

ACC

10000 | 120 | 4007

7. BLU

Jul

10000/120/4007

T. BLU

11. Court of Enquiry

July 27, 1946 - Nov. 27, 1946

6091
6146

7 BRITISH LIAISON UNIT
FLORENCE
Tele : 293618 / 23

Ref : BLU/41

27 Nov. 1946

Subject : Court of Inquiry - Loss LANCIA
No. 5663114

To : M.M.I.A.

Ref. your 376/41 A of 21 Nov. 46 (copy to 217 Area).

1. The dayguard of the EXCELSIOR Hotel Garage, named
MAGNILLI, was discharged from his service with the Excelsior Hotel
on the deregulation of the garage some months ago.

2. It is regretted that no disciplinary action can be
taken.

H
H.W. HAMILTON
Major,
GSO II
7 B.L.U.

6146

Copy to : 217 Area

7 BRITISH LIAISON UNIT
FLORENCE
Tele : 293618 / 25

Ref : BUA/11/37

25 November 1946

Subject : Court of Inquiry.

To : GT.
2nd Battalion.

Ref. 025/E/18/PS of 16 November 1946.

1. In accordance with instructions contained in your a/quoted letter Court of Inquiry proceedings (in duplicate) have been forwarded to HQ 217 Area for confirmation.
2. It has been requested that HQ 217 Area should forward these documents to you, on completion.
3. Disciplinary action was taken against CSM HODGSON resulting in a stoppage of pay of £ 4 (four pounds).

File Copy.
bu 36

H.
H.W. HAMILTON
Major,
CSO II
7 B.L.U.

0145

Copy to :- 217 Area (our BUA/11/36 of 23 Nov. 46 refers).

(35)

7 BRITISH HADSON UNIT
FLORENCE
Tele : 293618 / 23

Ref : BHD/11/36

23 November 1946

Subject : Court of Inquiry.

To : 217 Area.

Reference (G) 2nd Echelon letter 02E/A/18/PS of 16 Nov. '46
(copy attached).

1. Herewith court of inquiry proceedings (in duplicate) in respect of injuries sustained by 5671134 L/Cpl. HARVARD P. on 15 July '46.
2. Will you please take action as requested in paras 3 and 4. of above quoted letter.

*File copy.
See 37 + 35.*

Mark.

E.W. HAMILTON
Major,
GSO II
7 B.L.U.

5164

Incl.: (G) 2nd Echelon letter
02E/A/18/PS of 16 Nov. '46

Copy to :- GIC.
2nd Echelon

7 BRITISH LIAISON UNIT
FLORENCE
Tels : 293618 / 23

57 HOD 1/11
11/2 5 Dec 9410
Ref: HOD/11
1 Nov. 1946
1/11

(32)

Subject : Loss of LIAISON No. 50414, 7 B.L.U.

To : 217 Area

1. Reference the following :

- (a) LIAISON A.376 of 26 Sep 46) copies to
- (b) 7 HOD/11 of 4 Oct 46) 217 Area
- (c) DADOS 217 Area Ref. 08/H/3 of 28 Oct. 46
- (d) Telecons MARCOS - BARKER (217 Area) and MARCOS - WOTT (LIAISON) of 1 Nov. 46.

2. In accordance with to-day's verbal instructions, AP's G 998 in triplicate are forwarded herewith duly priced and signed.

3. It is requested that written confirmation be given to the effect that this HQ. does NOT now need to re-convene the Court of Inquiry originally held on 24 July, into the loss of the car from FLORENCE.

C. Barker

C.O. MARCOS
Lt. Col.,
GSO I
7 B.L.U.

Copy to :- M.M.I.A.,
2 B.L.U.

8143

7 BRITISH LIAISON UNIT
FLORENCE
Tels : 293648 / 23

Ref: BLU/11

25 Oct. '46

Subject : Court of Enquiry.

To : G.H.Q. 02E

Ref. your letter 02E/98237/Cas/DP dated 7 Oct. '46.

In accordance with your a/m letter herewith court of Enquiry proceedings in triplicate duly amended.

CM
C.C. MARKES
Lt. Col.,
GSO I
7 B.L.U.

6142

ATQ for info
B/F to me 4 Nov 46
c.c. *Handwritten initials*

7 BRITISH LIAISON UNIT

FLORENCE
Tele : 293618 / 23

Ref : HLU/11

25 Oct. 1946

Subject : Enquiries.

