

ACC

10000/120/3644

11 AG

Feb

10000/120/3644

11 AG

Inspectional + Visits

Feb. 3, 1945 - Nov. 16, 1945

6172
6239

Jul

SUBJECT:- Statement of two (2) Platoons of No 3 G.T.
Coy (Italian) situated in GENOA.

132A

56 H.H.
11 AG.

16 Nov 45.

HQ Infantry Division, MANTOVA.

Copy to:- MAIA LO GENOA.

1. A British C.S.M. has been attached by the MAIA LO at GENOA to 3 G.T. Coy to assist in raising the standard of this company.
2. Attached herewith is his preliminary report.
3. It is suggested that you should arrange for frequent inspections of this Coy, and that the Commander of the Divisional ST Coy should take the company in hand and give the benefit of his experience to the O.C. 3 GT Coy.
4. It is hoped that with careful supervision the standard of this Coy may be raised in the near future to something approaching the standard of the Divisional ST Coy.

CMV
AG/ps

[Signature]
Lt-Col.
G2.

6239

REF FILE 274A FILE 50A91

130A

Subject:- Visit to 114 Inf Regt by War Minister.Infantry Division, MANTOVA.
No 1933/BS.

9 Nov 45.

The War Minister Honourable JACINI at the end of his recent visit to 114 Inf Regt has expressed his pleasure for the ordinate and disciplined turn out of the Officers, Non-Commissioned Officers, W/Officers and other ranks and for their orderly manor in which billets are kept.

In communicating to all concerned the pleasure expressed by the Minister, I add mine, certain that all who belong to the Division will as always continue to discharge their duties with faith and devotion towards the Fatherland.

(SGD) BOLOGNA Guido
The General Commanding.

POC
The Chief of Staff F.F.
A. FIGA, Major

6238

MAS

File
SUBJECT :- Report on Detachment of 3 Italian GT Coy.

126A

56 BLJ
11 AG

7. Nov 45

HQ MANTOVA Inf Div

125A *rejo*

1. The attached report on Detachment of 3 Italian GT Coy is forwarded to you for information and action.
2. Will you please ensure that this Company is inspected frequently and that the question of hygiene is thoroughly examined at once.

In The Field
EGA/ajw

E. A. Card
for Lt Col
GS

6237

Subject: Report on Detachment of 3 Italian G.T. Coy.

G.I., 56 B.L.U.

Copy to: MILA LO, (INFO).

56 B.L.U.
AG 11

5 Nov 45.

1. At your request, I visited 3 Italian G.T. Coy on 31 Oct 45, with Capt Jones, HMM and Capt Pace (Interpreter).

2. That Unit's HQ, W/S, and two Transport Platoons are located in part of the extensive SIAO factory at GENOA.

3. Its two remaining Platoons are on detachment at LERNOY and NALLER.

4. I interviewed the O.C. of the Company, who made the following points:-

(a) He considered the present accommodation very suitable for his Company's requirements.

(b) He had no suggestions to make on alternative accommodation.

(c) He knew of no requests from the civilian owners that he should withdraw his personnel from their present accommodation.

5. I inspected the vehicle lines, which have recently been flooded as a result of the heavy rainstorms. Approximately a dozen vehicles were "off the road", due to lack of tyres. Other tyres were "flat".

Out of a large number of speedometers examined, none showed total mileage in excess of 10,000.

The vehicles generally were in a very low state of maintenance and general repair.

6. The W/S Platoon is located in one bay of a three-bay factory building. It is eminently suitable for such a purpose. It possesses electric light, and an electrically operated overhead crane.

There was no evidence that it was required for any other use by the civilian owners at present.

The tyres of the W/S lorries were half-inflated, and Capt Jones HMM observed that a considerable proportion of the tools and equipment on these lorries had never been used.

On requesting to see the W/S Officer, the O.C. of the Company informed me that he was deficient of a W/S Officer, and fulfilled that duty himself.

Several vehicles B.L.U'd as a result of traffic accidents were standing on waste ground outside the W/S building.

2. That Unit's No. 1/8, and two Transport Platoons are located in part of the extensive S.I.C. factory at GHQA.
3. Its two remaining Platoons are on detachment at LWHOMW and H.F.M.S.
4. I interviewed the Q.C. of the Company, who made the following points:-
 - (a) He considered the present accommodation very suitable for his Company's requirements.
 - (b) He had no suggestions to make on alternative accommodation.
 - (c) He knew of no requests from the civilian owners that he should withdraw his personnel from their present accommodation.
5. I inspected the vehicle lines, which have recently been flooded as a result of the heavy rainstorm. Approximately a dozen vehicles were "off the road", due to lack of tyres. Other tyres were "flat".

Out of a large number of speedometers examined, none showed total mileage in excess of 10,000.

The vehicles generally were in a very low state of maintenance and general repair.

6. The 1/8 Platoon is located in one bay of a three-bay factory building. It is eminently suitable for such a purpose. It possesses electric light, and an electrically operated overhead crane.

There was no evidence that it was required for any other use by the ⁶²³⁶ owners at present.

The tyres of the 1/8 Lorries were half-inflated, and Capt Jones ~~never~~ observed that a considerable proportion of the tools and equipment on these lorries had never been used.

On requesting to see the 1/8 Officer, the Q.C. of the Company informed me that he was deficient of a 1/8 Officer, and fulfilled that duty himself.

Several vehicles B.L.R'd as a result of traffic accidents were standing on waste ground outside the 1/8 building.

Questioned about the incidence of Traffic Accidents, the Q.C. stated that whereas accidents had been high when the unit first came to GHQA, the number of accidents had now considerably decreased.

He also stated that the standard of driving and maintenance was not satisfactory, due to the fact that many drivers were shortly due for release from the Army, and were correspondingly apathetic.

7. Inspection of the billets of one of the Platoons showed that bed space was restricted. The beds and kits were most untidy.

A request to see the latrines proved a difficulty to the Q.C., who obviously did not know where they were. He explained that most men used the sea! (which is at least 200 yards away).

/ On persisting

On persisting in the matter, the Platoon Commander showed me several internal latrines and shower baths in one half of a room occupied by the driver personnel as sleeping accommodation. He explained that one of these latrines only was in use, and the rest had been placed "out of bounds". On examination, it was obvious that all latrines and shower-bath cubicles had been used for some months as latrines and for refuse. Water was disconnected, and no "flushing" arrangements had been made. The whole arrangement was extremely unhygienic, and the O.C. was advised to find alternative accommodation for the personnel sleeping in that room immediately. Such accommodation existed in another building. He was also advised to provide deep-trench latrines outdoors.

2. By the time the cockhouse was visited, a large party of Italians was busy clearing vegetable peelings and refuse, and the cockhouse itself was reasonably satisfactory.

3. The O.M. Stores was housed in the main office building. The O.C. reported an insufficiency of Battle Dress for his personnel. He also stated that he possessed boot repair material, but no cobbler. On this last point, he was advised to contact HQ Mantova Division.

CNT.
BAA/WJS.

EA
Capt., R.A.S.C.
56 British Liaison Unit.

See 126A.

6235

Ref 238A full 5049

124A

Subject:- Inspection - Maintenance of vehicles.HQ 880 Italian UMI
89
MILAN 20 Oct 45.
-----HQ MANTOVA Inf Div.

Copy to:- BLU of MANTOVA.

Reference last para of folio 4680/2 A pr of Artillery and Motorisation
General Direction, MT Division, 2 Section, dated 9 Jul 45.

1. Capt DANELLA IGINIO of 884 N.I.M.A. (884 UMI) of this Inspectorate, is sent to you to inspect the maintenance of some of the units under your command.
2. It is asked that you help him in his task.

GO/mh.

6234
(Sgd) PARETI MASSIMO Major,
OC Inspectorate.

File

SUBJECT: - Maintenance No. 2 Italian G. N. Coy.

122A

CONFIDENTIAL

56 BUN
11 AG

DDST
HQ No. 2 District

186A file 2/10 Q

9 Oct 45.

Reference your AMQ/1/M3 dated 29 Aug 45.

1. Unfortunately owing to the DDST 56 BUN being away on ILAP throughout September, and the general shortage of officers, a report on the above Coy has been delayed.
2. DDST 56 BUN visited the Coy on the 8 Oct 45 and a report is attached.

In The Field,
RCH/ajw

Copy to 1- HQ MHA RCH
MHA LO GENOA
HQ Combat Group MANTOVA

ASST

W. L. L.
Lt Col
GS

6233

REPORT ON 3 ITALIAN CT COY - GERA

1. DISPOSITION OF COY.

HQ and Camp Pln - S. I. A. C.
Iron Works
CORNUILLAND,
GERA.

No. 1 Tpt Pln - LORRION.
No. 2 Tpt Pln - GERA.
No. 3 Tpt Pln - GERA.
No. 4 Tpt Pln - MAYHEE.

2. CO - Major VINCENELLI.

3. MT VEHICLES - MAINTENANCE.

The majority of the vehicles of No's 2 and 3 platoons were away on duty, transporting supplies etc from British depots to Italian depots. The only vehicles available for inspection were mostly worn due to severe damage from road accidents or in the case of fair wear and tear held up for MT spares. AB's 412 and 406 are in operation. The Mack System ostensibly is in operation but the vehicles show lack of lubrication, tyre maintenance, cleanliness, and general well being. The workshops are holding a number of accident - damaged vehicles, which appear in many cases to have been cannibalized, and the remains of the chassis and bodies are lying outside the shops. Two workshop lorries are held, one of which is unserviceable due to the chain drive from the gearbox being defective. The CO Coy states the vehicle was driven in this condition. The workshop accommodation is good, except that the sixpenny staff are sleeping within the building. The vehicle parts are quite satisfactory, standings are solid and a good approach. There is no officer in charge of the workshops, and the CO Coy combines this duty with his other duties. This is considered unsatisfactory. All POL for the Coy is drawn from the Italian Territorial HQ GERA.

4. MANAGEMENT & HYGIENE.

This is bad. Cookhouses are dirty, ill conceived and casual. Bunkers are overcrowded, unhygienic, although the building itself is good. Ablutions are ill-kept, latrines again ill-kept. The spirit and morale of the soldiers appears to be low and generally it is considered that discipline is poor.

5. GENERAL ADMINISTRATION & OFFICER EFFICIENCY.

The HQ building is good and appears to be efficiently run. There is much superficial evidence of organization, but this state of affairs appears to be confined only to the HQ building. Officers, that were seen, of the Coy, were not impressive by their appearance or personal deportment. They openly confess that they think the discipline of the Coy is poor and state the reason being that most of the older soldiers are weary of serving in the Army and consequently are a bad influence on the younger, incoming soldiers.

6232

2. OC - Major VIGNANTELLI.3. MT VEHICLES - MAINTENANCE.

The majority of the vehicles of No's 2 and 3 platoons were away on duty, transporting supplies etc from British depots to Italian depots. The only vehicles available for inspection were mostly VOR due to severe damage from road accidents or in the case of fair wear and tear held up for MT spares. AB's 412 and 406 are in operation. The Tank System ostensibly is in operation but the vehicles show lack of lubrication, tyre maintenance, cleanliness, and general well being. The workshops are holding a number of accident - damaged vehicles, which appear in many cases to have been cannibalized, and the remains of the chassis and bodies are lying outside the shops. Two workshop lorries are held, one of which is unserviceable due to the chain drive from the gearbox being a snout. The OC Coy states the vehicle was drawn in this condition. The workshop accommodation is good, except that the shops staff are sleeping within the building. The vehicle parks are quite satisfactory, standings are solid and a good approach. There is no officer in charge of the workshops, and the OC Coy combines this duty with his other duties. This is considered unsatisfactory. All POL for the Coy is drawn from the Italian Territorial HQ GENOA.

4. MANAGEMENT & MOTIVATION.

This is bad. Cookhouses are dirty, ill conceived and casual. Millets are overcooked, unhygienic, although the building itself is good. Ablutions are ill-kept, latrines again ill-kept. The spirit and morale of the soldiers appears to be low and generally it is considered that discipline is poor.

5. GENERAL ADMINISTRATION & OFFICER EFFICIENCY.

6232

The HQ building is good and appears to be efficiently run. There is much superficial evidence of organization, but this state of affairs appears to be confined only to the HQ building. Officers, that were seen, of the Coy, were not impressive by their appearance or personal deportment. They openly confess that they think the discipline of the Coy is poor and state the reason being that most of the older soldiers are weary of serving in the Army and consequently are a bad influence on the younger, incoming soldiers.

6. SYSTEM OF COMMAND.

- (a) The Coy receives its daily working details from MILA IO.
- (b) For maintenance and discipline they come under command of the Combat Group MANTOVA.
- (c) POL they draw from the GENOA Territorial HQ Depot.
- (d) HQ 231 Adm Div (ITT) have informed the Coy that they are the Coy's next higher authority.
- (e) MT spares appear to be drawn at odd periods through 'F' MIL GENOVA.

-2-

It is considered that the Coy should be placed under command of the 02001 Territorial Hq for all purposes as this would obviously assist the OC Coy.

CONCLUSION.

It is regretted that this report is not very detailed on the most vulnerable points of the 61 Coy but owing to the deployment of the Coy in Italy, and the time limiting factor, a fuller report is not possible. It can be seen however that the Coy is not satisfactory in either its operational side or its admin side.

6231

REF FILE 203A FILE 50AS 118A

Subject:- Vehicles - Maintenance Inspection.

HQ Combat Group MANTOVA.
3293/Auto
VARAZZE P.M. 104-26 Sep 4556 BLUReference inspection by Capt WILCOX to maintenance of vehicles of
104 ST Coy.

1. You are informed that we have strongly reprimanded the OC of the unit, on the inconveniences found during the inspection and therefore we assure you that there will be a more careful and continuous check on drivers and maintenance of vehicles.

(Sgd) A. GUALANO Lt Col,
Chief of Staff.

6230

Ref folio 174A file 50A9

110A

HQ Combat Group MANTOVA

P.M. 104 16 August 45

Relation for Chief of Staff

As ordered I have been to visit the 5th Coy 114 Inf Regt in BOLOGNE.

I found that :

- (1) Some time ago the Company was visited by Col OLFIELD who praised the OC for the very good service that the Company is doing and asked Capt CARUBBA the needs of his unit. The Capt answered that he would be glad if clothing could be allotted to his unit in a larger quantity (especially KD Shirts and socks to replace those worn out and Italian Grey green Hats) and also Boot Repair Material (he received an allotment about 15 days ago but not enough) The Coy Boot Repairer said that he required a Boot Repairers Last, leather to repair the uppers, small nails, pitch and twine.

(2) FOOD.

The soldiers complained that for about 15 days their food has become worse. The OC confirmed this and said that this is due to the fact that the Funds did not arrive from HQ 114 Regt. He could only get an advance of 200,000 Lire from BOLOGNA Territorial HQ on the 12th. For that reason he was obliged to prepare meals from the 1st to the 12th with the bare ration.

(3) CIGARETTES

The Coy is issued, as all the units under Territorial HQs, with a ration of 5 Cigarettes per day per man (instead of the 7 allotted to Combat Groups). Over and above that from the 15th July and for nearly a month they were issued with only 5 Cigarettes, when the ration was of 10. They ask, if possible, that the daily ration should be the same as for the other units of the Group and to be also issued with those they have lost.

(4) MAIL

From the day the HQ of the Regt moved to COMO they have had no mail.

This caused bad humour between the soldiers because all communications with the HQ had ceased, and consequently no soldier is sent on leave, no return is forwarded and so on. Lt Col BATTAGLINI (who visited the Coy on the 12th of this month) gave authority to use the Civil Postal Services to forward official mail.

(5) TRANSPORT

The Coy has two 15cwt Trucks and one motorcycle but it can be considered that only one is available (for illness or leave of the driver, VOR, maintenance) and that is absolutely insufficient for

asked Capt CARMUELA the needs of his unit. The Capt answered that he would be glad if clothing could be allotted to his unit in a larger quantity (especially KD Shirts and socks to replace those worn out and Italian Grey green Hats) and also Boot Repair Material (he received an allotment about 15 days ago but not enough). The Coy Boot Repairer said that he required a Boot Repairers Lest, leather to repair the uppers, small nails, pitch and twine.

(2) FOOD.

The soldiers complained that for about 15 days their food has become worse. The OC confirmed this and said that this is due to the fact that the Funds did not arrive from HQ 114 Regt. He could only get an advance of 200,000 Lire from BOLOGNA Territorial HQ on the 12th. For that reason he was obliged to prepare meals from the 1st to the 12th with the bare ration.

(3) CIGARETTES

The Coy is issued, as all the units under Territorial HQs, with a ration of 5 Cigarettes per day per man (instead of the 7 allotted to Combat Groups). Over and above that from the 15th July and for nearly a month they were issued with only 5 Cigarettes, when the ration was of 10. They ask, if possible, that the daily ration should be the same as for the other units of the Group and to be also issued with those they have lost.

(4) MAIL

From the day the HQ of the Regt moved to COMO they have had no mail. This caused bad humour between the soldiers because all communications with the HQ had ceased, and consequently no soldier is sent on leave, no return is forwarded and so on. It Col BATTAGLINI (who visited the Coy on the 12th of this month) gave authority to use the Postal Services to forward official mail.

(5) TRANSPORT

The Coy has two 15cwt Trucks and one motorcycle but it can be considered that only one is available (for illness or leave of the driver, VOR, maintenance) and that is absolutely insufficient for the needs of the unit. The OC has asked if he could have a 3 Ton Lorry.

(6) PERSONNEL

The Coy has 5 or 6 men undesirable in the unit. Being dangerous elements it is asked if they could be sent away.

(SGD) R. MAZZINI Capt.

File 102A

Personal for General BOLDWIN

56 DLW
11 AG

10 Aug 45.

SUBJECT :- Care and Maintenance of Vehicles

HQ Combat Group MANTOVA

Reference your 2272/Auto dated 3 July 45.

