles, guns, small arms, and telecommunication equipment while opportunity permits. EMEs are to report to this office in their Sitrops the progress being made on these inspections together with comments on the serviceability of the equipments.

(e) The Transport State called for in this office ME/30 of 16 Feb. is of tremendous importance, as, without the information it gives, provision for future spares requirements is impossible. EMEs are required to help Divisions compile this State and submit the information promptly and regularly to this office.

(f) It is hoped to establish a Base Gun Workshop in the Arsenal at PIACENZA. Possible sites for a Base Telecommunication Workshop are under investigation.

5. Spares.

(a) Spares for Italian types of vehicle are purchased in bulk by the "Ufficio Approvvigionamenti Automobilistici Regio Esercito" (UAARE) at TURIN and held in two main Depots at PIACENZA and ROMA. Units requiring spares for these vehicles demand as follows:

(1) Units in Nos 1 & 2 Territorial Commands directly on UAARE

(2) Units in Nos 3, 4, 5, 6 & 7 Territorial Commands directly on PIACENZA.

(3) Units in Nos 8, 9, 10 & 11 Territorial Commands directly on ROMA.

(b) The 60 days maintenance pack for Allied vehicles has arrived at the Base AT Spares Depot at BOLOGNA and is being sorted prior to issues being made. It is intended that Divisional Units (less workshop store sections) will demand through their Divisional O.E.P. so that only the O.E.P.s and the Workshop Store section will draw from the Depot, after their demands have been checked by the U.O.T. (see para 4, a, 3). Non-divisional units are to be supplied by the Depot.

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(c) The transport state called for in this office ME/30 of 16 Feb. is of tremendous importance, as, without the information it gives, provision for future spares requirements is impossible. EMES are required to help Divisions compile this State and submit the information promptly and regularly to this office.

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(b) The 60 days maintenance pack for Allied vehicles has arrived at the Base AT Spares Depot at BOLOGNA and is being sorted prior to issues being made. It is intended that Divisional Units (less workshop store sections) will demand through the Divisional O.F.P. so that only the O.F.P.s and the workshop store section will draw from the Depot, after their demands have been checked by the U.C.T. (see para 4, a, 3). Non-divisional units are to demand direct on the U.C.T.

In order to reduce waste and as a check on over-indenting the Ministry of War is considering issuing an instruction that the worn-out part is to be handed in (where practicable) at the time of drawing the new part.

A specimen of the demand form required is attached at Appendix B.

The maximum economy in the use of tyres is still necessary, though it is hoped to obtain limited stocks of part worn tyres from surplus Allied stores. Retreading of tyres is impeded by lack of supplies of material and of some sizes of moulds.

- 3 -

6. Carabinieri.

(a) Vehicles belonging to Legions, should be entirely Italian and are at present the repair responsibility of the Command Repairs Unit, in which they must be given priority. Whenever possible their vehicles are to be repaired and not made BLA as replacement is at present slow. The Ministry of War are considering a proposal to give each Legion HQ a small static workshop to perform first and possibly second echelon repairs.

(b) The Mobile Battalions are each to have an "Officina Leggera di Compagnia" of 14 men. These O.L.C. will be semi-mobile and should undertake first and second echelon repairs, demanding spares on the U.C.I. at BOLIGNA. Evacuation from these O.L.C. must be to the RVP at BOLIGNA.

BLAs must be prepared to assist these O.L.C. with instructions on Allied types of vehicles (particularly Stanhounds).

7. Motorisation.

The Motorisation service is being separated from the Artillery Directorate and an Inspector General of Motorisation is being formed to control the service. As regards Territorial Commands, the Director of Repairs is to control Repairs Units, Spares Depots and light workshops with Transport Companies, and also may have technical control of Efficient Vehicles Parks and unit workshops with CORA Mobile Battalions.

Lack of competent technical officers is the greatest handicap in improving this service, and details are requested of any such officers who could be employed with this service.

8. Unit Maintenance Inspectorate.

This Inspectorate performs a most useful function, but does experience opposition. It requires support and assistance in carrying out its programmes which are arranged by the Ministry of War. The Unit Commander has recently been told to be more thorough in the execution of vehicle inspections, and this aspect must be investigated when the UMI is operating in the Territorial Command.

9. Records.

Fortnightly sitreps are required as heretofore and should be as full as possible.

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GLTs must be prepared to assist these O.L.O. with instructions on Allied types of vehicles (particularly Steahounds).