To : 1/6 Section
Allied Screening Commission
ROME

CORSENI MEMO

1. The a/n woman has been to this Office with the attached post card.
2. She states that IL SINDACO has referred the matter to you.
3. This woman lives some distance from FLORENCE and will visit this Office again on 4 November '46. If you have any instructions for her will you please forward them to this H.Q. before 4 November in order that they may be passed on to her.

H.
H.W. HAMILTON
Major,
GSO II
7 B.L.U.

5142

(28)

7 BRITISH LIAISON UNIT
FLORENCE
Tele: 293618-23

Ref: RUM/11

22 Oct. 1946

Subject : AFs G 998

To : D.A.D.O.S.
217 Area

Ref. Land Forces Sub Com. A.C. (MIA) letter A. 376 of
26 Sept 46, copy to you.

1. Attached herewith are AFs G 998 in triplicate in respect of
Lancia Ardea car W.D. No. M 5643114.
2. Will you please complete and return urgently to this HQ. as
these AFs G 998 are required for inclusion in Court of Inquiry
proceedings.

H.W.
H.W. HAMILTON
Major
GSO II

Copy to MIA (no enclosures)

0140

On Friday, 26 July 1946, the Court accompanied by Gdsm. HODGSON, visited the scene of the accident which occurred on route 2 E. The following observations were made :

- (a) - Speed limit notices are displayed on this route stating that the speed limit is 25 mph.
- (b) - 1st class road. Good road surface. Gradual descent.
- (c) - Road bordered by kerb, 10" wide, 5" ht, and line of trees at intervals of 10 ft (approx).
- (d) - At actual scene of occurrence the road is exceptionally wide, and curves gradually, allowing reasonable observation of approaching traffic.

The opinion of the Court is as follows :

1. L/Cpl. HAYWARD sustained his injuries whilst travelling in W.D. vehicle Chevrolet H.U.P. 5905872 on 15 July 1946.
2. L/Cpl. HAYWARD was using W.D. veh. Chevrolet H.U.P. 5905872 for an unauthorised journey on 15 July 1946.
3. Gdsm. HODGSON was driving a W.D. vehicle which was not on his charge, to wit, W.D. veh. Chevrolet 5905872, and using it for an unauthorised journey on 15 July 1946.

4. In view of the extensive damage caused to the vehicle, (see "Report of damage" - Appx. 'A' - and "Vehicle Condemnation Certificate" - Appx. 'B') it would appear that it was being driven as a faster speed than that stated by witnesses L/Cpl. HAYWARD and Gdsm. HODGSON.

Had the vehicle been driven within the prescribed speed limit the Court considers HODGSON would have ample warning of traffic ascending, and approaching from the opposite direction, and even if temporarily blinded by the headlights of an approaching vehicle, would have reasonable opportunity to reduce speed, and, in all probability, stop the vehicle. The Court, therefore, is of the opinion that the damage to W.D. veh. Chevrolet H.U.P. 5905872 resulted from carelessness on the part of Gdsm. HODGSON, but not amounting to gross carelessness.

W. Greenough

W. GREENOUGH, Major Gen. List
(President)

A. Lupton
(Members)

curves gradually, allowing reasonable observation of approaching traffic.

The opinion of the Court is as follows :

1. L/Cpl. HAYWARD sustained his injuries whilst travelling in W.D. vehicle Chevrolet H.U.P. 5905872 on 15 July 1946.
2. L/Cpl. HAYWARD was using W.D. veh. Chevrolet H.U.P. 5905872 for an unauthorised journey on 15 July 1946.
3. Gdmn. HODGSON was driving a W.D. vehicle which was not on his charge, to wit, W.D. veh. Chevrolet 5905872, and using it for an unauthorised journey on 15 July 1946.
4. In view of the extensive damage caused to the vehicle, (see "Report of damage" - Appx. 'A' - and "Vehicle Condemnation Certificate - Appx. 'B'") it would appear that it was being driven as a faster speed than that stated by witnesses L/Cpl. HAYWARD and Gdmn. HODGSON.
Had the vehicle been driven within the prescribed speed limit the Court considers HODGSON would have ample warning of traffic ascending, and approaching from the opposite direction, and even if temporarily blinded by the headlights of an approaching vehicle, would have reasonable opportunity to reduce speed, and, in all probability, stop the vehicle. The Court, therefore, is of the opinion that the damage to W.D. veh. Chevrolet H.U.P. 5905872 resulted from carelessness on the part of Gdmn. HODGSON, but not amounting to gross carelessness.