1. It is pointed out that at least 50% of maintenance faults can be remedied without the use of tools. These for example include the following :-

- (a) Cleanliness
- (b) Documentation
- (c) Filters
- (d) Batteries
- (e) Tyres
- (f) Lubrication

2. Further, many extra tools have been issued to the Group since the initial issue of last March and April. In the case of grease guns issues have been made as under :-

Group HQ	4
114 Inf Regt	25
76 Inf Regt	26
155 Arty Regt	24
104 Eng Bn	12
104 S & T Coy	25
99 CC.RR. Sec	4
151 CC.RR. Sec	4
104 O.F.P.	5
104 Med Sec	2
331 Field Hospital	4
520 Field Hospital	4
Total	140

3. A further 136 small size grease guns are now available for issue at DADOS Dump. Will you please advise the BLU of your required distribution in order that DADOS may be informed.

4. A further Inspection Report on vehicles of the HQ Combat Group MANTOVA transport is attached.

6228

Reference your 2272/Arto dated 3 July 45.

It is pointed out that at least 50% of maintenance faults can be remedied without the use of tools. These for example include the following :-

- (a) Cleanliness
- (b) Documentation
- (c) Filters
- (d) Batteries
- (e) Tyres
- (f) Lubrication

Further, many extra tools have been issued to the Group since the initial issue of last March and April. In the case of Grease guns issues have been made as under :-

Group HQ	4
114 Inf Regt	26
76 Inf Regt	26
155 Arty Regt	24
104 Eng Bn	12
104 S & T Coy	25
99 CC. RR. Sec	4
151 CC. RR. Sec	4
104 C.F.P.	5
104 Med Sec	2
331 Field Hospital	4
520 Field Hospital	4

Total 140

6228

A further 136 small size grease guns are now available for issue at DADOS Dump. Will you please advise the RUM of your required distribution in order that DADOS may be informed.

A further Inspection Report on vehicles of the HQ Combat Group MANTOVA transport is attached.

In The Field,
BW/ajw

Lt Col,
GS.

MT INSPECTION REPORT NO. 7 28 July 45

UNIT :- HQ MANTOVA

<u>STANDARD OF MAINTENANCE</u>	-	Unsatisfactory.
<u>LUBRIFICATION</u>	-	Room for improvement.
<u>CLEANLINESS</u>	-	Good.
<u>DOCUMENTATION</u>	-	No AB's 412 nor 406 in use. (It is pointed out that on 30 June 1400 AB's 412 were issued to the Group).
<u>ENGINE</u>	-	Fan belts were loose: 5561082, 4891198, 4906145, 5339796. Oil was filthy and needed a change: 4891198, 20410019. Oil breather was filthy: 20410019, 5339796.
<u>FILTERS</u>	-	Petrol filter was filthy on: 5561082, 5339796. Gasket missing from petrol pump on: 20410019.
<u>STEERING</u>	-	Wrong bolt on drop arm 4906145. Steering box to top up 5339796.
<u>TRANSMISSION</u>	-	3 bolts missing from gear box top cover plate 4891198. U.J. bolts loose on 5339796, and very loose on 5561082.
<u>BRAKES</u>	-	To adjust: 4891198, 20410019 - brakes useless on 5339796.
<u>SPRINGS</u>	-	U Bolts to tighten 5561082.
<u>BODY BOLTS</u>	-	U Bolts and body bolts loose 5561082, 20410019, 4906145, 5339796.
<u>BATTERIES</u>	-	Dry on 5339796. Corroded terminals 4891198 20410019, 5339796.
<u>ELECTRICAL SYSTEM</u>	-	Dynamo earth bolt loose 5561082.
<u>TIRES</u>	-	Pressures usually incorrect - 5339796, 4891198.
<u>LUBRIFICATION</u>	-	Incorrect. U 600 used in gear boxes and differentials instead of HY 90. 8227 Oil in differential was dangerously low on: 5339796.

GENERAL - A slight improvement in maintenance has been noted since our last inspection. The exception being vehicle No. 5339796 where the driver has been guilty of criminal negligence. There is however no excuse for there being no AB's 412 and 406 in use in Group HQ. No officer seems to be responsible for maintenance and this seems to be partly the reason for bad MT discipline.

ENGINE

- Fan belts were loose: 5561082, 4891198, 4906145, 5339796.
- Oil was filthy and needed a change: 4891198, 20410019, 5339796.
- Oil breather was filthy: 20410019, 5339796.

FILTERS

- Petrol filter was filthy on: 5561082, 5339796.
- Gasket missing from petrol pump on: 20410019.

STEERING

- Wrong bolt on drop arm 4906145.
- Steering box to top up 5339796.

TRANSMISSION

- 3 bolts missing from gear box top cover plate 4891198.
- U.J. bolts loose on 5339796, and very loose on 5561082.

BRAKES

- To adjust: 4891198, 20410019 - brakes useless on 5339796.

SPRINGS

- U Bolts to tighten 5561082.

BODY BOLTS

- U Bolts and body bolts loose 5561082, 20410019, 4906145, 5339796.

BATTERIES

- Dry on 5339796. Corroded terminals 4891198 20410019, 5339796.

ELECTRICAL SYSTEM

- Dynamo earth bolt loose 5561082.

TYRES

- Pressures usually incorrect - 5339796, 4891198.

LUBRIFICATION

- Incorrect. C 600 used in gear boxes and differentials instead of HY 90. 6227
- Oil in differential was dangerously low on: 5339796.

GENERAL - A slight improvement in maintenance has been noted since our last inspection. The exception being vehicle No. 5339796 where the driver has been guilty of criminal negligence. There is however no excuse for there being no AB's 442 and 406 in use in Group HQ. No officer seems to be responsible for maintenance and this seems to be partly the reason for bad MT discipline.

A defect book should be made out immediately for the information of the mechanic.

A British MT Sgt has been ordered to supervise the MT maintenance for the next week or so.

In The Field,

to the Group).

SUBJECT :- Maintenance.

HQ Combat Group MANTOVA

56 BLM
11 AG

3 Oct 45.

1. During recent inspections of the Group Transport, the following general maintenance faults have been brought to light :-

(a) BATTERIES

Terminals are usually corroded. They should be cleaned and greased with vaseline. In most cases the cells need topping up.

(b) LUBRIFICATION

The incorrect use of oils has been noted. As a guide the correct oils are given for the following vehicles :-

Where used	Vehicles	Oil
Engines	All 'B' Vehicles Motorcycles	HD 30 HD 50
Gearboxes	Austin Utilities Bedfords Dodge Fords Jeeps Morris Ariel M/C Matchless M/C	HT 90
Gearboxes	All other M/C's	HD 50
Transfer Boxes	Jeeps	HT 90
Differentials	Austin Utilities Bedfords Dodge Ford 15cwt " 3 Ton AX2 (only) Jeeps	HT 90
Steering Boxes	All Vehicles	6226 C 600
Chassis Lubrication	All Vehicles	C 300

(c) FAN BELTS

These are often found to require tightening.

lubricants are usually correct. They should be cleaned and greased with vasoline. In most cases the cells need topping up.

(b) LUBRIFICATION

The incorrect use of oils has been noted. As a guide the correct oils are given for the following vehicles :-

<u>Where used</u>	<u>Vehicles</u>	<u>Oil</u>
Engines	All 'B' Vehicles Motorcycles	ED 50 ED 50
Gearboxes	Austin Utilities Bedfords Dodges Fords Jeeps Morris Ariel M/C Matchless M/C	HY 90
Gearboxes	All other M/C's	ED 50
Transfer Boxes	Jeeps	HY 90
Differentials	Austin Utilities Bedfords Dodges Ford 15cwt " 3 Ton 432(only) Jeeps	HY 90
Steering Boxes	All Vehicles	6226 C 600
Chassis Lubrication	All Vehicles	C 500

(c) PAN WHITE

These are often found to require tightening.

(d) CHASSIS BOLTS

Drivers are not in the habit of systematically checking and tightening the body and chassis bolts.

R. M. Kelly

+ Lt Col,
GR.

In The Field,
HNV/ajw

468

MT INSPECTION REPORT NO. 5

DAA 56 BLU

UNIT:- 56 BLU SIGNALS INCREMENT

STANDARD OF MAINTENANCE

Very Good.

LUBRIFICATION

Very Good.

CLEANLINESS

Very Good.

DOCUMENTATION

Room for improvement.

AB 412-One vehicle without AB 412. (1550199)
Tyre pressures incorrectly shown.
No tool lists made out.
Tyre Serial was not shown.
One book required drivers signature. (5319182)

AB 406-Correctly completed for June.

No inspections carried out for April and May.
Times of oil change incorrectly shown as 5,000 miles.

ENGINE

Radiator tie-rod retaining screw loose.

FILTERS

Very good.

STEERING

Wear on track rod not noted in AB 406 for Veh 1550199.

TRANSMISSION

One screw missing from M/C. clutch cover
Slack cover driving and secondary chain to tighten
(G. 5361754)

BRAKES

Very good.

SPRINGS

Very good.

BODY BOLTS

Very good.

BATTERIES

Excellent.

TYRES

Pressures correct except on MORRIS 8 cwt (1550199)

LUBRIFICATION

HD 50 is being used in engine instead of correct oil HD 30.

MT DISCIPLINE

Satisfactory.

RECOMMENDATIONS

Efforts should be made to bring documentation up to date.

Correct tyre pressures should be entered in AB 412 and painted on the wings of the vehicles.

In future oil changes, HD 30 should be put in engines.

LUBRIFICATION.CLEANLINESS.DOCUMENTATION.

Very Good.

Very Good.

Room for improvement.
AB 412-One vehicle without AB 412. (1550199)
 Tyre pressures incorrectly shown.
 No tool lists made out.
 Tyre Serial was not shown.
 One book required drivers signature. (5319182)

AB 406-Correctly completed for June.
 No inspections carried out for April and May.
 Times of oil change incorrectly shown as 5,000 miles.

Radiator tie-rod retaining screw loose.

Very good.

Wear on track rod not noted in AB 406 for Veh 1550199.

One screw missing from M/C. ~~clutch cover~~ *clutch cover*
 driving and secondary chain to tighten
 (C. 5361754)

Very good.

Very good.

Very good.

Excellent.

Pressures correct except on MORRIS 8 cwt ~~(1550199)~~

HD 50 is being used in engine instead of correct oil HD 30.

Satisfactory.

Efforts should be made to bring documentation up to date.

Correct tyre pressures should be entered in AB 412 and painted on the wings of the vehicles.
 In future oil changes, HD 30 should be put in engines. A defect book should be brought into use. Where not carried out Hypoid markings should be painted on differentials.

ENGINE.FILTERS.STEERING.TRANSMISSION.BRAKES.SPRINGS.BODY BOLTS.BATTERIES.TYRES.LUBRIFICATION.MT DISCIPLINE.RECOMMENDATIONS.

In The Field,

/ajm.

12 Jan 48.

B. Wilson.

Capt RA.

56 BLU

File
For PERSONAL attention of General BOLOGNA *87n*

SUBJECT:- Inspection of Maintenance

56 RLJ
11 AG

// July 45.

General Officer Commanding
Combat Group MANTOVA

Reference the attached report in respect of transport of IIRBn 114 Inf
Regt, this is forwarded for your information.

In The Field,
RCM/ajw

lch
Lt Col,
GS.

6224

C O P Y

MT INSPECTION REPORT NO. 4UNIT:-- III BM 114 INF REGT.STANDARD OF MAINTENANCE Very poor.LUBRIFICATION Very poor.CLEANLINESS Fair.DOCUMENTATION

AB 412 incomplete. Tasks signed up in the office and have no practical value as the tasks are not being carried out on the vehicles.
AB 406 complete, but filled in by a clerk and as such are useless.

ENGINES

Plugs need cleaning.

Petrol filters need cleaning.

Two filters were deficient of gaskets. (Veh. 4512171)

HD 50 being used instead of HD 30.

Lubrication bad.

TRANSMISSION

U.J. bolts dangerously loose (Veh. 4512171)

Should not be greased. 'U' bolts nearly always found to be loose. (Veh. 4512171)

BODY POINTS

Generally loose. (Veh. 5196468)

BATTERIES

Very badly maintained. Corroded terminals. Need topping up. Insecurely fastened. (Veh. 5196468)

LUBRIFICATIONOne engine dangerously low in oil. (Veh. 5196468)
One gear box empty. (Veh. 15160218)TIRES

All pressures incorrect. Some tyres found to be flat. (Veh. 4512171).

ELECTRICAL SYSTEM

Loose leads. Loose head lamps. Insulation worn.

MT DISCIPLINE

Task clock provided but no regular system of maintenance in force. Some vehicles without drivers. Lack of control on the maintenance park was noticed.

GENERAL REMARKS

The Unit complain that they cannot get HD 50 and HD 30.

A lack of distilled water was reported but supplies can be obtained from the Italian Laundry at FOMIL.
A lack of brake fluid was reported.

RECOMMENDATIONS

6223

AB 412 incomplete, found signed up in the office and have no practical value as the tanks are not being carried out on the vehicles.
AB 406 complete, but filled in by a clerk and as such are useless.

ENGINES

Plugs need cleaning.
Petrol filters need cleaning.
Two filters were deficient of gaskets. (Veh. 4512171)

OIL FILTERS

HD 50 being used instead of HD 30.

STEERING

Lubrication bad.

TRANSMISSION

U.J. bolts dangerously loose (Veh. 4512171)

SPRINGS

Should not be greased. 'U' bolts nearly always found to be loose. (Veh. 4512171)

BODY BOLTS

Generally loose. (Veh. 5196468)

BATTERIES

Very badly maintained. Corroded terminals.
Need topping up. Insecurely fastened. (Veh. 5196468)

LUBRIFICATION

One engine dangerously low in oil. (Veh. 5196468)
One gear box empty. (Veh. 15160218)

TIRES

All pressures incorrect. Some tyres found to be flat. (Veh. 4512171).

ELECTRICAL SYSTEM

Loose leads. Loose head lamps. Insulation worn.

MT DISCIPLINE

Tank clock provided but no regular system of maintenance in force. Some vehicles without drivers.
Lack of control on the maintenance park was noticed.

GENERAL REMARKS

The Unit complain that they cannot get HD 50 and HD 90.

A lack of distilled water was reported but supplies can be obtained from the Italian Laundry at FOHIL.
A lack of brake fluid was reported.

RECOMMENDATIONS

A system of daily maintenance should be instituted forthwith and be supervised.
A defect book should be started showing faults and when adjusted.

In The Field,
/ajw
10 July 45.

(SMD) E. WILCOX Capt RA
55 RUJ

6223

MT INSPECTION REPORT, No 4

DAA & QMG 56 HLU

UNIT:- III BN 114 INF REGT.

STANDARD OF MAINTENANCE.

Very poor.

LUBRIFICATION.

Very poor.

CLEANLINESS.

Fair.

DOCUMENTATION.

AB412 incomplete. Tasks signed up in the office and have no practical value as the tasks are not being carried out on the vehicles. AB 406 complete, but filled in by a clerk and as such are useless.

ENGINES.

Plugs need cleaning.

Petrol filters need cleaning.

Two filters were deficient of gaskets (Veh. 4512171).

OIL FILTERS.

HD 50 being used instead of HD 30.

STEERING.

Lubrication bad.

TRANSMISSION.

U.J. bolts dangerously loose (Veh. 4512171).

SPRINGS.

Should not be greased. 'U' bolts nearly always found to be loose. (Veh. 4512171)

BODY BOLTS.

Generally loose. (Veh. 5196468).

BATTERIES.

Very badly maintained. Corroded terminals. Need topping up. Insecurely fastened. (Veh. 5196468).

LUBRIFICATION.

One engine dangerously low in oil. (Veh. 5196468). One gear box empty. (Veh. 15160218).

TYRES.

All pressures incorrect. Some tyres found to be flat. (Veh. 4512171).

ELECTRICAL SYSTEM.

Loose leads. Loose head lamps. Insulations worn.

MT DISCIPLINE.

Task clock provided but no regular system of maintenance in force. Some vehicles without drivers. Lack of control on the maintenance park was noticed.

GENERAL REMARKS.

The Unit complain that they cannot get HD 50 and HD 90.

A lack of distilled water was reported but supplies can be obtained from the Italian Laundry at FORML.

A lack of brake fluid was reported.

ENGINES.

and have no practical value as the tanks are not being carried out on the vehicles. AB 406 complete, but filled in by a clerk and as such are useless.

Plugs need cleaning.

Petrol filters need cleaning.

Two filters were deficient of gaskets (Veh. 4512171).

OIL FILTERS.

HD 50 being used instead of HD 30.

STEERING.

Imbrification bad.

TRANSMISSION.

U.J. bolts dangerously loose (Veh. 4512171).

SPRINGS.

Should not be greased. 'U' bolts nearly always found to be loose. (Veh. 4512171)

BODY BOLTS.

Generally loose. (Veh. 5196468).

BATTERIES.

Very badly maintained. Corroded terminals.

Need topping up. Insecurely fastened. (Veh. 5196468).

LUBRIFICATION.

One engine dangerously low in oil. (Veh. 5196468).

One gear box empty. (Veh. 15160218).

TYRES.

All pressures incorrect. Some tyres found to be flat. (Veh. 4512171).

ELECTRICAL SYSTEM.

Loose leads. Loose head lamps. Insulations worn.

AT DISCIPLINE.

Task clock provided but no regular system of maintenance in force. Some vehicles without drivers. Lack of control on the maintenance park was noticed.

GENERAL REMARKS.

The Unit complain that they cannot get HD 50 and HD 90.

A lack of distilled water was reported but supplies can be obtained from the Italian Laundry at FORLI.

A lack of brake fluid was reported.

RECOMMENDATIONS.

A system of regular daily maintenance and supervision should be instituted forthwith.

A defect book should be started showing faults and when adjusted.

In The Field,

/s/jw

10 JUL 45.

Wile

Capt R.A.
56 BLU

Ref Jols 1267-100 5004

83A

SUBJECT:- Care and Maintenance of Vehicle.

HQ Combat Group MANTOVA

2272/Auto

56 BLU

P.M. 104 3 July 45.