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9. Reports.

Fortnightly sitreps are required as heretofore and should be as full as possible.

10. Small Arms.

GAs equipped with Allied weapons are in most cases having civilian armourers from the arms factory at TERNI sent to them. These armourers, who have been instructed on Allied weapons, will require visiting, and their functions regarding inspection of weapons must be explained to the officers of the GAs.

It is intended that unit repairs to Allied small arms with other units outside the Infantry Divisions shall be carried out by the "Direzione di Artilleria" at TURIN, VENICE, BOLOGNA, ROMA, NAPLES and NASSINA.

W. B. Smith
Lt. Col.
A.D.C.M.

Appendix "A"

NOTES ON A SYSTEM OF MAINTENANCE

1. In considering the effectiveness of an army we must consider amongst other factors the effectiveness of its equipment. Above all an army based on limited supply sources must be economical in the handling of its equipment.

To give an army such as we are considering that high degree of mobility (which forms part of its overall effectiveness as an army) it is necessary that the vehicles of an army are well cared for, economically used, and, when in need of repair, are speedily replaced. If replacement is not practicable then an efficient repairs service is required so that unfit vehicles can quickly be returned to duty.

2. It has been found by all users of large numbers of vehicles that a very substantial increase in the proportion of vehicles in service can be obtained (with a consequent saving in money spent on repairs) if vehicles in service are well cared for by their users, particularly if vehicles are not overloaded, driven at high speed or neglected, and changes of drivers are of rare occurrence. In addition it has always been found that encouragement of drivers to take pride in their vehicles has resulted in a reduction in the number of unfit vehicles.

It is therefore recommended that the doctrine of encouraging drivers to take a pride in their vehicles should be adopted and that drivers should be allotted permanently to a vehicle, so that they may become thoroughly acquainted with their vehicles. They may be encouraged to take pride in their vehicles by holding competitions within their unit for a prize awarded monthly for the best kept vehicle.

3. The fundamental responsibility for keeping a vehicle in good mechanical condition is that of the driver. This can best be achieved by employing the 16 Daily Tasks System as set out in AB 412 (Vehicle Log Book). As can be seen from this book this system provides 16 daily tasks which cover the whole of the vehicle, (except Motor-Cycles) and take a period of 14 days to be performed (i.e. tasks 4 & 5 are performed on 4th day and tasks 6 & 7 on 5th day). It is essential that these tasks are carried out daily as laid down and not allowed to accumulate for some days and then all done together.

The performance of the daily task must be regarded as part of the normal daily routine irrespective of whether the vehicle is working or not. The driver should record the fact that he has performed the task by initialling in the space provided in the AB 412 and these should be checked and initialled weekly by an officer or NCO.

4. In addition to the daily maintenance by the driver of the vehicle a sound system of regular inspection must be instituted in order to:-

- (a) Ensure that the driver is carrying out his daily task;
- (b) Detect (and remedy with the least possible delay) faults unnoticed by the driver;
- (c) Keep the unit commander informed as to the condition of his vehicles.

5700

5. These inspections should be carried out by the unit commander.

2. It has been found by all users of large numbers of vehicles that a very substantial increase in the proportion of vehicles in service can be obtained (with a consequent saving in money spent on repairs) if vehicles in service are well cared for by their users, particularly if vehicles are not overloaded. In addition it has always been found that encouragement of drivers to take pride in their vehicles has resulted in a reduction in the number of unfit vehicles. It is therefore recommended that the doctrine of encouraging drivers to take a pride in their vehicles should be adopted and that drivers should be allotted permanently to a vehicle, so that they may become thoroughly acquainted with their vehicles. They may be encouraged to take pride in their vehicles by holding competitions within their unit for a prize awarded monthly for the best kept vehicle.

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- (a) Ensure that the driver is carrying out his daily task;
- (b) Detect (and remedy with the least possible delay) faults unnoticed by the driver;
- (c) Keep the unit commander informed as to the condition of his vehicles.

5. These inspections should be of three kinds:-

- (i) Drivers Inspection: carried out daily whilst performing the daily task.
- (ii) Platoon Troop Battery or other Sub-unit Inspection: carried out once a month by the Platoon Officer or NCO and recorded in AB 406, (Record of Inspection). It is recommended that at least 10% of these inspections are carried out personally by an officer.
- (iii) Workshop Inspection: carried out once a month by technical personnel from workshops and recorded in the AB406.