Greenhough

W. GREENHOUGH, Major Gen-List
(President)

A. Stephen
(Members)

178567 Capt. H.A. STEPHENS M.B.E. R.A.M.C.
(Attd 7 B.L.U.)

I concur with the above opinion of the Court.
Disciplinary action has been taken.

Richards
C.C. MARSH.
Lt.Col.
Commanding 7 B.L.U.

2 Aug 1946

Wt. 54298/709. 128m. 8/44. Orth. St. T51-4733.

Army Form A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(b); also to paragraph 764, et seq. King's Regulations, 1940.

PROCEEDINGS of a*

assembled at

on the

by order of

for the purpose of

enquiring into circumstances
 (a) under which 5671313 L/Cpl P. HAYWARD (S.L.I.)
 sustained injuries whilst travelling in W.D.
 vehicle Chevrolet H.V.P. 5905872 on 15 July 1946.
 (b) of the accident in which damage was
 caused to W.D. vehicle Chevrolet H.V.P.
 5905872 on 15 July 1946

PRESIDENT.

291643. Major W. Greenhough. Gen. Hist.
 (Attd. 7. B.L.U.)

MEMBERS.

178567. Capt. N.A. Stephens. M.B.E. R.A.M.C.
 (Attd. 7. B.L.U.)

IN ATTENDANCE.

The Court having assembled pursuant to order, proceed to
 examine witnesses as per
 statements attached:

6133

2.

1st Witness.

W# 7657941, ^{Edmund} Goldstream Guards, ^{attending 7 B.L. 4} having been duly sworn, states:

On Monday 15 July 1946 I went to the Akollo Cinema in Florence with a friend. Before going to the Cinema I arranged with Corporal Kayward that he should meet me in Florence with the truck and take me back to the billet. I met Kayward at about half past ten and we returned towards the billet but stopped the truck about forty yards from the billet and sat outside it. Kayward was driving the truck up to this time. About half past eleven I suggested we should go home but we decided to have a short ride before going to the billet. I then drove the vehicle down Viale Galilea towards the Ponte di Terna. Kayward was sitting alongside of me in the cab of the vehicle. We were travelling at about thirty miles per hour. The road is very winding and at about the third or fourth bend an American truck came straight towards us with four headlights shining full into my face. I swerved to try and miss him and

Flouence with the truck and take me back to the billet. I met Hayward at about half past ten and we returned towards the billet but stopped the truck about forty yards from the billet and sat outside it. Hayward was driving the truck up to this time. About half past eleven I suggested we should go home but we decided to have a short ride before going to the billet. I then drove the vehicle down Viale Galilea towards the Ponte di Terra. Hayward was sitting alongside of me in the cab of the vehicle. We were travelling at about thirty miles per hour. The road is very winding and as above the third or fourth bend an American truck came straight towards us with four headlights shining full into my face. I swerved to try and miss him and mounted the kerb. On trying to right the car the rear end of the car came completely round and before I had time to stop it I hit the tree. Hayward complained to me that he felt a bit dizzy and I then noticed blood on his forehead. I helped him out of the car and took him to a house nearby. I was

3
 in the house for at least three
 quarters of an hour helping Hayward.
 I then went to the cellar on foot
 and told Mr. Casheyyjohns that we
 had had an accident. I then
 returned to the scene of the accident
 and found that Hayward had been
 removed to the hospital in an
 American jeep. The truck that was
 damaged was removed to REME.
 I don't know anything about the
 American truck which daggled me
 on the curve as it didn't stop.

Questions by Court.

(Q.1) To whom is the vehicle on charge

(A)1. "Colonel Hayward."

Question(2) The vehicle was mechanically
 sound prior to the accident as far
 as you are aware.

(A)(2) - "It was quite all right."

Question(3). "Why were you driving the
 vehicle?"

(A)(3) "I don't know myself. I just said
 if we're going for a ride I'll take
 the truck."