Owing to continuous remarks from your HQ about bad care and maintenance of the vehicles issued to the Combat Group we specify that this is due to lack of tool sets.

In effect all vehicles issued to the GROUP were without tools, and it was some time before a small quantity of tools were issued, on a scale of 1 set per 10 vehicles.

Also these sets were incomplete and deficient of important tools, e.g. Grease Gun.

It is therefore evident that owing to these deficiencies, it is very difficult to get from the dependant units a perfect maintenance of the vehicles.

(SIGNED) E. MONACCI
for GOC.

11A4

9 JUL 1945

6221

HQ.

REPORT ON I Bn 76 Regt - INSPECTED 19 June 45.

Small ArmsCleanliness.

General standard fairly good but many weapons had obviously not been cleaned since having been fired. Many barrels were thus corroded. Many damaged weapons which should be sent to the Wksp for repair.

VehiclesCleanliness.

Fairly good.

Maintenance system.

No task clock and no regular system of vehicle maintenance was in evidence.

Maintenance.

Drivers not in the habit of tightening loose nuts and screws with the result that they get lost and the vehicles begin to fall to pieces. Tendency to cannibalize any vehicles off the road.

Batteries.

In all cases were found to need topping up. Mechanic stated that he could not get distilled water.

Lubrication.

Fairly good.

GENERAL.

Obvious lack of supervision by MTO. No 412 or 406 could be produced. They were stated to be NOT AVAILABLE. Several vehicles in state of neglect because they were not on charge to a driver.

In The Field,

/s/jw

B. Wilson

Capt. RA

25 June 45.

6220

Fairly good.

Maintenance system.

No task clock and no regular system of vehicle maintenance was in evidence.

Maintenance.

Drivers not in the habit of tightening loose nuts and screws with the result that they get lost and the vehicles begin to fall to pieces. Tendency to cannibalize any vehicles off the road.

Batteries.

In all cases were found to need topping up. Mechanic stated that he could not get distilled water.

Lubrication.

Fairly good.

GENERAL.

Obvious lack of supervision by MTO. No 412 or 406 could be produced. They were stated to be NOT AVAILABLE. Several vehicles in state of neglect because they were not on charge to a driver.

6220

In The Field,
/eju

25 June 45.

B. Wilson

Capt. RA.

11-45

J.P. 77-A
For PERSONAL attention of General BUCCHIA

SUBJECT:- Inspection of Maintenance

56 BLN
11 AC

General Officer Commanding
Combat Group MANTOVA

24 June 45.

75-A
Reference the attached reports in respect of transport of HQ MANTOVA
Combat Group and 76 Inf Regt, these are forwarded for your information.

In the Field,
JRM/ajw

A2
Lt Col,
GS.

6219

REPORT FOR 19 JUNE 45

Division HQ

General Maintenance

Very bad. Vehicles only superficially clean. Drivers are not in the habit of tightening loose nuts, bolts and screws.

Oils

Riffs, engines need topping up. Levels sometimes dangerously low. Greasing not thoroughly carried out. Many nipples overlocked.

Batteries

Main. A few were found to need topping up. Terminals corroded.

GENERAL

No AB 412 could be produced.
No 406 monthly inspection carried out.
Tendency to neglect and cannibalise vehicles off the road.
Insufficient supervision is carried out by officer 1/6.

76 Inf Regt HQ

General Maintenance

Very bad. Vehicles fairly clean. Nuts, and bolts need tightening.

Batteries

Bad. The terminals were found to be corroded and they needed topping up. Many leads broken and no attempt made at repair.

Lubrication

Unsatisfactory. Oil levels low and greasing not carried out ~~ref 218~~.

Tires

Incorrect pressures. Oil allowed to remain on the ribbon.

GENERAL

AB 412 not up to date.
No AB 406 could be produced.
Silencers were found to be purposely punctured so as to make more noise.
There is no system of maintenance working.
It seemed obvious that no officer had been actively controlling the

Batteries.

Fair. A few were found to need topping up. Terminals corroded.

GENERAL.

No AB 412 could be produced.
No AB 406 monthly inspection carried out.
Tendency to neglect and criminalize vehicles off the road.
Insufficient supervision is carried out by officer i/c.

16 Inf Port HQGeneral Maintenance.

Very bad. Vehicles fairly clean. Nuts, and bolts need tightening.

Batteries.

Bad. The terminals were found to be corroded and they needed topping up.
Many leads broken and no attempt made at repair.

Lubrication.

Unsatisfactory. Oil levels low and greasing not carried out ~~regularly~~ ^{at 218.}

Tires.

Incorrect pressures. Oil allowed to remain on the treads.

GENERAL.

AB 412 not up to date.
No AB 406 could be produced.
Silencers were found to be purposely punctured so as to make more noise.
There is no system of maintenance working.
It seemed obvious that no officer has been actively controlling the maintenance.

In The Field,

(Sgt) ~~XXXXXXXXXX~~ Capt
(A. WILSON)

78L

REPORT FOR 19 June 45.

Division HQ

General Maintenance.

Very bad. Vehicles only superficially clean. Drivers are not in the habit of tightening loose nuts, bolts and screws.

Oils

Diff, engines need topping up. Levels sometimes dangerously low. Greasing not thoroughly carried out. Many nipples overlooked.

Batteries

Fair. A few were found to need topping up. Terminals corroded.

General

No AB 412 could be produced.
No 406 monthly inspection carried out.
Tendency to neglect and cannibalize vehicles off the road.
Insufficient supervision is carried out by officer i/c.

76 Inf Regt, HQ.

General Maintenance.

Very bad. Vehicles fairly clean. Nuts, and bolts need tightening.

Batteries.

Bad. The terminals were found to be corroded and they needed topping up. Many leads broken and no attempt made at repair.

Lubrication

Unsatisfactory. Oil levels low and greasing not carried out regularly.

Tyres

Incorrect pressures. Oil allowed to remain on the rubber.

General

AB 412 not up to date.

Diff's, engines need topping up. Levels sometimes dangerously low. Greasing not thoroughly carried out. Many nipples overlooked.

Batteries

Fair. A few were found to need topping up. Terminals corroded.

General

No AB 412 could be produced.
No 406 monthly inspection carried out.
Tendency to neglect and cannibalize vehicles off the road. —
Inadequate supervision is carried out by officer i/c. —

76 Inf Regt. HQ.

General Maintenance.

— Very bad. Vehicles fairly clean. Nuts, and bolts need tightening.

Batteries.

Bad. The terminals were found to be corroded and they needed topping up.
Many leads broken and no attempt made at repair.

Lubrication

Unsatisfactory. Oil levels low and greasing not carried out regularly.

Tyres

Incorrect pressures. Oil allowed to remain on the rubber.

General

AB 412 not up to date.
No AB 406 could be produced.
Silencers were found to be purposely punctured so as to make more noise.
There is no system of maintenance working.
It seemed obvious that no officer has been actively controlling the maintenance.

In The Field,

Wilson Sept.

62-77A

file

SUBJECT:- Vehicle Maintenance.

71A

56 BLU
11 AG

HQ 1 District

11 Jun 45.

Reference conversation AQMG 1 District and GSO I 56 BLU.

1. In view of the present low standard of maintenance in Combat Group MANTOVA it is desired to start a system of Maintenance Inspection to be carried out by an officer of the Training Increment attached to the BLU. This inspection will be carried out with a view to improving the standard of maintenance by giving immediate advice to the units on documentation and systemisation.
2. Capt B.H. WILCOX RA has been selected to carry out this task. It is however felt that to carry out his duties successfully he should be attached for a short period to the UMI organisation to gain experience.
3. It would be much appreciated if this attachment could be arranged for a suitable period (a fortnight is suggested), commencing on or after the 15 June.

see 73A

In The Field,
JEM/ajw

J.R. Moore Mg

Lt Col,
GS.

6216

70A

Subject: Unit Maintenance Inspectorate Report.1D/2311/1/Q.28 May 45.✓ 56 R.L.U.

1. The GOC has read the recent report of the Unit Maintenance Inspectorate on your vehicles. He is concerned to note that the standard of maintenance of the BLU vehicles is no higher than that of the Italians. He directs that special attention shall be given to this point when your move is completed.
2. He is also concerned with the standard of maintenance of the Gruppo generally. While appreciating the many difficulties arising from languages, lack of tools and inexperienced personnel, he feels that a higher standard should be possible. He therefore directs that special attention be given to the instruction in and supervision of vehicle maintenance on the completion of your move.
3. If you will let this HQ know of any assistance you are in need of, we will endeavour to meet your requirements.

CMF.
JPG/NC.

J. J. Riach
DA & CMG.
No. 1 District.

6215

Copy to: U.M.I.

6215 NIT 2

11A9

Subject:- Reports on Vehicles.

Chief Inspector,
REME Inspectorate,
AFHQ.

Copies to:

DOME 1 District.
56 B.L.U.
GC, Northern Zone, 38 Veh Coy, RACC.
Senior Inspector,
Unit Maintenance Inspectorate, 1 District.

REME INSPECTORATE

HQ NO. 1 DISTRICT

Tel: 6505

RI/205

du May 45

1. A visit was paid to the 56 B.L.U. (Attd the Mantova Division), at the request of DOME 1 District, on the 10th May, in order to investigate complaints that had been made by the units and reported through the Unit Maintenance Inspectorate, on the condition of vehicles issued as supposedly Class 1 to the division, for operational use.

2. 4 sample vehicles were produced by Capt. Dodman, of the U.M.I. team attached to 56 B.L.U., and details of the main essential faults and history of the vehicles concerned are given below.

(a) Car 5 cwt 4 x 4 (Jesp) RD NO. 4986914.

Fault.

- 45° backlash in the steering - unsafe to drive - mileage 4899.

History.

- No British AB.412.

6 Oct 44 - (RI marking)

- Overhauled to Class 1 standard by 1 Adv Base Wksp.

10 Oct 44 - (RT marking)

- 'Out' inspected at 417 (I) Veh Fk.

Date unknown-Issued to 5 British Div.

Feb 1945 - Sent to 13 Veh Fk when the Div handed in its vehicles.

14 Apr 45 - (approx.)

- Issued as a Class 2 (Runner) to the Mantova Div under DCS release 2418 (3 District release DIS/296) from 13 Veh Fk.

Note.

- This vehicle was not classified 2 or inspected by the REME Inspectorate on 13 Veh Fk at any time as far as can be ascertained.

6214

DDMM 1 District.
56 B.L.U.
CC, Northern Zone, 38 Veh Coy, PAOC.
Senior Inspector,
Unit Maintenance Inspectorate, 1 District.

1. A visit was paid to the 56 B.L.U. (Attd the Mantova Division), at the request of DDMM 1 District, on the 10th May, in order to investigate complaints that had been made by the units and reported through the Unit Maintenance Inspectorate, on the condition of vehicles issued as supposedly Class 1 to the division, for operational use.

2. 4 sample vehicles were produced by Capt. Dodman, of the U.M.I. team attached to 56 B.L.U., and details of the main essential faults and history of the vehicles concerned are given below.

(a) Car 5 ext 4 x 4 (Jeep) WL NO. 4986214.

Fault. - 45° backlash in the steering - unsafe to drive - mileage 4899.

History. - No British AB.412.

6 Oct 44 - Overhauled to Class 1 standard by 1 Adv Base Wksp. (RI marking)

10 Oct 44 - 'Out' inspected at 417 (I) Veh Pk. (RI marking)

Date unknown-Issued to 5 British Div.

Feb 1945 - Sent to 13 Veh Pk when the Div handed in its vehicles.

14 Apr 45 - Issued as a Class 2 (Kumer) to the Mantova Div (approx.) under DCS release 2118 (3 District release D13/296) from 13 Veh Pk.

Note. - This vehicle was not classified 2 or inspected by the RMMI Inspectorate on 13 Veh Pk at any time as far as can be ascertained.

(b) Car 5 ext 4 x 4 (Jeep) WD No. 20410012.

Fault. - No left hand rear shock absorber - general condition poor - mileage 8961.

History. - There are no RI markings on the vehicle and the original AB.412 had been lost.

-/Sheet.2.

6214

11144

- 2 -

- Feb 45 - Sent to 13 Veh Pk when 5 Div handed in its vehicles to 13 Veh Pk.
- 14 Apr 45 (approx) - Issued as a Class 2 (Rummer) to the Mantova Div, under DCS release 2418 (3 District release DIS/296), from 13 Veh Pk.

Note.

- The WD NO. is an American one and no trace could be found of a British WD NO. The vehicle has not been classified or inspected by RME Inspectorate attd 13 Veh Pk at any time as far as can be ascertained.

(c) Car 5 cwt 4 x 4 (Jeep) WD NO. 4769383.Fault.

- Handbrake lever and ratchet deficient. Left hand front spring shackle bush loose in the spring eye. A clip had been made by the unit to hold the latter in place.

History.

- There were no RME Inspectorate 'Out' inspection markings on the vehicle and no British AB.412.

Feb 45

- Vehicle handed in to 686 Inf Tps Wksp by 1 Brit Div. The car was not repaired to Class 1 standard, but some essential repairs were done on the understanding that the receiving unit would complete the repairs.

27 Feb 45

- Due to the move of 1 Div and 686 Inf Tps Wksp the vehicle was sent by 686 Inf Tps Wksp to 13 Veh Pk where it was classified 1.

30 Mar 45

- Vehicle classified 2 by the 13 Veh Pk RME Inspectorate due to damage and wear occasioned by use by 13 Veh Pk personnel. A copy of the inspection report is attached.

14 Apr 45 (approx)

- Vehicle issued as a Class 2 (Rummer) to the Mantova Div, under DCS release 2418 (3 District release DIS/296) from 13 Veh Pk.

Note.

- The vehicle was not 'out' inspected before issue by the RME Inspectorate attd 13 Veh Pk, who never classified it as a Class 2 (Rummer), but only as Class 2.

(d) Truck 15 cwt 4 x 2 GS Bedford (MBD). WD NO. 4722402.Fault.

- Rear universal joints very badly worn - it is suspected that the needle rollers are missing from one of the bearings.

History.

- Not known, there are no PI markings and the original AB.412 had been lost. It is thought that the vehicle was issued in March or April from 9 Veh Pk.

6213

(c) Car 5 cmt 4 x 4 (Jeep) MD NO. 4769383.

Fault.

- Handbrake lever and ratchet deficient. Left hand front spring shackle bush loose in the spring eye. A clip had been made by the unit to hold the latter in place.

History.

- There were no RME Inspectorate 'Out' inspection markings on the vehicle and no British AB.412.

Feb 45 - Vehicle handed in to 686 Inf Tps Wksp by 1 Brit Div. The car was not repaired to Class 1 standard, but some essential repairs were done on the understanding that the receiving unit would complete the repairs.

27 Feb 45 - Due to the move of 1 Div and 686 Inf Tps Wksp the vehicle was sent by 686 Inf Tps Wksp to 13 Veh Pk where it was classified 1.

30 Mar 45 - Vehicle classified 2 by the 13 Veh Pk RME Inspectorate due to damage and wear occasioned by use by 13 Veh Pk personnel. A copy of the inspection report is attached.

14 Apr 45 - Vehicle issued as a Class 2 (Runner) to the Mantova Div, under DOS release 2418 (3 District release DIS/296) from 13 Veh Pk.

Note.

- The vehicle was not 'out' inspected before issue by the RME Inspectorate attd 13 Veh Pk, who never classified it as a Class 2 (Runner), but only as Class 2.

(d) Truck 15 cwt 4 x 2 G3 Bedford (MD). MD NO. 4722102.

Fault.

- Rear universal joints very badly worn - it is suspected that the needle rollers are missing from one of the bearings.

History.

- Not known, there are no RI markings and the original AB.412 had been lost. It is thought that the vehicle was issued in March or April from 9 Veh Pk.

3. The Mantova Div originally held Class 5 training vehicles, and these were handed in and Class 2 (Runner) vehicles were drawn in lieu, to be repaired for operational use. Unfortunately many of the Class 2 (Runners) were in worse condition than the Class 5 vehicles handed in.

-/Sheet 3.

6213

- 3 -

4. It was pointed out to the E.L.U. that the vehicles were not classified as Class 2 (Runner) by HMM Inspectorate and that this is a special class devised by CJD, and that as such, no responsibility could be accepted by HMM Inspectorate for the condition of these vehicles.
5. It is recommended that the issue of this class of vehicle from Issue Pks be discontinued. A number of complaints have been received from units who go to an Issue Pk to draw a vehicle only to find it is a very poor one while they see a number of good vehicles in stock. If the policy is to issue this class of vehicle and to get the receiving unit to carry out repairs, the matter should be made quite clear to the units concerned.

*James M. Kewych*Lt. Col.,
Senior Inspector.

(J. M. KEWYCH)

6212

COPY

HOME INSPECTORATE ATTACHED: 13 VEH PK.

MAKE: Willys TYPE: 5 cwt 4x4 (Jeep) ID NO: 4769383
ENGINE NO: - CHASSIS NO: - INSPECTION NO: -

9. ENGINE & CLUTCH	
10. COOLING SYSTEM	
10. FUEL SYSTEM	Pump bowl securing clip missing.
11. CONTROLS	
12. FRONT AXLE	Wheel bearings require adjusting
13. STEERING	
14. REAR AXLE	Wheel bearings require adjusting
15. GEARBOX	
16. TRANSMISSION BOX	
17. ELECTRICAL SYSTEM	
18. INSTRUMENTS	
19. BODY AND CAB	Rear of body requires repair.
20. CHASSIS	
21. TRANSMISSION & SUSPENSION	LH front and rear road springs flat. All shock absorbers require servicing.
22. BRAKES AND HYDRAULIC SYSTEM	Handbrake deficient.
23. WINCH AND TOWING ATTACHMENT	
23. MISCELLANEOUS	Straighten and repair front bumper bar. LH front tyre and tube incorrectly fitted.