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The platoon and workshop inspections should be so arranged that they take place alternately at fortnightly intervals. After these inspections the AB 406 showing the faults found and the action taken to rectify them should be laid before the OC unit with the minimum delay so that he can correct any faults of omission or execution in the orders given for the maintenance of the vehicles.

6. Some units have workshops attached to them which can perform such a technical inspection; but there are many units lacking a workshop and it is recommended that these units should have a technical inspection carried out on their vehicles by the static workshop each month. In some cases it will be possible to send the vehicles into the workshop for this inspection; in other cases, where distances are great, inspectors from the workshop could visit the unit each month to inspect their vehicles.

It is considered that 25 men could inspect 500 vehicles in a month and though it may be argued that such an inspection represents non-productive work the improvement in vehicle efficiency which will result more than repays the cost of inspection.

7. In addition to the above system of routine inspection which is designed to assist unit commanders in keeping their vehicles efficient and to keep them informed of their vehicles fitness; it is recommended that a series of inspections of units by Unit Maintenance Inspectors be arranged by the staff. These inspections would have as their aim the assessment of the drivers standard of training in maintenance, the thoroughness of the vehicle maintenance system in the unit, and the state of readiness of the units vehicles.

5699

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Appendix 'B'

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Modello 994

No di protocollo
dell'ente

Data

Normale
Speciale

BUONO PRELEVAMENTO MATERIALI

Versamento

Data entro cui si desidera il
materialeNo.....di prot.
dell'Autorita' che
approva il prelev.

No di controllo

ENTE

(indicare lo stesso indirizzo usato per
la corrispondenza)Indirizzo a cui deve essere spedito il
materialeNo. del
CatalogoSezione del vocabolario o Categoria Ital.
Descrizione degli articoli

Prezzo Dotazione

Quantita' Unitario Autorizzata

In possesso
Effi-
centeFuori
usoQuantita' Distribu
Quantita'
ricevuta

Data

Si dichiara che i materiali sono richiesti per completare la
dotazione autorizzata per:

- (a) prima distribuzione (b) reintegro perduti per causa di guerra
o di forza maggiore (c) reintegro perduti per negligenza (allegare
stato di addebito) (d) per cambio dovuto a normale usura

Approvazione per la Distribuzione o
Ricevimento.

Firma

Qualifica

Appendix 'B'

protocollo ente	Data	Normale Speciale	BUONO PRELEVAMENTO MATERIALI Versamento		No.....di prot. dell'Autorita' che approva il prelev.	Modello 994	
ENTE		Data entro cui si desidera il materiale		Indirizzo a cui deve essere spedito il materiale		No di controllo	
Indicare lo stesso indirizzo usato per la corrispondenza)							
Sezione del vocabolario o Categoria Ital.		Prezzo Dotazione		In possesso		Quantita' Distribuita	
Descrizione degli articoli		Quantita'	Unitario	Autorizzata	Effi- cente	Fuori uso	Quantita' ricevuta
							Data

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ne autorizzata per:
ma distribuzione (b) reintegro perduti per causa di guerra
di forza maggiore (c) reintegro perduti per negligenza (allegare
to di addebito) (d) per cambio dovuto a normale usura

Approvazione per la Distribuzione o il
Ricevimento.

A. D. N. E.
(Lt.Col. A. BLUNT Rome 489081-322)

Policy
General Organisation of Repair Services
Officers

Training

D. A. D. N. E.
(Major W.J.FRANKLIN Rome 489081-491)

(Captain

War Establishments and Equipment of new Units
Internal Organisation of Italian wkps, etc.
Repairs by Italian wkps.
Tyres & Tubes
Engine Overhaul scheme
Stores & Spares
Arrangements for inspection of equipment

MIER's & Technical
Sitreps
Personnel - British
War Diary
Office Organisation
Dead Files
Liasion 3 Terr. G
Domestic Transport
inspection
Strength States
Transport and eqpt

5697

A. D. H. E.
(Lt.Col. A. BLUNT Rome 489061-322)

Policy
General Organisation of Repair Services
Officers
Training

D. A. D. H. E.

W.J.FRANKLIN Rome 489081-491)

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anisation of Italian wksp, etc.
Italian wksp.

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for inspection of equipment

CAPTAIN

(Captain A.E. Lockridge Rome 489081-491)

IER's & Technical information
Sitreps
Personnel - British and Italian
War Diary
Office Organisation
Dead Files
Liasison 3 Terr. Comd. & Sardinia
Domestic Transport repairs & supervision of
inspection
Strength States
Transport and eqpt. states - Inf. Divs.