D. Hodgson

one going across the American truck which dazed me on the curve as it didn't stop.

Questions by Court.

(Q.1) To whom is the vehicle on charge
(A)1. "Conrad Hayward."

Question(2) The vehicle was mechanically sound prior to the accident as far as you are aware.

(A)2) - "It was quite all right."

Question(3) - "Why were you driving the vehicle?"

(A)3) "I don't know myself. I just said if we're going for a ride I'll take the truck."

D. Hodgson

Friday 26 July 1946 Court, accompanied by Adam. HODGSON visited scene of accident.

Question 4 "Why were you exceeding the area speed limit of 25 miles per hour?"

Answer "I was just guessing the speed I don't know what speed I was going."

D. Hodgson

44.

Ind. Willem

Wp T 10687877 L. Cpl
G. TYE, R.A.S.C. (att'd 7 B.C.V.), having been
duly sworn, states:

"I don't know anything
about the accident as I sleep at the
Waldorf Hotel in Florence and it was
not until I came to the office the
following morning that I knew there
had been an accident."

Question by Court:

To whom is Chevrolet H.V.R. 5905872
on charge

Answer "On Monday night (15.7.46) I
handed the vehicle over to Cpl Hayward
and instructed him to collect the
Naafi on Tuesday morning. He didn't
sign for the vehicle."

Question (2)

Was the work ticket completed
for the journey for the Naafi.
(A) 2. "No sir, I gave him a new ticket
for the vehicle. Work tickets are
signed daily and not overnight."

Question 3

As N.C.O in charge of transport did
you authorise the use of the vehicle
for the journey made on Monday
evening.

A) 3. "No sir."

All witness 4.

Personnel of the

had been an accident."

Question 1 by Court.

To whom is Chevrolet HUP 5905872 on charge

Answer 1 "On Monday night (15.7.46) I handed the vehicle over to Cpl Hayward and instructed him to collect the Naafi on Tuesday morning. He didn't sign for the vehicle."

Question 2

Was the work ticket completed for the journey for the Naafi.

(A) 2. "No sir. I gave him a new ticket for the vehicle. Work tickets are signed daily and not overnight."

Question 3

As NCO in charge of transports did you authorise the use of the vehicle for the journey made on Monday evening.

(A) 3. "No sir."

Question 4

Is it usual for personnel of the unit to arrange for unit transports to pick them up after ~~sorts~~ attending entertainments in Florence.

(A) 4. "No sir. There are trams always running."

G. Hays.

5.
3rd Witness 7557122 S Cdr PATHERJOHNS.
J.E. R.A.O.C. (Attd 7 B.V.) having been
duly sworn, states:

" The first I knew of the accident was sometime between midnight on the 15 July and 7 am on 16 July 1946. I was in bed and HODGSON came into my room and woke me up. He told me he had been out in the truck and had an accident, having hit a tree. He also said that Cpl Hayward had a cut on his head and a cut on his knee. I was under the impression that the accident was only slight as I was not told that Hayward had been removed to hospital or that it was necessary to tow the truck away. I told Hodgson we would sort it out in the morning. That's all I know about it.

Question⁽¹⁾ by Court

Did you authorise the use of the chevrolat 5905872 for the journey made by Cpl Hayward or Hodgson on Monday evening?

Answer⁽¹⁾. Definitely not. It is possible that my signature will be on the work ticket authorising daily detail, as signed in the morning, for conveying personnel to and from the

6185

my room and where the apt. He told me he had been out in the truck and had an accident, having hit a tree. He also said that Cpl Hayward had a cut on his head and a cut on his knee. I was under the impression that the accident was only slight as I was not told that Hayward had been removed to hospital or that it was necessary to tow the truck away. I told Hodgson we would sort it out in the morning. That's all I know about it.

Question by Court

"Did you authorize the use of the chevrons 5905872 for the journey made by Cpl Hayward or Hodgson on Monday evening?"

Answer "Definitely not". It is possible that my signature will be on the work ticket authorizing daily detail, as signed in the morning, for conveying personnel to and from the office.

J. S. B. J. S. S. J. S.
J. S. B. J. S. S. J. S.

6135

Statement by 5671413 L/Cpl HAYWARD, P., on accident which took place at about 23.59 hrs on 15 July 1946 in the Viale Galileo, FLORENCE.