6211

10. FUEL SYSTEM	Pump coxi securing clip missing.	
11. CONTROLS		
12. FRONT AXLE	Wheel bearings require adjusting	
13. STEERING		
14. REAR AXLE	Wheel bearings require adjusting	
15. GEARBOX		
16. TRANSFER BOX		
17. ELECTRICAL SYSTEM		
18. INSTRUMENTS		
19. BODY AND CAB	Rear of body requires repair.	
20. CHASSIS		
21. TRANSMISSION & SUSPENSION	LH front and rear road springs flat. All shock absorbers require servicing.	8211
22. BRAKES AND HYDRAULIC SYSTEM	Handbrake deficient.	
23. WINCH AND TOWING ATTACHMENT		
25. MISCELLANEOUS	Straighten and repair front bumper bar. LH front tyre and tube incorrectly fitted.	

OIL PRESSURE: 40-60 LBS SQ IN

SPEEDO READING: 19762

S/Sgt Black.

INSPECTOR.

REMARKS: Class 2

DATE: 30.3.45.

UNIT MAINTENANCE INSPECTORATE

SECRET

VISIT TO "MANTOVA" COMBAT GROUP OF ITALIAN ARMY BY
CAPT. T. DUDMAN, W. YORKE REGT.

Dates of Inspection : 27th April to 16th May 1945.
Previous Inspection : March 1945 by Capt. G.A. Plowman, Leics. Regt.

1. GENERAL The Inspector was accommodated by 56 B.I.U., who are the Liaison Unit for this Combat Group. The Group M.F. and tracked vehicles are now complete to scale as per A.F. G.1098 and are wholly administered by the Italian Staff, who are entirely responsible for the care and maintenance of all vehicles. Since the last visit of a U.M.I. Inspector, some 1,400 vehicles of various kinds have been drawn to complete the Group to its operational scale and some 1,000 odd new drivers have had to be trained. With such a situation, it has only been possible for these drivers to have a short course of instruction before taking over their respective driving duties. Many of the vehicles drawn from Vehicle Parks were Class II vehicles and were not of a very good mechanical standard and many had extensive structural damage or were deficient of fittings, lights, tools, windscreen etc. During the U.M.I. Inspector's visit to the Group, both Lt. Col. K.A. McKandles No. 1 District) and Lt. Col. Kenyon (R.M.E. Inspectorate) spent one day each with the Group, when the question of the issue of Class II and doubtful Class I vehicles was discussed. Lt. Col. Kenyon personally inspected some of the worst vehicles to investigate a complaint lodged by the U.M.I. Inspector to ADMS, No. 1 District.

2. STANDARD OF DRIVING AND MAINTENANCE

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

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

last visit of a U.M.I. Inspector, some 1,400 vehicles of various kinds have been drawn to complete the Group to its operational scale and some 1,000 add new drivers have had to be trained. With such a situation, it has only been possible for these drivers to have a short course of instruction before taking over their respective driving duties. Many of the vehicles drawn from Vehicle Parks were Class II vehicles and were not of a very good mechanical standard and many had extensive structural damage or were deficient of fittings, lights, tools, windcreens etc. During the U.M.I. Inspector's visit to the Group, both Lt-Col. K.A. McKandles No. 1 District) and Lt-Col. Kenyon (H&ME Inspectorate) spent one day each with the Group, when the question of the issue of Class II and doubtful Class I vehicles was discussed. Lt-Col. Kenyon personally inspected some of the worst vehicles to investigate a complaint lodged by the U.M.I. Inspector to ADME, No. 1 District.

2. STANDARD OF DRIVING AND MAINTENANCE

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

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

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

(a) A.B's 412

30 MAY 1945

1111

3. DOCUMENTATION (Contd.)

(a) A.B.s 412 Many vehicles are deficient of A.B. 412. Where these books are present, these faults applicable in most cases exist. Vehicle particulars not entered or incomplete. Task inserts not in use and often at variance with the number for the day which appears on the Task Clerk P.G.L. consumption not recorded. New engine oil changes. Tool lists inaccurate and often incomplete. Tyre serial numbers not recorded.

(b) A.E.s 406 Only in the case of the 3 & 4 T Coy could up to date A.E.s 406 be produced. These documents were not being kept up by any other Unit, so as to be of practical value and in many Units they were not in use at all.

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

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

6. 56 BRITISH LIAISON UNIT Various types of vehicle are held in charge to the Group of the Camp Commandant who is assisted by an M.T. R.A.S.C. Cpl. No system of regular vehicle maintenance is in progress at present and documentation is so disjointed as to be of little practical value. The M.T. Cpl. stated that he sees so little of these vehicles (many of which are Officer-driven), that he cannot possibly attend to them or carry out his duties as efficiently as he would like to. One of the vehicles inspected (Dodge 15 cwt. W.D. No. 5319156, an Officer-driven vehicle) was of an extremely low standard of maintenance and the numerous and varied maintenance faults found suggest that this vehicle has had little or no attention for many weeks. It was pointed out that many Officers are either without a driver or have to drive themselves because their batmen are incapable of driving or maintaining the vehicle.

7. OUTSTANDING MAINTENANCE FAULTS

(a) Tyres Owing to ignorance of the contents of Q.R.O. 546 of 1944, it was seldom found that tyres were inflated to correct pressures. In many cases also, even where correct pressures were painted on the vehicle, incorrect cases were actually in use either due to insufficient tyre pressure checks or to a deliberate disregard of the figures painted on the vehicle, by the driver, who thought his tyres were too hard or too soft. Many cases of spare tyres being totally deflated were found. There is an extreme shortage of tyre pressure gauges in every Unit.

(b) Batteries The main faults with regard to battery maintenance are incorrect levels of electrolyte and either corrosion of battery terminals or the use of Grease C.S. on them which results in corrosion and/or the shorting of elements.

4. L.A.D.'s AND GROUP WORKSHOPS These Units are easily the best organized and most efficient of the Group M.T.s. all are performing a difficult task with enthusiasm and efficiency, taking full advantage of the skilled labour at their disposal and needed in units throughout the Group. One difficulty within the Infantry L.A.D.'s is the fact that there are no British personnel attached who can identify spares and a certain amount of confusion and waste of time is experienced when spare parts are required to be fitted on vehicles which pass through for repair.
5. CHORWATER FIELD PARK The Group C.R.P. was visited and was found to be very well laid out and working efficiently. The standard of maintenance on the static binned vehicles was good. This standard did not exist in the case of the non-static vehicles which were generally in a poor condition.
6. 56 BRITISH LIAISON UNIT Various types of vehicle are held in charge to the Group B.L.U. The maintenance and administration of these vehicles is the responsibility of the Camp Commandant who is assisted by an M.T. R.A.S.C. Cpl. No system of regular vehicle maintenance is in progress at present and documentation is so disjointed as to be of little practical value. The M.T. Cpl. stated that he sees no little of these vehicles (many of which are Officer-driven), that he cannot possibly attend to them or carry out his duties as efficiently as he would like to. One of the vehicles inspected (Dodge 15 cwt. W.D. No. 5319156, an Officer-driven vehicle) was of an extremely low standard of maintenance and the numerous and varied maintenance faults found suggest that this vehicle has had little or no attention for many weeks. It was pointed out that many Officers are either without a driver or have to drive themselves because their batmen are incapable of driving or maintaining the vehicle.

7. OUTSTANDING MAINTENANCE FAULTS

- (a) Tyres Owing to ignorance of the contents of G.R.S. 546 of 1944, it was seldom found that tyres were inflated to correct pressures. In many cases also, even where correct pressures were painted on the vehicle, incorrect ones were actually in use either due to insufficient tyre pressure checks or to a deliberate disregard of the figures painted on the vehicle, by the driver, who thought his tyres were too hard or too soft. Many cases of spare tyres being totally deflated were found. There is an extreme shortage of tyre pressure gauges in every Unit.
- (b) Batteries The main faults with regard to battery maintenance are incorrect levels of electrolyte and either corrosion of battery terminals or the use of Grease G.S. on them which results in corrosion and/or the attraction of foreign elements harmful to the battery.
- (c) Lubrication The general standard of chassis lubrication leaves considerable room for improvement. One reason for this condition is the serious shortage of lubricating oils. Grease in many instances is being used for nipple lubrication instead of oil G.600.

/(a) General Maintenance of Transmission

- 3 -

7. STANDARD MAINTENANCE FAULTS (Contd.)

- (a) General Maintenance of Transmissions Oil levels of gearboxes, transfer cases and differentials were often incorrect and some cases of the wrong grades of oil being in use were discovered. Universal joints especially require more maintenance to ensure that all belts are kept tight and that lubrication is adequate.
- (e) Irregularities of Drivers Many cases of exhaust pipes and/or silencers having been interfered with, or in some cases removed, by drivers were seen. The bonnet side plates of Bedford vehicles had been removed by many drivers also.
- (f) Vehicle Cleaning Motor-cycle riders are apt to swamp their machines in oil, allowing small chances of leaks being detected, from oil tight joints which have ceased to be efficient, and giving no thought to the damage done by impregnating tyres with oil and generally attracting all sorts of foreign bodies to the machine. This would not occur if motor-cycles were cleaned with water and allowed to dry.
- (g) Springs, Body Belts Etc. The maintenance of springs, shock absorbers and tightness generally of body belts, 'U' bolts etc. was of a good standard. Where faults were found, they could nearly always be attributed to lack of sufficient or proper tools.

8. RECOMMENDATIONS

- (1) See Para. 2(a). That where drivers, through lack of experience, are incapable of maintaining their vehicles owing to inability to interpret the '16 Daily Test' system intelligently, some effort be made to give these drivers special instruction in this system of vehicle maintenance. That every effort be made to stop individual driving offences such as:- Reckless driving, with little or no regard for other road users, which can only result in an unreasonable toll of vehicles and personnel through accidents. Driving at excessive speeds (especially over bad road surfaces).
- (2) See Para. 2(b). That more interest and enthusiasm be shown on the part of M.T.O's generally and the whole M.T. organisation of Units (less S/T, Artillery and Engineers) be overhauled with a view to improving the present standard of vehicle maintenance. This will have to begin at the top, with stricter supervision by M.T.O's and M.T. N.G.O's, who must insist on the carrying out of more regular checks of maintenance, which requires their personal supervision if it is to be usefully applied and strictly carried out.
- (3) See Para. 3. That the present standard of vehicle documentation be improved. That A.B's 412 which are at present of little or no practical value, be completed correctly and fully (for guidance see G.R.O's 346 and 546 of 1944). That A.B's 406 be completed by all Units monthly in accordance with G.R.O. 346 of 1944. For guidance in completing this very useful document, see 'Driving, Care and Maintenance of Army Vehicles (Wheeled) 1943'.
- (4) See Para. 6. That some system be started which will ensure that all vehicles on charge to the R.L.U. receive regular maintenance and frequent inspections, to prevent any vehicle falling into such a low maintenance condition as one, on charge to the R.L.U. That if sufficient drivers are not available, the vehicles be ordered into R.L.U. H.Q. at least once in every seven days for a thorough inspection and servicing by the M.T. Opl. or his assistants. That all vehicles

6209

(1) Vehicle Cleaning. Motor-cycle riders are apt to sweep their machines in oil, allowing small channels of leaks being detected, from oil tight joints which have ceased to be efficient, and giving me thought to the damage done by impregnating tyres with oil and generally attracting all sorts of foreign bodies to the machine. This would not occur if motor-cycles were cleaned with water and allowed to dry.

(2) Springs, Body Belts Etc. The maintenance of springs, shock absorbers and tightness generally of body belts, 'U' bolts etc. was of a good standard. Where faults were found, they could nearly always be attributed to lack of sufficient or proper tools.

8. RECOMMENDATIONS

(1) See Para. 2(a). That where drivers, through lack of experience, are incapable of maintaining their vehicles owing to inability to interpret the '16 Daily Task' system intelligently, some effort be made to give these drivers special instruction in this system of vehicle maintenance. That every effort be made to stop individual driving offences such as:- Rockless driving, with little or no regard for other road users, which can only result in an unreasonable toll of vehicles and personnel through accidents. Driving at excessive speeds (especially over bad road surfaces).

(2) See Para. 2(b). That more interest and enthusiasm be shown on the part of M.T.O's generally and the whole M.T. organisation of Units (less S/Ts Artillery and Engineers) be exhorted with a view to improving the present standard of vehicle maintenance. This will have to begin at the top, with direct supervision by M.T.O's and M.T. N.C.O's, who must insist on the carrying out of some regular system of maintenance, which requires their personal supervision if it is to be usefully applied and strictly carried out.

6209

(3) See Para. 3. That the present standard of vehicle documentation be improved. That A.B's 412 which are at present of little or no practical value, be completed correctly and fully (for guidance see G.R.O's 346 and 546 of 1944). That A.B's 406 be completed by all Units monthly in accordance with G.R.O. 346 of 1944. For guidance in completing this very useful document, see 'Driving, Care and Maintenance of Army Vehicles (Wheeled) 1943'.

(4) See Para. 6. That some system be started which will ensure that all vehicles on charge to the B.L.U. receive regular maintenance and frequent inspections, to prevent any vehicle falling into such a low maintenance condition as end, on charge to the B.L.U. That if sufficient drivers are not available, the vehicles be ordered into B.L.U. H.Q. at least once in every seven days for a thorough inspection and servicing by the M.T. Opi. or his assistant. That all vehicles of the B.L.U. be put 'on charge' to some person who will be responsible for the continuity of documentation and regular maintenance, according to the system in force.

(5) See Para. 7(a). That all drivers be encouraged to check tyre pressures daily and instructed to inflate their tyres to the pressures laid down by G.R.O. 546 of 1944 (a complete copy of which was left with the B.L.U. H.Q.). That these tyre pressures be maintained at all times. That correct tyre pressures be painted on the wings of all vehicles for the guidance of drivers.

/RECOMMENDATION 6

- 4 -

8. RECOMMENDATIONS (Cont.)

- (6) See Para. 7(b) That the general standard of battery maintenance be raised. That the practice of using Grease Q.S. on battery terminals be discontinued forthwith and that if washers or labels are not available, battery terminals be kept clean and dry. That batteries be kept secure in their frames at all times.
- (7) See Para. 7(c) That the practice of using grease for nipple lubrication cease forthwith and oil Q.600 be used instead. That more lubricating guns be issued for to enable drivers to lubricate their vehicles as and when necessary.
- (8) See Para. 7(d) That by regular and careful checks, oil levels of gearboxes, transfer cases and differentials be maintained correctly. That grades of oil as laid down by G.R.O. 41 of 1945 only be used.
- (9) See Para. 7(e) That drivers be warned that they must not under any circumstances interfere with or remove any portion of their vehicle exhaust pipe or silencer and that drivers of Bedford be ordered not to remove bonnet side plates except for the purpose of maintenance etc. of the engine.

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

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

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

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

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

TD/ES-
20th May 1945.

(Sgd) T. DUNNAN, Capt., T. Yorks.
INSPECTOR.

DISTRIBUTION

(10) 10-2-45

(7) See Para. 7(c) That the practice of using grease for ample lubrication ceased forthwith and oil C-600 be used instead. That where lubricating guns be indicated for to enable drivers to lubricate their vehicles as and when necessary.

(8) See Para. 7(d) That by regular and careful checks, oil levels of gunboxes, transfer cases and differentials be maintained correctly. That grades of oil as laid down by G.R.O. 41 of 1945 only be used.

(9) See Para. 7(e) That Drivers be warned that they must not under any circumstances interfere with or remove any portion of their vehicle exhaust pipe or silencer and that drivers of Bedford be ordered not to remove bonnet side plates except for the purpose of maintenance etc. of the engine.

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

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

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

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

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

TM/ES
20th May 1945.

(Sgd) T. LUDMAN, Capt., T. Yanks,
INSPECTOR.

DISTRIBUTION

Q(AE), A.P.H.Q.
LMS, A.P.H.Q.
R.Q. H.M.I./A.
56 B.I.U.
Q(AE), 1 District.
A.V.M.E., 1 District.
C.I. R.Q. U.M.I. (2)
S.I. U.M.I. 1 District.
Capt. Ludman.

64A

SUBJECT:- Inspection of Small Arms by WO 2 686 Inf Tps Wksp.

AIA No 1 District

CO 686 Inf Tps Wksp
DAA & QMG 56 BLU
RMC 56 BLU

1. Herewith list of Units and comments, inspected by AGMS HALL of 686 Inf Tps Wksp.
2. Armourers of Units require further instruction.
3. Standard of Arms can in most cases be improved. Repairs mainly could have been effected in Unit Armourers Shops if the Armourers were fully able to deal with them. SET Pamphlet No 3 RIFLE Para 3 lays down correct method of cleaning rifle barrels after firing, which is a general fault in weapons examined, and applies in cleaning after firing in all small arms.

W. Daniels K. Lme

In The Field,
24 May 45.

6208

24 MAY 1945

UNIT: - HQ 114 Inf Regt.

DATE INSPECTED: -

CONDITION OF ARMS: - FAIR

DESIGNATION	SEEN	REPAIRS	REMARKS
RIFLES	50	12	
TRNG	45	5	
PIAT	2	-	
Bicycles	3	2	
Magazines TNG	450	-	

All repairs have been completed in
686 Inf Tps Wkps.

UNIT: - 114 Inf Regt No2 Bn.

DATE INSPECTED: - 12 May 45.

CONDITION OF ARMS: - GOOD. This Units Arms were well maintained and very clean.

DESIGNATION	SEEN	REPAIRS	REMARKS
Pistols	466	79	
TRNG	80	14	
GM Brev	44	26	
Mortars	4	2	
PIAT	16	4	
Tripod Brev	2	1	
Bicycles	11	-	
Magazines Brev	790	-	
Magazines TNG	1086	-	
Mortar 2"	3	-	
Pistols	34	-	
Pistols Signal	1	-	

Repairs to be carried out in Group Wkps.

6207

UNIT: - 114 Inf Regt 3rd Mortar Coy.

DATE OF INSPECTION: - 9 May 45.

Bicycles

Magazines T&G

UNIT:- 114 Inf Regt No2 Bn.

DATE INSPECTED:-12 May 45.