Subject :- R.E.M.E. Directive N°1.

Land Forces Sub Comm.
A.C.(M.M.I.A.)
ROME
EME/1402

5 Dec.45.

To : Comds :-

1,2,3,4,5,6,7,8,9,10,11, BLU's.

I enclose herewith for your information copy of a directive sent direct to EME's with Type 'A' BLU's.

I hope that this directive will indicate to Comds of Type 'A' BLU's the duties of their EME's; and that it will indicate to Comds of Type 'B' BLU's the extent of assistance they can expect on R.E.M.E. matters from the Type 'A' BLU to which they are affiliated.

AB/fr

AB Hunt
Lt Col.
A.D.M.E.
Land Forces Sub Comm.A.C.(MMIA)

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H.Q. M.M.I.A.

R.E.M.E. Directive No.1.1. General.

Consequent upon H.Q. M.M.I.A. having assumed W.C.F.

15 Nov.45 a role of advice and assistance towards the Italian Army as apposed to its previous executive position it becomes necessary to clarify the duties of EME's with Type 'A' BIU's. In addition it is desired to give guidance regarding the system of repair operated by the Italian War Ministry as regards Italian vehicles, Allied vehicles, guns etc.

2. Duties of EME's.

The EME with a BIU is the adviser on R.E.M.E. matters to the GSO I of the BIU both on technical matters and on matters affecting R.E.M.E. personnel working under the BIU. He must ensure that such personnel are properly used and correctly administered, arranging attachments to suitable British units for their administration.

He must be prepared to assist and advise the Territorial Command on R.E.M.E. matters, such as :-

- (1) Organisation of Workshops.
- (2) Recovery of Italian vehicles and Spares.
- (3) Training of Italian personnel on British equipments.
- (4) Care of vehicles in inefficient Vehicle Parks.
- (5) Obtaining spares for British vehicles and equipments.
- (6) Advice on maintenance of unit vehicles within the Territorial Command.
- (7) Utilisation of local resources.

He must assist and advise the Director of Repairs at H.Q. Territorial Command on the above within the limits imposed by the GSO I of the BIU.

He must keep himself informed of the output of the workshops in the Territorial Command.

He must assist any Type 'B' BIU's placed under his BIU with advice on R.E.M.E. matters.

With the consent of the GSO I of his BIU he should accompany the Commander of the Territorial Command on any inspection of units the latter may make in order to inspect and report on the maintenance methods of the unit and the serviceability of its equipment.

3. System of Repair.

2. Duties of EME's.

The EME with a BLU is the adviser on R.E.M.E. matters to the GSO I of the BLU both on technical matters and on matters affecting R.E.M.E. personnel working under the BLU. He must ensure that such personnel are properly used and correctly administered, arranging attachments to suitable British units for their administration.

He must be prepared to assist and advise the Territorial Command on R.E.M.E. matters, such as :-

- (1) Organisation of Workshops.
- (2) Recovery of Italian vehicles and Spares.
- (3) Training of Italian personnel on British equipments.
- (4) Care of vehicles in Incipient Vehicle Parks.
- (5) Obtaining spares for British vehicles and equipments.
- (6) Advice on maintenance of unit vehicles within the Territorial Command.
- (7) Utilisation of local resources.

He must assist and advise the Director of Repairs at H.Q. Territorial Command on the above within the limits imposed by the GSO I of the BLU.

He must keep himself informed of the output of the workshops in the Territorial Command.

He must assist any Type 'B' BLU's placed under his BLU with advice on R.E.M.E. matters.

With the consent of the GSO I of his BLU he should accompany the Commander of the Territorial Command on any inspection of units the latter may make in order to inspect and report on the maintenance methods of the unit and the serviceability of its equipment.

3. System of Repair.

(a) Italian Vehicles.

Unit with Light Workshops have their 1st Echelon repairs done by these Workshops.

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Other units have their 1st echelon repairs done by the 2nd line wksp on which they are based, of which one is to be sited in each Territorial Command.

In addition Milan, Rome, Bologna and Naples are to carry out repairs to vehicles BLR by 2nd line wksp, when facilities permit. These vehicles will all be class III.