" At about 23.00 hrs on Monday 15 July 1946 I left the billet and drove Chevrolet 5905872 to a cafe about a hundred yards from the billet. I went in and saw Hodgson and picked him up with intention of returning to the billet. He was not drunk by any means, he was quite sober. We were in the cafe for about half an hour before we actually left. Hodgson then drove the vehicle. He drove down Viale Galileo towards the Ponte de Terra. We were chatting quite normally in the truck and then I saw approaching a car or truck, I don't know what it was, with brilliant lights. I just don't remember what happened after in what until I came round after in what turned out to be an Italian doctor's house. I don't think Hodgson was driving fast at the time of the accident. He was going quite a normal speed as usual. Hodgson must have been blinded with the headlights of the other car and pulled over too far to the left and the bumper must have caught the tree.

1/6p 0134
Hb.
R. Hayward
23rd July

6

14th witnesses. 5671413 R/Cpl. HAYWARD P.
(S.L.1) attached 7. B.C.U. sworn state:

"On Monday evening, 15 July 1946, I had been working on ration's until about half past seven, and then started to get the chevrols 5905872 ready for a trip to Bologna on Tuesday. At about 11 pm I left the billet and drove the truck to a cafe about a hundred yards from the billet. I went in and saw Hodgson and picked him up with the intention of returning to the billet. He was drunk by any means, he was quite sober. We were in the cafe for about half an hour before we actually left. Hodgson then drove the vehicle. We drove down Viale Galilei towards the Ponte de Terra. We were chatting quite normally in the truck and then I saw approaching a car or a truck, I don't know what it was with brilliant lights. That I don't remember what happened after that until I came round after in what turned out to be an Italian Doctor's house. I don't think Hodgson was driving fast at the time of the accident. He was going quite a normal speed as usual. I think Hodgson must have been blinded with the headlights of the other car and pulled over ^{into} the far to the right and the bumper must have caught the tree.

There were four

11 pm I left the hotel with my truck to a cafe about a hundred yards from the hotel. I went in and saw Hodgson and picked him up with the intention of returning to the billet. He was drunk by any means, he was quite sober. We were in the cafe for about half an hour before we actually left. Hodgson then drove the vehicle. We drove down Viale Galilei towards the Ponte du Tera. We were chatting quite normally in the truck and then I saw approaching a car or a truck, I don't know what it was with brilliant lights. I just don't remember what happened after that until I came round after in what turned out to be an Italian Doctor's house. I don't think Hodgson was driving fast at the time of the accident. He was going quite a normal speed as usual. I think Hodgson must have been blinded with the headlights of the other car and pulled over. The car to the right and the bumper must have caught the tree.

Question 1 For what purpose were you using the truck?
Answer 1 "For recreation."

Question 2 Did you have a work ticket signed and authorising the journey?
Answer 2 "No, sir."

Question 2 Did you obtain authority from anyone for the use of the truck.

Answer 3. "No sir."

Question 4 Is the vehicle on your charge.

Answer 4. "No sir."

Question 5 Why was Hodgson driving the vehicle if you took it out.

Answer 5. "He simply got in and drove it and there was no

Question asked.

Question 6 What, in your opinion, was the speed of the truck just before the accident.

Answer 6. "Approximately twenty-five mph."

Question 7. Did Hodgson arrange for you to pick him up as Florence after he had attended the cinema.

Answer 7. "I can't remember. The first time I saw him, was when I went to the Cafe."

Question 8. As far as you are aware the truck was mechanically sound prior to the accident.

Answer 8. "I should say yes."

R. B. Wood
23rd July 1961.

On Friday, 16 July 1946, the Court, accompanied by Edman HODGSON, visited the scene of the accident which occurred on route 2 E. The following observations were made

- (a) Speed limit notices are displayed on this route stating that the speed limit is 25 mph.
- (b) 1st class road. Good road surface. Gradual descent.
- (c) Road bordered by kerb, 10" wide x 5" ht, and line of trees at intervals of 10 ft (approx).
- (d) At actual scene of occurrence the road is exceptionally wide, and curves gradually, allowing reasonable observation of approaching traffic.

The opinion of the Court is as follows:
0132

1. L/Cpl. HAYWARD sustained his injuries whilst travelling in W.D. vehicle Chevrolet H.V.P. 5905872 on 15 July 1946.

on this route stating that the speed limit is 25 mph.