CONDITION OF ARMS:- GOOD. This Units Arms were well maintained and very clean.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	466	79	
TSIGs	80	14	
GM Bren	44	26	
Mortars	4	2	
PIAT	16	4	
Tripod Bren	2	1	
Bicycles	11	-	
Magazines Bren	790	-	
Magazines T&G	1086	-	
Mortar 2"	3	-	
Pistols	51	-	
Pistols Signal	1	-	

6207

Repairs to be carried out in Group Workshops.

UNIT:- 114 Inf Regt 3rd Mortar Coy.

DATE OF INSPECTION:- 9 May 45.

CONDITION OF ARMS:- Generally maintained well but GM Bren required further attention and clearing.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	55	16	
TSIGs	45	4	
GM Bren	6	3	
Mortars 3"	8	6	

Items for repair have been completed by 686 Inf Tps Wagon.

-2-

DATE INSPECTED: - 17 May 45

UNIT: - 114 Inf Regt HQ No 1 Bn.

CONDITION OF ARMS: - GOOD

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	62	18	
TMG	15	1	
Rifles (Teles)	4	2	
Pistols	5	-	
PLAT	2	2	
GM Bren	6	1	
Magazines Bren	56	-	

Repairs to be carried out in Group Workshops.

DATE INSPECTED: - 17 May 45

UNIT: - 114 Inf Regt No 1 Coy I Bn.

CONDITION OF ARMS: - GOOD

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	128	39	
TMG	27	6	
GM Bren	11	5	
PLATs	5	2	
Pistols	5	-	
Bicycles	4	-	
Magazines Bren	336	-	
Magazines TMG	270	-	

Repairs to be carried out in Group Workshops.

6206

DATE INSPECTED: - 17 May 45

UNIT: - 114 Inf Regt 2nd Coy I Bn.

CONDITION OF ARMS: - GOOD

Rifles (Tels) 2
 Pistols 2
 PLAT 2
 CM Bren 6
 Magazines Bren 56

UNIT:- 114 Inf Regt No 1 Coy I Bn.

CONDITION OF ARMS:- GOOD.

DESIGNATION	SEEN	REMARKS
Rifles	128	39
TMG	27	6
CM Bren	11	5
PLATs	5	2
Pistols	5	-
Bicycles	4	-
Magazines Bren	338	-
Magazines TMG	270	-

Repairs to be carried out in Group Workshops.

6206

UNIT:- 114 Inf Regt 2nd Coy I Bn.

CONDITION OF ARMS:- GOOD.

DESIGNATION	SEEN	REMARKS
Rifles	110	31
TMG	25	8
CM Bren	14	8
PLAT	4	1
Pistols	5	1
Bicycles	4	2

Repairs to be carried out in Group Workshops.

-3-

UNIT:-- 2nd Coy I Bn contd.

DESIGNATION	STOCK	REPAIRS	REMARKS
Tripods	2	-	
Mortars 2"	1	-	Repairs to be carried out in Group Workshops.
Megazines Bren	512	-	
Megazines TMG	241	-	

DATE INSPECTED:-- 17 May 45.

UNIT:-- 144 Inf Regt 3rd Coy I Bn.

CONDITION OF ARMS:-- GOOD.

DESIGNATION	STOCK	REPAIRS	REMARKS
Rifles	120	53	
TMG	44	5	
GM Bren	12	7	
PIAT	3	1	Repairs to be carried out in Group Workshops.
Pistols	5	-	
Bicycles	5	-	
Triumph Bren	2	-	
Mortar 2"	1	-	
Megazines TMG	515	-	

6205

UNIT:-- 144 Inf Regt 4th Coy I Bn.

CONDITION OF ARMS:-- GOOD.

DESIGNATION	STOCK	REPAIRS	REMARKS
Rifles	106	30	
TMG	29	1	
GM Bren	12	6	Repairs to be carried out by Group Workshops.

DATE INSPECTED:-- 17 May 45.

DATE INSPECTED:- 17 May 45.

UNIT:- 114 Inf Regt 3rd Coy I Bn.

CONDITION OF ARMS:- GOOD.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	120	33	
SMG	14	5	
GM BREN	12	7	
PISTOL	3	1	
Pistols	5	-	
Bicycles	5	-	
Triped Bren	2	-	
Mortar 2"	1	-	
Magnifying MAG	315	-	

Repairs to be carried out in Group Workshops.

6205

UNIT:- 114 Inf Regt 4th Coy I Bn.

DATE INSPECTED:- 17 May 45.

CONDITION OF ARMS:- GOOD.

DESIGNATION	SEEN	REPAIRS	REMARKS
RIFLES	106	30	
SMG	29	1	
GM BREN	12	6	
Pistols	5	-	
Mortars 2"	2	2	
Mortars 3"	4	4	
PISTOL	6	4	
Triped	2	-	
Bicycles	3	-	
Magnifying	599	-	

Repairs to be carried out by Group Workshops.

UNIT: 76 Inf Regt 2nd Br.

DATE INSPECTED: 10 May 45.

CONDITION OF ARMS: FAIR.

A large percent of rifles held in the stores were found to require cleaning.

DESIGNATION	SEEN	REPAIR	REMARKS
Rifles	596	225	
TMG	112	32	
GM Bren	65	31	
Mortars 2"	7	4	
Mortars 3"	4	4	
PIAT	19	7	
Bicycles	16	6	
Pistols	17	-	
Magazines Bren	1120	-	
Magazines DM	156	-	

All repairs to be carried out in Group Workshops.

The following required cleaning after firing:-

Rifles	42
TMG	10
Brens	2
Spare Bertrals	6

these were pointed out to Units.

UNIT: 153 Arty Regt HQ

DATE INSPECTED: 11 May 45.

CONDITION OF ARMS: FAIR.

More attention to be paid to cleaning after firing. Some rifles were found with wrong Bolts. It is pointed out that Bolt numbers should correspond with Rifle numbers.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	49	20	
TMG	52	11	
Pistols	10	1	
PIATs	2	-	
Magazines TMG: 520		-	

Repairs to be carried out in Group Workshops.

The following required cleaning after firing:-

Rifles	7
TMG	12

6204

-5-

UNIT: - 155 Arty Regt No 1 Group.

DATE INSPECTED: - 11 May 45

CONDITION OF ARMS: - Maintenance poor.

DESIGNATION	SERIAL	REMARKS
Rifles	108	59
TEMG	127	55
Pistols	14	3
GM Bren	6	4
PLATE	2	2
Magazines Bren	144	-
Magazines TEMG	1270	-

The following require cleaning after firing:-

Rifles 31
 TEMG 44

Repairs to be carried out in Group Weapon.

UNIT: - 155 Arty Regt No 2 Group.

DATE INSPECTED: - 11 May 45.

CONDITION OF ARMS: - FAIR.

More instruction required to impress that cleaning after firing is essential.

DESIGNATION	SERIAL	REMARKS
Rifles	119	38
TEMG	125	25
Pistols	15	2
Bren	6	3
PLATE	2	-
Magazines TEMG	1250	-
Magazines Bren	136	-

The following require cleaning after firing:-

Rifles 24
 TEMG 18

6203

-6-

UNIT:-- 155 Arty Regt No 3 Group.

DATE INSPECTED:-- 11 May 45.

CONDITION OF ARMS:-- Maintenance poor.

DESIGNATION	NO	REPAIRS	REMARKS
Rifles	111	35	
TMG	124	24	
GM Bren	6	1	
PLATS	1	-	
PISTOLS	15	-	
Magazines Bren: 136		-	
Magazines TMG: 1240		-	

Repairs to be carried out in Group Workshop.

The following require cleaning after firing:--

Rifles 44
 TMG 45

UNIT:-- 155 Arty Regt No 5 Group

DATE INSPECTED:-- 7 May 45

CONDITION OF ARMS:-- GOOD. Maintenance in general was well carried out.

DESIGNATION	NO	REPAIRS	REMARKS
Rifles	70	9	
TMG	50	5	
GM Bren	6	1	
Pistols	9	-	
PLATS	2	-	
Magazines Bren: 96		-	
Magazines TMG: 1078		-	

Repairs have been completed by 686 Inf Tys Mispa.

6202

UNIT:-- 155 Arty Regt No 6 Group

CONDITION OF ARMS:-- POOR.

DESIGNATION	NO	REPAIRS	REMARKS
Rifles	124	35	
TMG	111	24	
Pistols	12	2	

All repairs have been completed by 686 Inf

PISTOLS

15

Magazines Bren:

136

Magazines TSMG:

1240

UNIT:- 135 Arty Regt No 5 Group

DATE INSPECTED:- 7 May 45

CONDITION OF ARMS:- GOOD. Maintenance in general was well carried out.

DESIGNATION : SEM : REPAIRS :

REPAIRS

Rifles

70

3

TSMG

50

5

GM Bren

6

1

Pistols

9

-

FLATS

2

-

Magazines Bren:

96

-

Magazines TSMG:

1078

-

6202

Repairs have been completed by 686 Inf Tps Mago.

UNIT:- 135 Arty Regt No 6 Group

CONDITION OF ARMS:- POOR.

DESIGNATION : SEM : REPAIRS :

REPAIRS

Rifles

124

35

TSMG

111

24

Pistols

12

2

GM Bren

6

-

Pistols Signal:

9

-

Magazines Bren:

131

-

Magazines TSMG:

1230

-

All repairs have been completed by 686 Inf Tps Mago.

The following were not properly cleaned after firing:-

Rifles	23
TSMG	8

-7-

UNIT:-- 104 HT Coy

DATE INSPECTED:-- 2 May 45.

CONDITION OF ARMS:--		PAIR.	
DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	123	42	
TSNG	192	24	
GM Iron	17	6	
Pistols	6	2	
Magazines TNG:1011	-	-	

All repairs were completed by 686 Inf Tps Hqs.

UNIT:-- 104 Coy RE

DATE INSPECTED:-- 16 May 45.

CONDITION OF ARMS:-- PAIR. More care to be taken when cleaning after firing.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	192	22	
TSNG	38	3	
GM Iron	12	6	
Pistols	5	-	
Magazines Iron	250	-	

Repairs to be carried out in Group Hqs.

UNIT:-- 248 and 246 Field Hospitals

DATE INSPECTED:-- 3 May 45

CONDITION OF ARMS:--		GOOD.	
DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	11	3	
TSNG	4	3	
Pistols	8	1	
Magazines TNG	9	-	

Repairs have been completed by 686 Inf Tps Hqs.

UNIT:-- 351 Field Hospital.

DATE INSPECTED:-- 5 May 45

DATE INSPECTED:- 16 May 45.

UNIT:- 104 Coy Pz

CONDITION OF ARMS:- PAIR, More care to be taken when cleaning after firing.

DESIGNATION	ITEM	REPAIRS	REMARKS
Rifles	192	22	
TMG	38	3	
GM Bren	12	6	
Pistols	5	-	
Magazines Bren	250	-	

Repairs to be carried out in Group Magazine.

DATE INSPECTED:- 3 May 45

UNIT:- 243 and 216 Field Hospitals

CONDITION OF ARMS:- GOOD.

DESIGNATION	ITEM	REPAIRS	REMARKS
Rifles	11	3	
TMG	4	3	
Pistols	3	1	
Magazines TMG	9	-	

Require have been completed by 686 Inf Tps Wkys.

DATE INSPECTED:- 3 May 45

UNIT:- 331 Field Hospital.

CONDITION OF ARMS:- GOOD.

DESIGNATION	ITEM	REPAIRS	REMARKS
Rifles	35	6	
TMG	5	-	
Pistols	5	-	

Repairs have been completed by 686 Inf Tps Wkys.

-8-

UNIT: 501 Field Hospital

DATE OF INSPECTION: 3 May 45

CONDITION OF ARMS: GOOD

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	60	-	
TMG	48	8	
Pistols	1	1	Repairs have been completed in 606 Inf Hqs
Bicycles	4	1	Wagon
Magazines TMG	44	-	

UNIT: 520 Field Hospital

DATE OF INSPECTION: 3 May 45

CONDITION OF ARMS: GOOD

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	26	1	
TMG	3	-	Repairs have been completed in 606 Inf Hqs
Pistols	4	-	Wagon

UNIT: 99 Sect OGR

DATE OF INSPECTION: 4 May 45

CONDITION OF ARMS: FAIR

6200

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	-	-	
TMG	50	2	
GM Bren	1	1	Repairs have been completed in 606 Inf Hqs

UNIT: 151 Sect OGR

DATE OF INSPECTION: 4 May 45

CONDITION OF ARMS: GOOD

Pistols : 1 : 1 :
 Revolvers : 4 : 1 :
 Magazines TEC: 44 : - :
 : : : :

UNIT: - 520 Field Hospital

DATE OF INSPECTION: - 3 May 45.

CONDITION OF ARMS: - GOOD.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	26	1	
TEC	5	-	
Pistols	4	-	

Repairs have been completed in 686 Inf Tps
Wkps.

UNIT: - 99 Sect CORR.

DATE OF INSPECTION: - 4 May 45

CONDITION OF ARMS: - FAIR

6200

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	-	-	
TEC	50	9	
GM Brown	1	1	

Repairs have been completed in 686 Inf Tps
Wkps.

UNIT: - 151 Sect CORR.

DATE OF INSPECTION: - 4 May 45

CONDITION OF ARMS: - GOOD.

DESIGNATION	SEEN	REPAIRS	REMARKS
Rifles	-	-	
TEC	22	2	
GM Brown	2	1	

Repairs have been completed in 686 Inf Tps
Wkps.

-2-

UNIT:- HQ 107 Talo Radio Coy

DATE OF INSPECTION:- 4 May 45

CONDITION OF ARMS:- GOOD.

DESCRIPTION	SERIALS	REPAIRS	REMARKS
Rifles	43	5	
TRUMP	6	2	
Pistols	2	-	

Repairs have been completed in 686 Inf Tps
- Maps.

UNIT:- No 1 Platoon Talo Radio Coy.

DATE OF INSPECTION:- 4 May 45.

CONDITION OF ARMS:- FAIR.

DESCRIPTION	SERIALS	REPAIRS	REMARKS
Rifles	44	2	
TRUMP	49	3	

Repairs have been completed in 686 Inf
Tps Maps.

6198

SUBJECT:-- Inspection of Equipment.

DRA2-ONG 56 BLU

686 Inf Tps Wksp
Armourers Section

17 May 45.

Copies to:-- HQ Combat Group "MANTOVA"
SO RECS 56 BLU. 686 Inf Tps Wksp.

1. The following table gives a list of items seen by 686 Armourers Section and under headings repairs required.

ITEM	SEEN	REPAIRS	REMARKS
Rifles No1 & No4	1671	482	
TSMG 45	1232	175	
GM Bren	162	59	
OML 2" Mortar	10	4	
OML 3" Mortar	16	12	
PIAT	48	11	
Pistols	126	11	
Bicycles	33	8	
Magazines Bren	2533	--	
Magazines TSMG	6421	20	
Tripods Bren	4	1	
	12256	783	

All items sent in to 686 Inf Tps Wksp SA Section will be completed and ready for issue on the 20 May 45. The majority of work under the table of repair will be carried out by the Group Wksp as laid down by the AIA in his programme. It will take by estimation approx one month for Group Wksp to complete all items. If 686 Armourers Section are to work as well, 2 weeks only.

2. 1st Bn 114 Inf Regt } have still to be inspected.
No 4 Group 155 Arty Regt }

3. RECS have not been carried out on equipment seen. It is suggested that the RECS be translated into Italian so that Unit Armourers are able to carry them out. The following RECS are required to be carried out at earliest possible time by Unit and Wksp Armourers:--

Ant T909	Zeroing of PIAT
: T906	Page 10 2" Mortar Engraved Base Plates.
: T906	: 4 : Mod to Firing Pin
: T941	OML 3" Mortar MkIV Barrel- Tightening of Breech Piece
SA C 995	Page 1 Rifles No 4 & 1 Bolts, Locking Mk II - Exchange
C 920	: 283 : : Fore sight Modification
906	: 122 : : Magazines.
900	: 526 : : Butts
900	: 726 : : Swivels
E 956	: 3 : : Zeroing
E 956	: 122 : : Lengthening Sling

Rifles No 1 & No 4	1671	482
TSG 45	1232	175
GM Bren	162	59
OML 2" Mortar	10	4
OML 3" Mortar	16	12
PIAT	48	11
Pistols	126	11
Bicycles	33	8
Magazines Bren	2533	--
Magazines TSG	6421	20
Tripods Bren	4	1
	12256	783

All items sent in to 686 Inf Tps Wksp SA Section will be completed and ready for issue on the 20 May 45. The majority of work under the table of repair will be carried out by the Group Wksp as laid down by the AIA in his programme. It will take by estimation approx one month for Group Wksp to complete all items. If 686 Armourers Section are to work as well, 2 weeks only.

1st Bn 114 Inf Regt } have still to be inspected.
No 4 Group 155 Arty Regt }

EMERs have not been carried out on equipment seen. It is suggested that the EMERs be translated into Italian so that Unit Armourers are able to carry them out. The following EMERs are required to be carried out at earliest possible time by Unit and Wksp Armourers:-

Amt	T909	Page	10	2" Mortar	Engraved Base Plates.
:	T906	:	4	:	Mod to Firing Pin
:	T941	:	1	:	OML 3" Mortar MkIV Barrel - Tightening of Breech Piece
SA C	995	:	283	:	Rifles No 4 & 1 Bolts, locking Mk II - Exchange
C	920	:	182	:	Fore sight Modification
906	:	:	536	:	Carbines TMC - Magazines.
900	:	:	728	:	Butts
900	:	:	3	:	Swivels
E 956	:	:	182	:	Zeroing
E 956	:	:	:	:	Lengthening Sling

H. B. Hall.

4587701. RENE
686 Inf. T. W. B. S. S.

574
11
5701 APR 9 1945

File

51A

Subject: - Instrument Inspections.

56 BLU
11 AG

14 May 45.

Re Combat Group MANTOVA.

1. Will you please arrange for the following instruments and technical equipment to be handed in by Wednesday 16 May 45 to 686 Army Troops Wkcpa HEMU, located at UXINGIANO map ref Q725402.

76 INF REGT.

Regimental Company.