The movement of vehicles from units to workshops and from wksp to inefficient vehicle parks serving Milan, Rome, Bologna and Naples is the responsibility of the Territorial Command and the Ministry of War.

(b) Allied Vehicles.

It is intended to set up a workshop at BOLOGNA and an inefficient vehicle park at BUDRIO (in the neighborhood) to handle the above vehicles BLR by 2nd line workshops.

Evacuation to this park will be arranged by the Ministry of War.

Until this workshop and the adjoining park are opened, workshops must retain vehicles which are BLR.

Territorial Commands will probably find it advantageous to open an inefficient vehicle park in the Command for Allied vehicles, if the number of such vehicles BLR within the Command is large, in order to prevent deterioration by cannibalisation; pending the opening of a park at BUDRIO.

4. Supply of Spares.

(a) Cannibalisation must not be permitted in units or Light Workshops, and if found should be made the subject of disciplinary action.

Cannibalisation in 2nd line workshops must be strictly controlled.

(b) Spares for Italian vehicles are now controlled by the Ministry of War and endorsement of indents by EME's should be only needed in the case of Italian vehicles held by Allied units not being part of the Italian Army.

(c) For the time being spares for Allied vehicles are to be obtained from British sources in the manner in force before 15 Nov.

Indents should be screened by the EME of the BLU in conjunction with the RMO staff to ensure correct indenting.

Assistance from personnel of the Training Increment may be needed.

(b) Allied Vehicles.

It is intended to set up a workshop at BOLIGNA and an inefficient vehicle park at BUDRIO (in the neighbourhood) to handle the above vehicles BIR by 2nd line workshops.

Evacuation to this park will be arranged by the Ministry of War.

Until this workshop and the adjoining park are opened, workshops must retain vehicles which are BIR.

Territorial Commands will probably find it advantageous to open an inefficient vehicle park in the Command for Allied vehicles, if the number of such vehicles BIR within the Command is large, in order to prevent deterioration by cannibalisation, pending the opening of a park at BUDRIO.

4. Supply of Spares.

(a) Cannibalisation must not be permitted in units or Light Workshops, and if found should be made the subject of disciplinary action.

Cannibalisation in 2nd line workshops must be strictly controlled.

(b) Spares for Italian vehicles are now controlled by the Ministry of War and endorsement of indents by EME's should be only needed in the case of Italian vehicles held by Allied units not being part of the Italian Army.

(c) For the time being spares for Allied vehicles are to be obtained from British sources in the manner in force before 15 Nov.

Indents should be screened by the EME of the BLU in conjunction with the RAO staff to ensure correct indenting.

Assistance from personnel of the Training Increment may be needed.

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5. Training Increments

Provided their retention is necessary personnel of Training Increments may be left with their original formation whilst it remains in the Territorial Command. It will be in order to retain the Training Increment with the BLU's should the formation leave the Command.

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Now that formation workshops are becoming conversant with Allied vehicles, personnel of these increments can be usefully employed in static workshops in training personnel in workshop organisation with the concurrence of the Director of Repairs, and with the training of personnel for these static workshops.

A Training Increment will be required for the workshop at BOLOGNA.

6. Reports.

To provide information, sitreps are required fortnightly commencing 14 Dec. reporting progress made, difficulties encountered, and making suggestions for improvement.

7. M.M.I.A. Directive No. 2.

The above should be read by all EME's so that they may be ready to fulfil its instructions at the appropriate time.

W. B. Hunt

Lt Col.

Land Forces Sub Comm. A.O. (MIA)
A.D.M.E.

Distribution : For action

EME 3 BLU
" 1 BLU
" 5 BLU
" 4 BLU
" 10 BLU

For information.

DME. AFHQ.

Internal : 'Q'

ST

OKD

To provide information, sitreps are required fortnightly commencing 14.Dec. reporting progress made, difficulties encountered, and making suggestions for improvement.

7. A.A.I.L. Directive No. 2.

The above should be read by all EME's so that they may be ready to fulfil its instructions at the appropriate time.

W. B. Hunt

Lt Col.

A.D.M.E.

Land Forces Sub Comm. A.C. (MMA)

Distribution : For action

EME 3 BLU
" 1 BLU
" 5 BLU
" 4 BLU
" 10 BLU

For information.

DME. AFHQ.

Internal : 'Q'

ST

ORD

War Diary (2)

5693

● SUBJECT: Long Distance Telephone Calls.

FROM: 'X' Division M.M.I.A.

TO: as listed below.