(b) 1st class road. Good road surface.
Gradual descent.

(c) Road bordered by kerb, 10" wide x 5" ht, and line of trees at intervals of 10 ft (approx)

(d) As actual scene of occurrence the road is exceptionally wide, and curves gradually, allowing reasonable observation of approaching traffic.

The opinion of the Court is as follows:
6132

1. L/Cpl. HAYWARD sustained his injuries whilst travelling in W.D. vehicle Chevrolet H.V.P. 5905872 on 15 July 1946.
2. L/Cpl. HAYWARD was using W.D. veh. Chevrolet H.V.P. 5905872 for an unauthorised journey on 15 July 1946.
3. Adam HODGSON was driving a W.D. vehicle which was not on his charge. To wit, W.D. veh. Chevrolet 5905872, and

missing it for an unauthorised journey on 15 July 1946.

4. In view of the extensive damage caused to the vehicle, (see "Report of damage" - Appx "A" - and "Vehicle Condemnation Certificate - Appx "B") it would appear that it was being driven at a faster speed than that stated by witnesses L/Cpl HAYWARD and Gdman HODGSON.

Had the vehicle been driven within the prescribed speed limits the Court considers HODGSON would have ample warning of traffic ascending, and approaching from the opposite direction, and even if temporarily blinded by the headlights of an approaching vehicle, would have reasonable opportunity to reduce speed, and, in all probability, stop the vehicle. The court therefore is of the opinion that the damage to W.D. veh. Chevrolet H.V.P. 5905872 resulted from carelessness on the part of Gdman HODGSON, but not amounting to gross carelessness.

W. Cunningham Major. G.W.

Condensation
it would appear that it was being driven at a faster speed than that stated by witnesses L/Cpl HAYWARD and Edman HODGSON.

Had the vehicle been driven within the prescribed speed limit the Court considers HODGSON would have ample warning of traffic ascending, and approaching from the opposite direction, and even if temporarily blinded by the headlights of an approaching vehicle, would have reasonable opportunity to reduce speed, and, in all probability, stop the vehicle. The court therefore is of the opinion that the damage to W.D. veh. Chevrolet H.V.P. 5905872 resulted from carelessness on the part of Edman HODGSON, but not amounting to gross carelessness.

W. Greenhough Major. G. H. (President)

R. A. Stephens Capt. (member)

I concur with the above opinion of the Court. Disciplinary action has been taken

W. H. 7844

10.
Subject: Traffic Accident.

To:
7 B.L.U. CMF.

From:
607 L of C Workshop REME.

Appendix "A"
36
607/28

Phone: 217 Area 97

Chevrolet H.U.P. WD 5905872

Ref your BLU/10 dated 17 July 1946

A. Herewith inspection report of damage sustained by A/M vehicle involved in a traffic accident:-

1. Chassis twisted and broken. +
2. Front bumper bar badly damaged
3. Front of drivers cab badly damaged
4. R/H Front road spring broken
5. L/H Front road spring (main leaf only) damaged
6. R/H Headlamp smashed.
7. Steering box mounting plate broken
8. Steering column bent
9. Both front windscreens broken
10. Steering wheel buckled
11. R/H Front top of drivers cab damaged
12. R/H Front shock absorber damaged
13. Radiator smashed
14. Fan blades smashed
15. Instrument panel damaged
16. Steering drag link damaged
17. Engine rear supports damaged
18. Engine sump damaged

B. In view of + vehicle is BIR'd and will be returned to RVP and most probably reduced to salvage.

C. Please find attached BIR certificate in respect of this vehicle.

D. Please ACK.

CMF.
19 July 46

.....*Watson*.....Capt.
O.C. 607 L of C Wksp RE ME

Copy to: DADME HQ 217 Area for information

(4246). Wt. 12385/2221. 33mm. 5/44. C.&S.L.P.&P.Co., Ltd. T81-408.

Army Form A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(b); also to paragraph 764, et seq., King's Regulations, 1940.