Binoculars Prism REL - 1. No. 415220.

Mortar Company.

Binoculars Prism - 2. No. 15309 }
No. 167503 }

Compasses Prism Mk III - 4. No. 243462 }
No. 243625 }
No. 125230 }
No. 243673 }

Watches G3 - 1. No. 315407

6 pr Company.

Compass Prism Mk III - 1. No. 243599

Watches G3 - 1. No. TX1914

Binoculars Prism - 2. No. 167549 }
No. 177216 }

Telescopes Sighting 220 - 3. No. 41617 }
No. 41457 }
No. 41456 }

Telescope Sighting M18 - 1. No. 526

3rd Battalion.

Compasses Prism Mk III - 2. No. 243232 }
No. 243509 }

Binoculars Prism - 2. No. 175621 }
No. 203424 }

Watches G3 - 6. No. A93850 }
No. 259157 }
No. TX3418 }
No. B27701 }
GB Mk II-7 }
No. A98997 }

In The Field.
/ml.

Copy to: - SO REGT.
S/Sgt BROWN, 686 Inf Tps Wkcpa.

sch
Lt Col,
G.

File

484

56 BUI
11 AG
13 May 45.

Subject: Instrument Inspections.

Re Combat Group MANTOVA.

1. Will you please arrange for the following instruments and technical equipment to be handed in by Monday 14 May 45 to 686 Army Troops Wkaps NME, located at CLEVELAND map ref 9725402.

114. Inf Regt. - 3rd Battalion.

<u>No Company.</u>	Compasses Prism Mk III	- 2.	No. 244383 No. 244105
	Binoculars Prism	- 2.	No. 14808 No. 14810
<u>11 Company.</u>	Binoculars Prism	- 1.	No. 203447
<u>12 Company.</u>	Binoculars Prism	- 1.	No. 39948.
	Compasses Prism	- 2.	No. 32049 No. 243677
	Telescope Sighting No. 223-	- 1.	No. 716.
	Sights Mortar	- 3.	No. 777 No. 777 No. 777
<u>10 Company.</u>	Compasses Prism Mk III	- 1.	No. 244190.
	Binoculars Prism	- 1.	No. 202627.

In The Field.
/mh.

Copy to :- SO ROMR.
S/Sgt BROWN, 686 Inf Tps Wkaps.

Lch
Lt Col,
G.I.

6196

File

45A

Subject:- Instrument Inspections.

URGENT.

56 RMJ
11 AG.

8 May 45.

Re Combat Group MANTOVA.

1. Will you please arrange for the following instruments and technical equipment to be taken to 686 Army Troops Wgns HQ, located at GINOLANO map ref 6725462.

2. Compasses Prismatic Mk III.
Watches GS Mk II.
Binoculars Prism Mk II.
Telescopes.
Directors Arty.
Range finders.
Sights Dial.

3. Programme of inspection as follows :-

114 Inf Regt	10 May 45.
76 Inf Regt	11 " "
104. Hqr Bn	12 " "
Adm Units	13 " "
155 Arty Regt	14 " "

In The Field.
RMJ/sh.

Copies to:- SC RMJ.
S/Sgt BROWN, 686 Inf Tps Wgns.

sch
Lt Col,
CS.

6195

Subject: - Inspection of Small Arms
"MANTOVA" Combat Group.

Headquarters
No 1 District, CMF.
1D/ME/158

DAA & QMG,
56 BLU

6 May 45.

1. The u/m Units Small Arms have not yet been inspected and repaired.
2. Please arrange for Units to have their equipments (Small Arms etc) laid out for inspection by Amr Q.M.S. HALL in accordance with the following programme:-

UNIT	LOCATION	DATE	TIME OF INSPECTION
4th Bty 155 Arty Regt	BATHERINO (713432)	7 May 45	0830 hrs
5th Bty " " "	PASSIGIANO (777468)	7 May 45	1015 hrs
6th Bty " " "	S. DONATO		
I Bn 114 Inf Regt	in POGGIO (760415)	7 May 45	1400 hrs
II Bn " " "	LA LECOLA (854294)	8 May 45	1100 hrs
(less HQ & 2 Coy)	VAGLIAGH		
	" " "	8 May 45	0830 hrs
HQ 114 Inf Regt	CASTELLINA		
3rd Mortar Coy 114 Inf Regt	in CHIANTI (805345)	9 May 45	0930 hrs
II Bn 76 Inf Regt	CASTEL NUOVA (802362)	9 May 45	1400 hrs
4 Coy 104 Engineer Bn	ASCIANO (017083)	10 May 45	1000 hrs
HQ 155 Arty Regt	CASTAGNOLI (925317)	10 May 45	1530 hrs
1 Bty 155 Arty Regt	TAVERNELLE (713455)	11 May 45	0845 hrs
2 Bty " " "	NOCE (703473)	11 May 45	1000 hrs
3 Bty " " "	MARCIALLA (691469)	11 May 45	1330 hrs
	MORROCCO (743452)	11 May 45	1545 hrs

The u/m Units will be inspected by the Amr Sgt of British REME Training Increment 56 BLU.

104 O.F.P.

Group Workshops

318 Field Bakery

Italian Increment 56 BLU

CERDA (753361) 10 May 45 0900 hrs
 POGGIBONSI (690350) 10 May 45 1400 hrs
 POGGIBONSI (690350) 11 May 45 0900 hrs
 RADDA 11 May 45 1430 hrs

3. All map references are on sheets 113, 120, and 121, Italy 1:100,000. 6194

4. Amr Sgt of 56 BLU will arrange his own dates and times for equipments noted for repairs, to be handed into Gruppo Workshops to be repaired.

R.V. Davies

Lieut, A.I.A.
for Brigadier

Deputy Director of Med. Engineering

UNIT	LOCATION	DATE	TIME OF INSPECTION
4th Bty 155 Arty Regt	BARBERINO (713432)	7 May 45	0830 hrs
5th Bty " " "	PASSIGNANO (777468)	7 May 45	1015 hrs
6th Bty " " "	S. DONATO		
I Bn 114 Inf Regt	in FOGGIO (760415)	7 May 45	1400 hrs
II Bn " " "	LA LECCIA (854294)	8 May 45	1100 hrs
(less HQ & 2 Coy)	VAGLIAGH		
	-----	8 May 45	0830 hrs

HQ 114 Inf Regt	CASTELLINA		
3" Mortar Coy 114 Inf Regt	in CHIANTI (805345)	9 May 45	0930 hrs
II Bn 76 Inf Regt	CASTEL NUOVA (802362)	9 May 45	1400 hrs
4 Coy 104 Engineer Bn	ASCIANO (047083)	10 May 45	1000 hrs
HQ 155 Arty Regt	CASTAGNOLI (925317)	10 May 45	1530 hrs
1 Bty 155 Arty Regt	TAVERNELLE (713455)	11 May 45	0845 hrs
2 Bty " " "	NOCE (703473)	11 May 45	1000 hrs
3 Bty " " "	MARCIALLA (691469)	11 May 45	1330 hrs
	MORROCCO (743452)	11 May 45	1545 hrs

The u/m Units will be inspected by the Armr Sgt of British REME Training Increment 56 BLU.

104 O.F.P.	CERDA (733361)	10 May 45	0900 hrs
Group Workshops	POGGIBONSI (690350)	10 May 45	1400 hrs
318 Field Bakery	POGGIBONSI (690350)	11 May 45	0900 hrs
Italian Increment 56 BLU	RADDA	11 May 45	1430 hrs

3. All map references are on sheets 113, 120, and 121, Italy 1:100,000. **6194**
4. Armr Sgt of 56 BLU will arrange his own dates and times for equipments noted for repairs, to be handed into Gruppo Workshops to be repaired.

Copy to:-

ACMS. HALL. 686 Inf Tps W/shps Detachment
Arm'r Sgt, REME, Trg Inc 56 BLU.

R. V. Davies

Lieut, A. I. A.
for Brigadier
Deputy Director of Mech Engineering.

Note:-

Equipments checked for repairs on 7th and 9th May will be handed into Mobile Armrs Detachment of 686 Inf Tps W/Shops REME as previously arranged, but equipments noted for repair on 8th, 10th, and 11th May will be handed into Group W/Shops for repairs.

In each case a/m equipments will be handed in the day after they have been inspected.

Subject: A.I.As Inspection of Small Arms -
"MANTOVA" Combat Group.

D.A.A. & Q.M.G.
56 B.L.U.

Headquarters (Main).
No. 1 District,
C.M.E.
ID/ME/158.
4 May '45.

The following points were noted during the A.I.As Inspection of Small Arms, Machine guns, Mortars, Mountings, Magazines and Bicycles of the MANTOVA Combat Group.

1. Unit maintenance (cleaning etc) was "Good", excepting on Carbines machine Thompson.
2. Armourers require further instruction in the repair of British Small Arms etc, as a number of minor repairs which should have been carried out by them, were not done. These were completed by a Mobile Arms detachment from 686 Inf Tps Wksp, R.E.E.
3. The following list shows a comparison between the number of equipments inspected and the number checked for repair.

Equipment.	No. Inspected.	No. for Wksp.
Carbines M/c Thompson	626	54
Guns M/c Bren	217	14
P.I.A.T.	59	14
Pistols Revolver .38"	146	1
Pistols Signal 1"	27	-
Rifles No. 4 Mk 1	1813	223
Rifles No. 4 Mk 1 (T)	16	-
Rifles No. 1	320	6
QML 3" Mortars	20	6
QML 2" "	16	5
Bicycles	82	28
Magazines Bren	4079	16193
" Carbines M/c Thompson	6072	-
Mountings Tripod Bren	19	-
TOTAL	13,512	352

Therefore, out of a total of 3,361 major equipments (less magazines) inspected, 352 required repairs.

4. Units reported that spares were held for rifles only, and were advised to indent on DADOS, 56 HLU for spares to repair other equipments.

File Visofill
44H

The following points were noted during the A.I.s Inspection of Small Arms, Machine guns, Mortars, Mountings, Magazines and Bicycles of the MANTOVA Combat Group.

1. Unit maintenance (cleaning etc) was "Good", excepting on Carbines machine Thompson.
2. Armourers require further instruction in the repair of British Small Arms etc, as a number of minor repairs which should have been carried out by them, were not done. These were completed by a Mobile Arms detachment from 686 Inf Tps Wksp, RMK.
3. The following list shows a comparison between the number of equipments inspected and the number checked for repair.

<u>Equipment.</u>	<u>No. Inspected.</u>	<u>No. for Wksp.</u>
Carbines M/c Thompson	626	54
Guns M/c Bren	217	14
P.I.A.T.	59	14
Pistols Revolver .38"	146	1
Pistols Signal 1"	27	-
Rifles No. 4 Mk 1	1813	225
Rifles No. 4 Mk 1 (T)	16	-
Rifles No. 1	320	6
QAL 3" Mortars	20	6
QAL 2" "	16	5
Bicycles	32	28
Magazines Bren	4079	16193
" Carbines M/c Thompson	6072	-
Mountings Tripod Bren	19	-
TOTAL	13,512	352

Therefore, out of a total of 3,361 major equipments (less magazines) inspected, 352 required repairs.

4. Units reported that spares were held for rifles only, and were advised to indent on DADOS, 56 HJU for spares to repair other equipments.
5. Armourers were instructed to carry out quarterly inspections (or more often, if necessary) on the lines of the British system and to render reports to their OC and Servitzi, (Rear HQ) in order to keep a check on all Small Arms etc.
6. The Gruppo have placed bicycles on charge to individuals and this has resulted in them being well looked after from the Unit point of view. It was reported that most bicycles were received in a very bad condition from Ordnance and a number inspected and found damaged bore out the statement, (they had not been ridden as the pedals etc, were still assembled inwards).
7. When repairs have been completed (May 9th) the Small Arms etc of the MANTOVA Gruppo will be in a "Very Satisfactory" condition, and fully serviceable.

R.D. Davies

Lieut A.I.A.

for Brigadier.
Deputy Director of Mech Engineering.

5 MAY 1945

Subject: Inspection of Arms

56 HAJ

40A

5 May 45

HQ, Combat Group "MANTOVA"
(155 Artillery Regt)

36A m per

Owing to the shortage of transport, the inspection of arms will be delayed for one day.

The inspection will be on 7th May 45, commencing at 1000 hrs.

W. Daniels
619c

Subject: Inspection of Arms

56 BLU

HQ, Combat Group, "MANROVA"
(for 114 Infantry Regt)

5 May 45

39A

36A refers

Overseas

Owing to the shortage of transport, the Armourer, Sergeant's (W.O. II) R.D. Lt. A.I.A.
inspection has been postponed until the 8th and 9th of May.

The undermentioned Battalions will be inspected on dates mentioned hereunder:

1st and 2nd Battalions 114 Infantry Regt

✓ 8th May 45

HQ and Mortar Coys 114 Infantry Regt

✓ 9th May 45

H. Daniels Lt.

SUBJECT:-- Repair of Small Arms "MANTOVA" Combat Group.

DAI & QIC
56 BLU

Headquarters
No 1 District
CMT
Tel No 5115
1D/IE/134
29 Apr 45.

Reference my 1D/IE/134 dated 26 Apr 45.

1. Please arrange for the following Small Arms etc. to be handed in to the British Mobile Armourers Detachment of 686 Inf Tps Wksp REHE, for repair.
2. The a/n Detachment is at present located in a large white farm building at CINCILANO map ref Q725402, Sheet 22 Italy 1:250,000, approx 6 kilometers north of POGGIBONSI and 686 signs with REHE colours are displayed on road side (right hand side, on Rt 2 to FLORENCE and approx 1 Kilometre North of POGGIBONSI-).

3. Equipments for repair should be clearly labelled and show Unit and Regt to which they belong, in order to avoid confusion when withdrawing after repair.

4. The v/m Small Arms etc should be handed in by Units on 1 May 45, not later than 1600 hrs and will be withdrawn on date and time stated by the Armourer WO II of the Detachment (no repairs are expected to take more than 2 days to complete).

A/Tk Coy 114 Inf Regt Arms for repair.

Carbines M/C Thompson	
No 251686	Fore grip split.
63129	:
59255	:
423670	Backsight bent.

Rifles No 4 Mk I	
No 74138	Screw swivel band U/S. (Unserviceable)
29580	Butt plate U/S.
1216447	Blade foresight deficient.
24358	Bolt locking etc deficient.
79663	Sear spring and bolt locking adjust.
28735	Obstruction in bore.
1410229	:
9897	:

III Bn 114 Inf Regt
HQ Coy (Commando)

Carbines M/C Thompson
No 74261 Backsight repair

Bicycles
No T70977 Chain stay bent.

6191

2. The a/n Detachment is at present located in a large white farm building at CINCIANO map ref Q725402, Sheet 22 Italy 1:250,000, approx 6 kilometers north of POGGIBONSI and 686 signs with REE colours are displayed on road side (right hand side, on Rt 2 to FLORENCE and approx 1 Kilometre North of POGGIBONSI-).

3. Equipments for repair should be clearly labelled and show Unit and Regt to which they belong, in order to avoid confusion when withdrawing after repair.

4. The u/m Small Arms etc should be handed in by Units on 1 May 45, not later than 1600 hrs and will be withdrawn on date and time stated by the Armourer WO II of the Detachment (no repairs are expected to take more than 2 days to complete).

A/Tk Coy 114 Inf Regt Arms for repair.

<u>Carbines M/C Thompson</u>	
No 251686	Fore grip split.
63129	: :
59255	: :
423670	Backsight bent.

<u>Rifles No 4 Mk I</u>	
No 74138	Screw swivel band U/S. (Unserviceable)
29580	Butt plate U/S.
1216447	Blade foresight deficient.
24358	Bolt locking etc deficient.
79663	Sear spring and bolt locking adjust.
28735	Obstruction in bore.
1410229	: :
9897	: :

6191

III Bn 114 Inf Regt
HQ Coy (Commando)

<u>Carbines M/C Thompson</u>	
No 74261	Backsight repair

<u>Bicycles</u>	
No T70977	Chain stay bent.

Rifles No 4 Mk I

No 29637	Springs magazine and platform deficient.
----------	--

II Coy III Bn 114 Inf Regt

<u>Carbines M/C Thompson</u>	
No 150865	Butt slide to be fitted, slide backsight deficient
	Spring recoil U/S, bolt U/S, foregrip U/S.

<u>Guns M/C Bren</u>	
No F7389	Grip handle carrying U/S.

785020

-2-

PIAT
No 10/98666

Bubbles spirit glass, (sights quadrant) U/S.

Rifles No 4
No 11L7955

Butt to be repaired.

Bicycles
No T80923

Right pedal deficient, tubes inner 2 U/S.

IX Coy III Bn 114 Inf Regt

Carbines M/C Thompson
No 26537

Bullet lodged in bore, spring recoil U/S. Bolt U/S.

279883
57689
129922

Bolt U/S.
Springs slide backsight U/S.

Rifles No 4
No V25327

Bolt locking and handguard front repair.

Bolt locking U/S.

Bolt locking U/S.

Bracket butt deficient.

Bicycles
No T73203
T74175

Handlebars bent, tubes inner, valves deficient.
Tubes inner deficient.

XII Coy III Bn 114 Inf Regt

O.M.L. Mortars 3"
No L/22258

Sight to be fitted to bracket.

Bicycles
No T73181
M64871
T108924

Handlebars U/S.

Brake front adjust and tubes inner punctured.
General overhaul.

X Coy III Bn 114 Inf Regt

Carbines M/C Thompson

No 68974

Fore grip split.

O.M.L. Mortars 2"
No L/52630

Clamps traversing U/S. Hammer repair.

Rifles No 4
No 2379

9L9815

30430

9410

Catch safety etc and catch magazine deficient.
Catch safety deficient.

Butt repair and swivels band deficient.

Catch safety deficient and butt plate U/S.

Bicycles
No T107213
T8269

Tubes inner 1 deficient.
General overhaul.

6190

No 26537
279883
57689
129922

Bullet lodged in bore, spring recoil U/S. Bolt U/S.
Bolt U/S.
Bolt U/S.
Springs slide backsight U/S.