It is notified for information that ROME "Long Distance" telephone exchange is now obtainable by dialling "9" instead of "05" as previously.

28 May 46.

Distribution:

P.A. for Comd.
Dep. Comd.
D.G.S.
Col A/Q
All Branches, HQ M.M.I.A.

ME 12

RENE

6

Reg 29/552

Officer Commanding,
M.V. L.A. C.M.F.

Ref. - 611/27.

Subject: - CARE OF TYRES.

Enclosed herewith REME INSPECTORATE pamphlet, "Inspection, Maintenance, and care of Pneumatic Tyres", for information and necessary action.

Field,
16 May 1946.

Smith Capt.
.....Commanding,
THE BRITISH CADRE R.A.S.C. to
611 German Independent W/S Platoon.

RECEIVED 17 MAY 1946
6146

GENERAL HEADQUARTERS
CENTRAL INTELLIGENCE AGENCY FORUM
ROOM 2

RECEIVED
18 APR 1946

Subject:-- Visits to R&M Directorate War Office.

To:-- Distribution List 'E'.

EXEDCOM 302

DI/1011/2.

162 APR 46.

The text of War Office letter reference CR/DIV/272/43 (19 14) dated 6th April 1946 is repeated below for the information of all concerned

" During the war a practice was permitted to grow up under which R.A.M.S. Officers finding themselves in London with time to spare were allowed to visit the R.A.M.S. Directorate at the War Office without appointments having first been made.

It was a practice which often caused considerable inconvenience at Golden Cross House but it was not objected to because it was felt that, in the urgency of those times, a considerable measure of benefit accrued to us in the field from the discussions which took place.

The time has, however, arrived when the urgency of war cannot any longer be pleaded in justification of these visits whilst, in addition, the run-down of the Directorate will make it even more inconvenient for time to be found for the giving of interviews to officers whose visits are totally unexpected.

I shall, therefore, be grateful if you will cause instructions to be issued to all officers serving under your command that they may not visit the R.A.M.S. Directorate War Office (except on purely personal grounds) without an appointment having first been arranged, through the normal channels, with the officers or officers whom it is desired to see.

Will you please ensure that the contents of this letter are brought to the attention of all officers under your command.

The text of War Office letter reference CS/DMS/272/46 (12.12.46) dated 6th April 1946 is repeated below for the information of all concerned.

"During the war a practice was permitted to grow up under which R.A.F. officers finding themselves in London with time to spare were allowed to visit the R.A.F. Directorate at the War Office without appointments having first been made.

It was a practice which often caused considerable inconvenience at Golden Cross House but it was not objected to because at that time that, in the urgency of those times, a considerable measure of flexibility was required in the field from the discussions which took place.

The time has, however, arrived when the urgency of war cannot any longer be pleaded in justification of these visits whilst, in addition, the run-down of the Directorate will make it even more inconvenient for time to be found for the giving of interviews to callers whose visits are totally unexpected.

I shall, therefore, be grateful if you will cause instructions to be issued to all officers serving under your command that they may not visit the R.A.F. Directorate War Office (except on purely personal grounds) without an appointment having first been arranged, through the normal channels, with the officers or officials whom it is desired to see.

Will you please ensure that the contents of this letter are brought to the attention of all officers under your command.

5691

W. H. G. G. G.
H.V. GARDINER, Colonel,
DIE,
for Brigadier,
Director of Mechanical Engineering.



7 BRITISH LIAISON UNIT
FLORENCE

ME/12
RECEIVED 16 FEB 1946
DANI NIL

Ref: Ord/1

Florence, 14. Feb. 1946

Subject : M.T. Spares.

To : A.D.M.E. M.M.I.A

Rem

Reference M.M.I.A Circular "Ordnance Liaison" Q OS/11/1 dated 6th Dec. 45 - para 8.

May a copy of para 4 of the R.E.M.E Directive N.1 please be forwarded to this office for guidance of Ord.

J. E. Pathey
S/Cdr.

Ordnance Warrant Officer
(S/CDR Patheyjohns J.E.)

(Action Taken)

P
16/2/46

5690

RECEIVED 1619. 14 NOV 1946

here

ME/12-
USA

ME 112

Proctor 759

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12 Feb 44

Control Administration Bureau

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DO NOT WRITE IN THESE SPACES

- RE

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W. W. WILSON, Jr.,
1915,
Don Williams,
1916-1917

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1512-146

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10.1/592

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