PROCEEDINGS of a Court of Enquiry
 assembled at Flournoy C.M.F.
 on the 19th July 1946
 by order of Lt. Col. C.O. HAYES GSO. I.
7 B.L.U. Order No. 17 dated 17 July 1946.

for the purpose of inquiring into circumstances :
in which 567443 L/Opl. P. HAYWARD (B.L.U.) sustained
injuries whilst travelling in W.D. vehicle Chevrolet HUP
5905372 on 15 July 1946.

(b) of the accident in which damage was caused to W.D. vehicle
Chevrolet H.U.P. 5905372 on 15 July 1946.

PRESIDENT.

291643 Major W. GREENOUGH Gen List (Attd 7 B.L.U.)

MEMBERS.

170567 Capt. H.A. HENNING M.D.S. R.A.M.C. (Attd 7 HUP)

IN ATTENDANCE.

CHIEF CLERK

The Court having assembled pursuant to order, proceed to
 examine witnesses as per statements attached :

6130

1st WITNESS

No. 26734 Glen

WITNESS B. (Colbertson Gurnin) attached 7 B.L.O.,
having been duly sworn, states:

"On Monday 19 July 1946 I went to the MOLO Ghana in Florence with a friend. Before going to the Ghana I arranged with Corporal HAYWARD that he should meet me in Florence with the truck and take me back to the billet. I met HAYWARD at about half past ten and we returned towards the billet but stopped the truck about forty yards from the billet and got out side it. HAYWARD was driving the truck up to this time. About half past eleven I suggested we should go home but we decided to have a short ride before going to the billet. I then drove the vehicle down VIALE GARIBOLDI towards the PIAZZA DI PRATO. HAYWARD was sitting alongside of me in the cab of the vehicle. We were travelling at about thirty miles per hour. The road is very winding and at about the third or fourth bend an American truck came straight towards us with four headlights shining full into my face. I swerved to try and miss him and mounted the kerb. On trying to right the car the rear end of the car came completely round and before I had time to stop it I hit the tree. HAYWARD complained to me that he felt a bit dizzy and I then noticed blood on his forehead. I helped him out of the car and took him to a house nearby. I was in the house for about three quarters of an hour helping HAYWARD. I then went to the billet on foot and told Mr. PATRICKSON that we had had an accident. I then returned to the scene of the accident and found that HAYWARD had been removed to the hospital in an American jeep. The truck that was damaged was removed to S.S.M.S. I don't know anything about the American truck which dangled us on the curve as it didn't stop."

Questions by Court.

(Q.1)- To whom is the vehicle on charge?

(A.1)- "Corporal HAYWARD"

(Q.2)- The vehicle was mechanically sound prior to the accident as far as you are aware.

(A.2)- "It was quite all right".

(Q.3)- Why were you driving the vehicle?

(A.3)- "I don't know myself. I just said if we're going for a ride I'll take the truck".

B. HUGHES

Friday 26 July 1946. Court accompanied by Glen. HUGHES visited scene of accident.

Question 4. "Why were you exceeding the area speed limit of 25 miles per hour?"

Answer "I was just guessing the speed I don't know what speed I was going".

Centre going to the billet. I then drove the vehicle down VILLE GALLIES towards the PONTON in PIERRE. HAYWARD was sitting alongside of me in the seat of the vehicle. He was travelling at about thirty miles per hour. The road is very winding and at about the third or fourth bend an American truck came straight towards us with four headlights shining full into my face. I swerved to try and miss him and mounted the kerb. On trying to right the car the rear end of the car came completely round and before I had time to stop it I hit the trees. HAYWARD complained to me that he felt a bit dizzy and I then noticed blood on his forehead. I helped him out of the car and took him to a house nearby. I was in the house for about three quarters of an hour helping HAYWARD. I then went to the billet on foot and told Mr. RAINBOLD that we had had an accident. I then returned to the scene of the accident and found that HAYWARD had been removed to the hospital in an American jeep. The truck that was damaged was removed to B.M.E. I don't know anything about the American truck which dangled me on the curve as it didn't stop."

Questions by Court.

(Q.1)- To whom is the vehicle on charge?

(A.1)- "Corporal HAYWARD"

(Q.2)- The vehicle was mechanically sound prior to the accident as far as you are aware.

(A.2)- "It was quite all right".

(Q.3)- Why were you driving the vehicle?

(A.3)- "I don't know myself. I just said if we're going for a ride I'll take the truck".

A. HEDGON

Friday 26 July 1946. Court accompanied by Gdn. HEDGON visited scene of accident.