Rifles No 4

No V25327
28441
24174
16067

Bolt locking and handguard front repair.
Bolt locking U/S.
Bolt locking U/S.
Bracket butt deficient.

Bicycles

No T73203
T74175

Handlebars bent, tubes inner, valves deficient.
Tubes inner deficient.

XII Coy III Bn 114 Inf Regt

O.M.L. Mortars 3"
No L/22258

Sight to be fitted to bracket.

Bicycles

No T73181
M62871
T108924

Handlebars U/S.
Brake front adjust and tubes inner punctured.
General overhaul.

X Coy III Bn 114 Inf Regt

Carbines M/C Thompson

No 68974

Fore grip split.

O.M.L. Mortars 2"
No L/52630

Clamps traversing U/S. Hammer repair.

Rifles No 4

No 2379
9L9815
30430
9410

Catch safety etc and catch magazine deficient.
Catch safety deficient.
Butt repair and swivels band deficient.
Catch safety deficient and butt plate U/S

Bicycles

No T107213
T8269

Tubes inner 1 deficient.
General overhaul.

II Bn 114 Inf Regt
Hq Coy (Commando)

Carbines M/C Thompson

No 126465
60332

Buffer pilot (fibre disc) deficient. Spring recoil U/S.
Bolt U/S.

Guns M/C Bren
No 3E6119

Sleeve bipod rusted to gas cylinder.

6190

-3-

HQ Coy (Commando) contdRifles No 4

No 10820

15L9611

Butt plate U/S. Bayonet scabbard damaged NFW. (Not fair wear)
 Bayonet to be fitted, damaged NFW

6 Coy II Bn 114 Inf RegtGuns M/C Bren

No Z6948

Sleeve bipod rusted to gas cylinder.

Pistols S & W. 38

No 319308

Comb of hammer broken.

Bicycles

No T111251

70552

T81819

Nut and washers cotter pin deficient.
 Lamp bracket adj. Handlebars bent, rear wheel buckled.
 Forks front bent, brake front adjust.

Mortar Coy 76 Inf RegtCarbines M/C Thompson

No 40540

135130

198127

156306

1771

Spring recoil deficient (broken).
 Bulged barrel. Bolt U/S.
 Slide backsight damaged.
 Pilot buffer (fibre disc) deficient.
 Bolt U/S.

Guns M/C Bren

No Z 4516

X 3235

Sleeves handle carrying and grips handle carrying U/S.
 Refit barrel and barrel locking nut.

Rifles No 4

No 29329

10265

0097

2320

7L3938

22828

28020

T15463

Butt plate U/S.
 : : :
 : : : Butt repair. Protector FS bent.
 Bolt locking adjust.
 Butt plate U/S.
 Blade foresight deficient.
 Butt plate U/S. Butt repair.
 : : :
 : : :

Rifles No 1

No 1396

Handguard front U/S.

O.M.L. Mortars 3"

No L/22267

L/29417

Elevating and traversing bushes worn.
 Sight, bubble spirit glass U/S.

HQ Coy 76 Inf RegtCarbines M/C Thompson

No 219273

170652

Leaf backsight damaged.
 Spring recoil U/S. Foregrip loose.

6183

Bicycles
No T111251
70552
T81819

Nut and washers cotter pin deficient.
Lamp bracket adj. Handlebars bent, rear wheel buckled.
Forks front bent, brake front adjust.

Mortar Coy 76 Inf Regt

Carbines W/C Thompson

No 40540	Spring recoil deficient (broken).
135130	Bulged barrel. Bolt U/S.
198127	Slide backsight damaged.
156306	Pilot buffer (fibre disc) deficient.
1771	Bolt U/S.

Gms W/C Bren
No Z 4516
X 3235

Sleeves handle carrying and grips handle carrying U/S.
Refit barrel and barrel locking nut.

Rifles No 4

29329	Butt plate U/S.		
10265	;	;	
0097	;	;	Butt repair.
2320	Bolt locking adjust.		
7L3938	Butt plate U/S.		
22828	Blade foresight deficient.		
28020	Butt plate U/S.		Butt repair.
T15463	;	;	;

Rifles No 1
No 1396

Handguard front U/S.

O.H.L. Mortars 3"
No L/22267
L/29417

Elevating and traversing bushes worn.
Sight, bubble spirit glass U/S.

HQ Coy 76 Inf Regt

Carbines W/O Thompson

CAROLINE M. V. INDEPENDENT
No 219273
170652
Leaf backsight damaged.
Spring recoil U/S. Foregrip loose.

Rifles No 4
No M1506
M22163

Loose striker.
Barrel bent BLR.

Bicycles
No T69585

Front wheel buckled, spoke missing.

A/Tk Coy 76 Inf Regt

Carbines W/C Thompson

Serials	Remarks
No 94561	Foregrip split.
166826	Bolt V/S.
11208	Buffer pilot (fibre disc) deficient.

-4-

A/Tx Coy contdRifles No 4
No EA22084

Bore obstruction. Butt plate U/S. Spring extractor,
screw swivel and screw protector FS deficient.
Bore obstruction.
Butt plate U/S.
Blade foresight deficient.
Spring bolt locking U/S.
Spring extractor U/S, Screw swivel deficient.

Bicycles
No T83566

Shoe brake front, left, wrong pattern (right).
Screw required for dome of bell.
Rear brake shoes wrongly assembled.
Spokes deficient and rear brake adjust.
Spokes deficient front wheel.
General overhaul (BIR).

T68472
T66574
T8358

The following arms should be handed in for repair on 2 May 45:-

I Bn 76 Inf Regt.
Hq CoyCarbines M/C Thompson.

No. 249938 Foregrip split.
95228 Bulged barrel BIR.
171538 Foregrip split.
20358 "

PIAT.

No. CZ 13351

Stud shoulder piece repair (will not cock).

Rifles No. 4.
No. 15L2376

T 15887 Butt plate U/S.
AH 2221 "
15L2376 "
11347 "
27197A "
T23850 "
AH1139 "
12L2346 "

Bicycles.
No. T73562

6188

Bottom bracket adjust, nuts midguard rear deficient,
pins cotter right replace.

No. 1 Coy, I Bn 76 Inf Regt.Carbines M/C Thompson.
No. 56262

Butt U/S.

Guns M/C Bren.

No T8356

T66472
T66574
T8358

Shoe brake front, left, wrong pattern (right).
Screw required for dome of bell.
Rear brake shoes wrongly assembled.
Spokes deficient and rear brake adjust.
Spokes deficient front wheel.
General overhaul (BLR).

The following arms should be handed in for repair on 2 May 45:-

I Bn 76 Inf Regt.
HQ Coy

Carbines M/C Thompson.

No. 249938
95228
171538
20358

Foregrip split.
Bulged barrel BLR.
Foregrip split.
"

PIAT.
No. GZ 13351

Stud shoulder piece repair (will not cock).

Rifles No. 4.
No. 1512376

T 15887
AH 2221
1512376
11347
27197A
T23850
AH1139
1212346

Butt plate U/S.
"
"
"
"
"
"
"
"

Bicycles.
No. T73562

£188

Bottom bracket adjust, nuts mudguard rear deficient,
pins cotter right replace.

No. 1 Coy, I Bn 76 Inf Regt.

Carbines M/C Thompson.
No. 56262

Butt U/S.

Guns M/C Bren.
No. 1208
X21

Pins firing and spring deficient.
Overhaul (suspect BLR) damaged by Carrier.

PIAT.
No. 10/B34201

Nut clamping sight quadrant to be exchanged or
roughened (serrated).

Rifles No. 4.
No. 2404902
1904212
L1356
Y 1005

Stock forend split. Butt plate U/S.
Bolt locking and trap butt plate deficient.
Swivel & screw band deficient.
Barrel bent (BLR).

-5-

Mortar OML 2"

No. L/127844

Body fractured (BLR).

Bicycles,

No. T81962

Bottom bracket adjust. Screws chain wheel deficient.

No. 3 Coy I Bn 76 Inf Regt.PLAT.

No. IG/A 57123

Shoulder piece adjust (will not cock).

No. 4 Coy, I Bn 76 Inf Regt.Carbines M/C Thompson.

No. 212016

495057

5232185

205243

251363

280401

336013

Slide backsight deficient.

Foregrip split.

Obstruction in bore.

Spring recoil deficient.

Obstruction in bore.

Buffer pilot (disc fibre) deficient.

Foregrip split.

Rifles No. 4.

No. 1604205

S21344

1900422

Butt plate U/S.

" " "

" " "

Levers firing deficient.

OML 2" Mortar.

No. L/127203

OML 3" Mortar.

No. 141/21

Bushes traversing and elevating worn. Suspect barrel
SA manufacture, (to be checked). Range scale for
charge II to be fitted to sight.

In the Field.

R. W. Davies.

Lieut AIA,
for Brigadier,
Deputy Director of Mech Engineering.

6187

No. IC/A 57123

Shoulder piece adjust (will not cock).

No. 4 Coy, I Bn 76 Inf Regt.

Carbines M/C Thompson.

No. 212016

495057

5232185

205243

251363

280401

336013

Slide backsight deficient.

Foregrip split.

Obstruction in bore.

Spring recoil deficient.

Obstruction in bore.

Buffer pilot (disc fibre) deficient.

Foregrip split.

Rifles No. 4.

No. 1604205

S21344

1900422

Butt plate U/S.

" "

" "

QML 2" Mortar.

No. L/127203

QML 3" Mortar.

No. 141/21

Levers firing deficient.

Bushes traversing and elevating worn. Suspect barrel
SA manufacture, (to be checked). Range scale for
charge II to be fitted to sight.

In the Field.

R. W. Davies.

Lieut AIA,
for Brigadier,
Deputy Director of Mech Engineering.

6187

Subject :- Inspection and Repair of Small Arms
Combat Group MANTOVA

SECRET
Headquarters
No. 1 District
CMF
Tele No. 5115
1D/MS/158
26 Apr 45.

DAA & QIG
56 BLU.

1. The AIA (Lieut R. W. DAVIES REAME) will inspect the small arms, machine guns, mountings, magazines, mortars 2" and 3", PIAT's, pistols, and bicycles of the Combat Group MANTOVA in accordance with the following programme :-

PROGRAMME OF INSPECTION

UNIT.	Location for Inspection.	Date.	Time.
A/Tk Coy 114 Inf Regt.	LIGLIANO	27 Apr 45.	0830 hrs.
III Bn	QUEROGROSSA	"	1300 "
II Bn	VAGLIAGLI	8 MAY	0830 "
I Bn	FORTERUDALI	8 MAY	1100 "
HQ	CASTELLERA IN CHIANTI	9 MAY	1530 "
Mortar Coy	RIGAVO	9 MAY	1700 "
HQ 76 Inf Regt	PRESCIANO	29 Apr 45	0915 "
A/Tk Coy 76 Inf Regt	"	"	1030 "
Mortar Coy	"	"	1300 "
I Bn	GUISTRIGONA	30 Apr 45	1000 "
II Bn	MOGLIARO	"	1430 "
III Bn	PIANELLA	1 May 45	0915 "
79 Engrs Coy	S. POLO	"	1300 "
4 Coy & Sigs Coy Engrs	RIETINE	"	1630 "

3. The AIA will be at HQ No. 1 District from 2 May until 4 May inclusive.

4. The following units arms will be inspected by Armourer CMS HALL of the British Mobile Arms detachment att/56 BLU.

UNIT	Date	Time
104 ST Coy	2 May 45	1030 hrs
Fl Wkps	"	"
104 Med Section	3 MAY 45	0830 "
501 Pd Hosp	"	"
248 "	"	"
331 "	"	"
520 "	"	"
Surgical Section	"	"
99 Section Carabinieri	"	"
151 "	4 May 45	1000 "
Camp & Teleradio Coy	"	1300 "

5. The AIA will, inspect the following on his return from HQ No. 1 District.

UNIT	Location for Inspection	Date	Time
A/Tk Coy 114 Inf Regt.	LIGLIANO	27 Apr 45	0830 hrs
III Bn	QUERCEGROSSA	"	1300 "
II Bn	VAGLIAGLI	8 MAY 28 Apr 45	0830 "
I Bn	PORTERUDALI	8 MAY	1100 "
HQ	CASTELLERA IN CHILANTI	9 MAY	1530 "
Mortar Coy	RICAVO	9 MAY	1700 "
HQ 76 Inf Regt	PRESOLANO	29 Apr 45	0915 "
A/Tk Coy 76 Inf Regt	"	"	1030 "
Mortar Coy	"	"	1300 "
I Bn	GULSTRIGONA	30 Apr 45	1000 "
II Bn	MOGLARO	"	1430 "
III Bn	PIANELLA	1 May 45	0915 "
79 Engrs Coy	S. POLO	"	1300 "
4 Coy & Sigs Coy Engrs	RIETINE	"	1630 "
104 ST Coy	MORASTERO	2 May 45	1030 hrs
Pl Wkps	"	"	"
104 Med Section	LUCO	3 MAY 45	0830 "
501 Rd Hosp	"	"	"
248 "	"	"	"
331 "	"	"	"
520 "	"	"	"
Surgical Section	"	"	"
99 Section Carabinieri	RAIDDA	4 May 45	1000 "
151 "	"	"	"
Camp & Teleradio Coy	"	"	1300 "

3. The AIA will be at HQ No. 1 District from 2 May until 4 May inclusive.

4. The following units arms will be inspected by Armourer QMS HALL of the British Mobile Arms detachment att/56 BLJ.

5. The AIA will inspect the following on his return from HQ No. 1 District.

5 Bty 155 Arty Regt	PASSIGNANO	7 MAY 5 May 45	1015 hrs
6 Bty "	S. DONATO	7 MAY	1400 "

6. The remaining artillery btys, OPF, Wkps etc will be inspected when in the area, in accordance with the programme which will be arranged later.

rel 437A
rel 39A
rel 40A
11A2

-2-

7. OC units will ensure that all equipments are laid out for inspection strictly to time and that they are clean and free from oil or grease.
8. Unit Armourers and Armourer Mechanics should be present for this inspection, to clear up any queries they may have.
9. Equipments noted for repair will be repaired by the Mobile Armourers detachment from 686 Inf Tps wks REME in accordance with instructions given by AIA.

In The Field.
RWD/mh.

R.W. Davies
Lt AIA
for Brigadier,
Deputy Director of Mech Engineering.

Units scheduled for inspection on 28th. were not completed due to the equipments being required for an exercise on arrival of G.O.B. 1 District.
only H.A. Coy & No. 6 Coy. of II Bn. were inspected.
Remainder will be completed approximately 6. 8. 35.

29 APR 1945

R.W.D. Lt.

SUBJECT: Carabinieri - MANTOVA Combat Group.

DIRECTORATE OF MILITARY TRAINING
AFHQ CMF

Tel: 11667

DMT/55/5/MT1

15 Apr 45.

56 ELU.

Copy of report on visit of the DAPM to you on 9 Apr 45 is forwarded
for your information.

18 Apr 1945

1198

N. D. Howard
W. B. L.
8484
D.M.T.

To: Provost Marshal,
A.F.H.Q.

SUBJECT: Carabinieri - MATTOVA Combat Group.

Sir,

On the 9 April 1945 I visited 56 BLU, attached to the above designated Group, in order to observe the training of the Carabinieri who were engaged on an exercise in the BENEVENTO area.

I was met on arrival by Major MOORE, DAA & QMG, and spent the remainder of the afternoon visiting the Carabinieri at their Field HQ subjected selected CC.RR to routine questioning, witnessed the convoy's return to the Group's location and observed the CC.RR on traffic duties.

The following noticeable pointers are recorded :-

GENERAL

The general standard attained by this Group is good. The turn out and deportment of the CC.RR was the best I have seen. The personnel are conscious of the fact that their primary function as formation 'Military Police' in forward areas is Traffic Control. Traffic pointsmen were not in every case posted in the most conspicuous position and appear rather slow and hesitant in their signals. This rudimentary state will doubtless improve with more training. Information and Stragglers Posts were established in the harbouring areas and were connected by telephone with CC.RR HQ. I questioned the soldier on duty at the Information Post and he was fully alive to his special duty.

SIGNING

While the signing was intelligible it was not up to British standards. Signs had been painted freehand but I was informed that a shortage of stencil sets was responsible for this and the position is being remedied. The necessity for improvisation of signs was pointed out rather than being dependant on G. 1098 plates. The best erection of signs is understood. Several 'static' signs are held and carried by the section's 3 Ton truck.

MARCH AND TRAFFIC DISCIPLINE

Comparable to our own standards. VTM and MH was perfect. It is recorded that No 1 Serial was due to pass the SP at 1730 hrs. and actually passed one minute late. Personnel of other services are trained in TC duties and consequently are complementary to the CC.RR when the Group is on the move. I joined the column at the SP and went through to the DP without incident. A few minor observations on the line of march were made and recorded by Major MOORE.

selected CC.RR to routine questioning, witnessed the convoy's return to the Group's location and observed the CC.RR on traffic duties.

The following noticeable pointers are recorded :-

GENERAL

The general standard attained by this group is good. The turn out and deportment of the CC.RR was the best I have seen. The personnel are conscious of the fact that their primary function as formation 'Military Police' in forward areas is Traffic Control. Traffic pointsmen were not in every case posted in the most conspicuous position and appear rather slow and hesitant in their signals. This rudimentary state will doubtless improve with more training. Information and Stragglers Posts were established in the harbouring area and were connected by telephone with CC.RR HQ. I questioned the soldier on duty at the Information Post and he was fully alive to his special duty.

SIGNING

While the signing was intelligible it was not up to British standards. Signs had been painted freehand but I was informed that a shortage of stencil sets was responsible for this and the position is being remedied. The necessity for improvisation of signs was pointed out rather than being dependent on G. 1098 plates. The best erection of signs is understated. Several 'static' signs are held and carried by the section's 3 Ton truck.

MARCH AND TRAFFIC DISCIPLINE

Comparable to our own standards. VFM and MFM was perfect. It is recorded that No 1 Serial was due to pass the SP at 1730 hrs. and actually passed one minute late. Personnel of other services are trained in TC duties and consequently are complementary to the CC.RR when the Group is on the move. I joined the column at the SP and went through to the DF without incident. A few minor observations on the line of march were made and recorded by Major MOORE.

It was observed that crash and steel helmets have the letters 'MP' painted on them. I suggested that the CC.RR badge should replace this abbreviation but it appears that no instructions have been received by 56 BLU to this effect. I informed Major MOORE that a ruling would be given and communicated to him.

It is reported that there is little deficiency in G.1098 and personal equipment with the exception of torch batteries.

CONCLUSION

Although I only spent approx five hours with the group, I am confident that all ranks of the CC.RR are well acquainted with their role in the formation and with further training should function successfully in an operational role.

Respectfully submitted.

10 April 1945

L. Agass

Capt.

Deputy Assistant Provost Marshal.

6182

Subject:- Visits 156 Arty Regt.

56 BLU
11 AG

19 Mar 45.

Combat Group MANTOVA.

Reference conversation MAZZINI - MOORE on 19 Mar 45.

1. On 16 Mar 45 Lieut H. T. THOMAS RAMC visited 155 Arty Regt.
2. On visiting No. V and No. II he found that both these groups had constructed Oil and Water cooking apparatus but both stated they were unable to use these as they were unable to obtain oil.
3. Please could this matter be investigated and an explanation sent to this Unit on this non availability.

In The Field.
JEM/mh.

Lt Col,
GS

6181

SUBJECT: - Inspection of 155 Arty Regt.

DAA & QMG

25A

18 Mar 45

I inspected the following Units of 155 Arty Regt on 16 Mar 45.

1. COMANDO

(a) Cookhouse. Has just been moved from a good kitchen. Present one is bad but there is evidence that they intend to make many improvements. No flyproof safe as they have not collected mosquito nets.

(b) Latrines. Bad. I inspected new ones being made which will be good.

(c) Food Store. Bad. Lacks organization. Stated they would make suggested improvements, immediately.

(d) RAP. Dirty. Small ward lacked ventilation.

(e) Canteen. Clean. Equipment hanging with food. Being moved immediately.

(f) Billets. Clean. Ample space.

2. V Gruppo.

(a) Cookhouse. 9 Bty. Dirty. No flyproofing. Have oil and water apparatus but are unable to obtain oil.

10 Bty. Very Bad - dirty. No attempt at cleaning or flyproofing. Have oil and water apparatus but no oil.

(b) Latrines. Extremely Bad. No attempt to dig a fresh pit when old one is full. No covers, wood has been obtained and they are to be made immediately.

(c) Food Store. Bad. No flyproofing. Dirty.

(d) RAP. Dirty.

(e) Billets. 9 Bty. Fair. 10 Bty. Rooms improved by whitewash.

3. II Gruppo.

(a) Cookhouse. Bad - Dirty. Preparation table and cooking instruments very dirty. New stoves being built for wood. Have oil and water apparatus but no oil.

(b) Latrines. Fair. Transportable. Covers dirty.

(c) Food Store. Orderly. No flyproofing. Dirty.

(d) RAP. Small - Clean.

(e) Billets. Good - Clean. (Latrines in main billet clean flushed regularly.)

(c) Food Store. Bad. Lacks organization. Stated they would make suggested improvements, immediately.

(d) RAP. Dirty. Small ward lacked ventilation.

(e) Canteen. Clean. Equipment hanging with food. Being moved immediately.

(f) Billets. Clean. Ample space.

2. V Gruppo.

(a) Cookhouse. 2 Bty. Dirty. No flyproofing. Have oil and water apparatus but are unable to obtain oil.

10 Bty. Very Bad - dirty. No attempt at cleaning or flyproofing. Have oil and water apparatus but no oil.

(b) Latrines. Extremely Bad. No attempt to dig a fresh pit when old one is full. No covers, wood has been obtained and they are to be made immediately.

(c) Food Store. Bad. No flyproofing. Dirty.

(d) RAP. Dirty.

(e) Billets. 2 Bty. Fair. 10 Bty. Rooms improved by whitewash.

3. II Gruppo.

(a) Cookhouse. Bad - Dirty. Preparation table and cooking instrument very dirty. New stoves being built for wood. Have oil and water apparatus but no oil.

(b) Latrines. Fair. Transportable. Covers dirty.

(c) Food Store. Orderly. No flyproofing. Dirty.

(d) RAP. Small - Clean.

(e) Billets. Good - Clean. (Latrines in main billet clean flushed regularly.)

4. IV Gruppo.

(a) Cookhouse. Fair. No flyproofing. This is being made.

(b) Latrines. Extremely good.

(c) Food Store. Fair. Flyproofing being made. Orderly system.

2/.....

-2-

- (d) RAP. Good - Clean.
- (e) Canteen. Fair.
- (f) Billets. Good. Whitewashing general rule.

In The Field,
HTT/ajw

Lt. J. Thomas
for
Lt Col
GS.

6173

Subject:-- Inspection of MT and maintenance system employed in 155 Arty Regt.

*File in Inspection of
Vehicles. 24A*

1. UNITS INSPECTED.

(a) Regimental HQ

(b) No. 2 Group

(c) No. 4 Group

(d) No. 5 Group

N.T.O.

2/Lieut VOLONTI

2/Lieut JUS

2/Lieut LUCHIA

2. Nos 1, 3 and 6 Groups were not available for inspection; Nos 1 and 6 being away at EBOLI on training, and No. 3 which is at BURN ALBERGO will be inspected when 76 Infantry regiment are visited.

3. REGIMENTAL HQ - PAVANARO.

A very definite improvement since my last visit. Task Clock erected. "Parco Manutenzione" established. Maintenance actually being carried out well. ABs 412, 406 and work tickets in operation. Italian type LAD in operation. The MTO, on being questioned, stated that he fully understands and has implemented the system of each vehicle having :-

- (a) Six monthly W/S Inspection.
- (b) Monthly Battery Inspection.
- (c) One day per week off the road for maintenance.

Faults

Vehicle park too small. No proper dispersion of vehicles in case of fire. I suggest that all the Italian make vehicles be disposed of as quickly as possible.

No fire points.

Task diary in ABs 412 not initialled.

No efficient POL store.

4. No. 2 GROUP - MONTESILANO.

A very excellent and well laid out Gun and Vehicle park, properly fenced. Task Clock and "PARCO M" in operation. Condition of vehicles are good, and obviously well oiled, cleaned and greased. ABs 412 and 406 in operation. Some ABs 412 not completed and a shortage of ABs 406. Each vehicle has one day off the road per week.

POL store in operation but fire precautions are poor.

Vehicle park fire points are fair.

The MTO appears to be intelligent and keen on his job.

5. No. 4 GROUP - CAMPANARULO.

The vehicle park is fair, but probably the best available. Task Clock and "PARCO M" in operation efficiently. Vehicles are obviously well maintained, and a great interest taken. POL store in operation, but again

3. PERFORMANCE

A very definite improvement since my last visit. Task Clock erected. "Paroo Maintenance" established. Maintenance actually being carried out well. ABs 412, 406 and work tickets in operation. Italian type LAD in operation. The MVO, on being questioned, stated that he fully understands and has implemented the system of each vehicle having :-

- (a) Six monthly W/S Inspection.
- (b) Monthly Battery Inspection.
- (c) One day per week off the road for maintenance.

Results

Vehicle park too small. No proper dispersion of vehicles in case of fire. I suggest that all the Italian make vehicles be disposed of as quickly as possible.

No fire points.

Task diary in ABs 412 not initialled.

No efficient POL store.

4. No. 2 GROUP - MONTREALINO.

A very excellent and well laid out Gun and Vehicle park, properly fenced. Task Clock and "PAROO M" in operation. Condition of vehicles are good, and obviously well oiled, cleaned and greased. ABs 412 and 406 in operation. Some ABs 412 not completed and a shortage of ABs 406. Each vehicle has one day off the road per week.

POL store in operation but fire precautions are poor.

Vehicle park fire points are fair.

The MVO appears to be intelligent and keen on his job.

5. No. 4 GROUP - CAMPANARELLA.

The vehicle park is fair, but probably the best available. Task Clock and "PAROO M" in operation efficiently. Vehicles are obviously well maintained, and a great interest taken. POL store in operation, but again fire precautions need improvement. ABs 412, 406 and work tickets in operation. Each vehicle gets its one day per week off the road for maintenance. I arrived at 1700 hrs and found the MVO very much "on the job", clad in his overalls and working under a vehicle. Inspection system working.

2/.....sheet.

6. No. 5 GROUP - SERIAL

This Group proved to be somewhat disappointing. The MTO was not available but I interviewed the Group CO. The vehicles are parked by batteries. No. 1 Battery appeared to park only on the side of the road. No. 2 Battery have established a vehicle park, but the park is too small and badly laid out. Group HQ have established a "PARCO M", and have erected a Task Clock. The clock is much too small as also the Parco M which in reality is a small barn. A POL store is in operation but the danger of fire is excessive because of the large amount of straw, and the lack of fire precautions.

General condition of vehicles is found to be poor both in cleanliness and lubrication. The CO stated that the Inspection and the day off the road per week system had been implemented. ABs 412 and work tickets are in operation but ABs 406 appeared to be non-existent.

I think that it will be difficult to find a good vehicle park for this Group because of its geographical position, but I do urge that the group attempt to establish a central vehicle park and maintenance stockade.

16 Mar 45.

6177

COPY

File

23A

Subject:- Visit - Representative of the Military
Secretary, War Office.

CONFIDENTIAL

94 Sub Area
Telo 233
559 A
12 Mar 45

56 BLU

1. Lt Col C.W.G. INCE, GBE MC AMS War office, will visit Italy early in April for a short tour.
2. He is prepared to grant interviews to any officer during his tour, but, owing to the distances to be travelled and the limited time that can be spent in this country, it is requested that only those officers who wish to raise points which cannot be satisfactorily answered locally will present themselves for interview.
3. The number of interviews will be restricted to approximately 12 per day.
4. It is anticipated that Lt Col INCE will be available to interview officers of AFHQ and 5 District on the 2nd April. The exact date however, will be notified as soon as it is known. In order that adjustments to the tour programme for Lt Col INCE may be made as necessary names of officers desiring to be interviewed together with brief details of the points to be raised by each will reach this HQ by 17 Mar 45.

TOS 1600 A
JHIB/LV

(Sgd) ? ? ? ? ?
Major
DAA & JMG

21A refers

GSO II Trg

56 BLU
11 AG
16 Mar 45.

Above copy letter is forwarded for information and any necessary
action.

In The Field.
/mi.

Copy to:- Float file.

W. Moore May
Lt Col.
6176

Subject: Visit - Inspectorate of Army Equipment.

56 BLU
11 AG

12 Mar 45.

CGTU (Adm 151)

94 Sub Area

5 Inspectorate of Army Equipment.

Reference CGTU 65/1/A dated 8 Mar and report of OG No. 5 Inspectorate of Army Equipment.

1. The eight almost new GVP Tents are the property of 5 Italian Combat Group MANTOVA.
2. These are used as a transit camp for BRESCIA railway station for Italian reinforcements arriving, and for all Italian Army personnel in transit.
3. The following are the figures for personnel who have staged at this camp in each week of Feb 45.

1 Feb	532
7 Feb	250
14 Feb	323
21 Feb	179

4. In view of the above figures it is considered that the tents are being put to sufficient use to warrant continuing the camp. The camp is especially useful now that certain outlying auxiliary units of other combat groups are moving. These units stage the night in the Transit Camp previous to moving off by train early on the following morning.

In The Field.
JEM/eh.

14 Col,
GS.

6175

11A

SUBJECT:- Italian Army-Inspection.

Unit Maintenance Inspectorate
("B" Vehicles Section)
H.Q. U.M.I. G.M.F. (Tel 17972)

AF/UMI/63/1 7 Feb '45

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

Copy to:- D.M.E., A.F.H.Q.
D.M.T., A.F.H.Q.
H.M.I.A.
Q. 3 District
D.D.M.E. 3 District
56 B.L.U. —

1. Attached is report by Capt. Plesman of this Inspectorate on Mantova Gruppi.
2. It is suggested that great benefit would result in the implementation of para.5 of his report, since this is the first. Combat Group who have had instruction from this Inspectorate before the issue of their W.E. vehicles.

dec/MD.

W. Gifford
Lieut-Col.,
G.I., U.M.I., G.M.F.

11A9

6174

REPORT BY INSPECTOR OF U.M.I. ON TOUR OF DUTY WITH
MANTOVA COMBAT GROUP ITALIAN ARMY

1. Capt. G.A. Fleeman and 2 Staff Sgts. visited the MANTOVA Combat Group of the Italian Army from 22 Jan to 3 Feb 1945.
2. The Group have not received releases for vehicles against the W/E. The only non-Italian vehicles in the Group are 56 Lorries and trucks, the majority of which are Class V. These 56 vehicles include ambulances and water trucks and other vehicles which have to be used for administrative duties, many were received from other Italian Combat Groups, where they had been used for training drivers and are consequently in a far from satisfactory condition.
3. Two teams for training drivers operate within the Group. Each team is in charge of an Italian officer, with the necessary number of instructors and 3 vehicles per team. A carrier driving school is also operating. These teams visit each unit for a period of 2-3 weeks to give driving instruction. The teams train approximately 70 drivers during the 2-3 weeks period. It is estimated that to date 200 drivers have been trained by this means. 56 M.U. estimate that there are at present 450 fully trained drivers in the Group, this figure includes the 200 mentioned above.
4. Approximately 6 officers and 50 O.R.'s have attended courses at the PASOTD. and several excellent reports have been given, qualifying a number as driving instructors.
5. 56 B.I.U. have an adequate supply of A.B. 412, A.B. 406 and Inspection, Maintenance & Care of Army Vehicles (Wheeled) in Italian. The latter pamphlets have already been distributed to units.

The U.M.I. Increment during the period of its stay visited all units in the Group, giving lectures and demonstrations to all available M.T. officers, M.C.O.'s and drivers, a total of approximately 600 all ranks attended. These lectures and demonstrations covered:-

1. Drivers daily duties.
2. The Daily Task System of Maintenance.
3. The correct oils to be used and periodical oil changes.
4. Driving and road discipline.

At the conclusion of each period, questions were asked, and in the majority of cases the men had grasped what had been told or shown to them. Personnel of the following units displayed particularly keen interest and intelligence:-

104 Engineer Bn.
76 Infantry Regt.
6 Bty. 155 Artillery Regt.

6173

A press of the information given in the lectures has been left with 56 B.I.U. for translation and distribution to units.

5. The conclusions reached by the Inspector are that, considering the very limited number of vehicles available for driving instruction, the best possible use has been made of them, and that those drivers that have been trained show great interest and keenness in vehicles, despite the fact that in a great many cases they have not a vehicle on their charge. To accelerate and improve the training of drivers in the Group, it is essential that more vehicles be made available.

Two teams for training drivers operate within the Group. Each team is in charge of an Italian officer, with the necessary number of instructors and 3 vehicles per team. A carrier driving school is also operating. These teams visit each unit for a period of 2-3 weeks to give driving instruction. The teams train approximately 70 drivers during the 2-3 weeks period. It is estimated that to date 200 drivers have been trained by this means. 56 E.L.U. estimate that there are at present 450 fully trained drivers in the Group. This figure includes the 200 mentioned above.

Approximately 6 officers and 50 O.R.'s have attended courses at the RASCTD. and several excellent reports have been given, qualifying a number as driving instructors.

56 B.L.U. have an adequate supply of A.B. 412, A.B. 406 and Inspection, Maintenance & Care of Army Vehicles (Wheelod) in Italian. The latter pamphlets have already been distributed to units.

4. The U.M.I. Movement during the period of it's stay visited all units in the Group, giving lectures and demonstrations to all available M.T. officers, N.C.O.'s and drivers, a total of approximately 600 all ranks attended. These lectures and demonstrations covered:-

1. Drivers daily duties.
2. The Daily Rank System of Maintenance.
3. The correct calls to be used and periodical oil changes.
4. Driving and road discipline.

At the conclusion of each period, questions were asked, and in the majority of cases the men had grasped what had been told or shown to them. Personnel of the following units displayed particularly keen interest and intelligence:-

104 Engineer Bn.
76 Infantry Regt.
6 Bty. 155 Artillery Regt.

6173

A review of the information given in the lectures has been left with 56 B.L.U. for translation and distribution to units.

5. The conclusions reached by the Inspector are that, considering the very limited number of vehicles available for driving instruction, the best possible use has been made of them, and that those drivers that have been trained show great interest and keenness in vehicles, despite the fact that in a great many cases they have not a vehicle on their charge. To accelerate and improve the training of drivers in the Group, it is essential that more vehicles be made available. It is suggested that if a small number of vehicles were released periodically against the Group's W.E., say 50 vehicles per week, this would benefit the Group in 3 ways:-

1. These vehicles could be allotted to fully trained drivers, and take over various administrative duties, thereby releasing old Class V vehicles for driving instruction. The Group is in a position to supply the necessary driving instructors.

- 2 -

2. The personnel that have already been trained are inclined to lose interest and forget what they have been taught, not being responsible for the care and maintenance of a vehicle. It is certain that great enthusiasm would be kindled and maintained if further vehicles were distributed to units and allotted to the better and keener drivers first.
3. A periodical release of a limited number of vehicles, would alleviate the difficulties likely to be encountered by the Group, if the majority of vehicles have to be drawn from Vehicle Parks and issued to units over a short period. It would also be very advantageous to equip the Italian Workshops at an early date. The Workshops personnel are available, and if the equipment is received, they would be able to get organized in time to deal with all eventualities. If the equipment is not received until the majority of the vehicles have been issued to the Group, undoubtedly a large number of vehicles will be off the road, waiting until the Workshops are in a position to deal with them. There is not a British Workshops attached to this Group, as is the case with other Italian Combat Groups.

3rd February 1945.

GAP/MD.

Sgt: G.A. FLEMMING, Capt.
Inspector.

6172

0119