Question 4. "Why were you exceeding the area speed limit of 25 miles per hour?"

Answer "I was just guessing the speed I don't know what speed I was going."

B. HEDGON

Q. 113

No. 3/10687877 1/001.
Q. 113, N.A.S.O. (ated. 7 D.I.U.) having been
daily shown, states :-

"I don't know anything about the accident as I sleep at the
WALLING Hotel in FLORENCE and it was not until I came to the O.A.I.C. this
following morning that I knew there had been an accident."

Question (1) by Court.

- "To whom is Chevrolet N.U.P. 5905672 on charge?"

Answer

(1) "On Monday night (15.7.46) I handed the vehicle over to Cpl.
RAYMOND and instructed him to collect the N.A.P.I. on Tuesday
morning. He didn't sign for the vehicle."

Question

(2) "Was the work ticket completed for the journey for the N.A.P.I.?"

Answer

(2) "No Sir, I gave him a new ticket for the vehicle. Work tickets
are signed daily and not overnight."

Question

(3) "As N.A.S.O. in charge of transport did you authorize the use of
the vehicle for the journey made on Monday evening?"

Answer

(3) "No Sir."

Question

(4) "Is it usual for personnel of the Unit to arrange for Unit transport
to pick them up after attending entertainments in Florence?"

Answer

(4) "No Sir. There are taxis always running."

Q. 113.

8128

3rd WITNESS

7587422 A/Cdr. PATTERSON J.E.
R.A.C.O. (Attd 7 B.I.U.) having been
early sworn station :-

"The first I knew of the accident was sometime between midnight on the 15 July and 2 a.m. on 16 July 1946. I was in bed and HOBSON came into my room and woke me up. He told me he had been out in the truck and had an accident, having hit a tree. He also said that Cpl. HAYWARD had a cut on his head and a cut on his knee. I was under the impression that the accident was only slight as I was not told that HAYWARD had been removed to hospital or that it was necessary to tow the truck away. I told HOBSON we would sort it out in the morning. That's all I know about it."

Question (1) by Court.

"Did you authorize the use of the Chevrolet 5905372 for the journey made by Cpl. HAYWARD or HOBSON on Monday evening?"
"Definitely not. It is possible that my signature will be on the work ticket authorizing daily detail, as signed in the morning for conveying personnel to and from the Officer."

Answer (1)

J.E. PATTERSON.

1128

4th WITNESS

507143 1/1. RICHARD F. (S.L.I.) attached B.L.O.)
 sworn, etc. as :-

"On Monday evening, 15 July 1946, I had been working on rationing until about half past seven, and I then started to get the Chevrolet 5909872 ready for a trip to HOLLAND, on Tuesday. At about 11 p.m. I left the billet and drove the truck to a cafe about a hundred yards from the billet. I went in and saw HENRICH and picked him up with the intention of returning to the billet. He wasn't drunk by any means, he was quite sober. We were in the cafe for about half an hour before we actually left. HENRICH then drove the vehicle. He drove down VIALA STREET towards the POINT DE VUE. We were chattering quite normally in the truck and then I saw approaching a car or a truck. I don't know what it was, with brilliant lights. I just don't remember what happened after that until I came round after in what turned out to be an Italian doctor's house. I don't think HENRICH was driving fast at the time of the accident. He was going quite a normal speed as usual. I think HENRICH must have been blinded with the headlights of the other car and pulled over too far to the right and the lorry must have caught the tree".

Question 1.
 Answer 1.

- "For what purpose were you using the truck?"
 "For recreation".

Question 2.
 Answer 2.

- "Did you have a work license signed and authorising the journey?"
 "No Sir".

Question 3.
 Answer 3.

- "Did you obtain authority from anyone for the use of the truck?"
 "No Sir".

Question 4.
 Answer 4.

- "Is the vehicle on your charge?"
 "No Sir".

Question 5.
 Answer 5.

- "Why was HENRICH driving the vehicle if you took it out?"
 "He simply got in and drove it and there was no questions asked".

Question 6.
 Answer 6.

- "That, in your opinion, was the speed of the truck just before the accident?"
 "Approximately twenty five mph".

Question 7.
 Answer 7.

- "Did HENRICH arrange for you to pick him up at HOLLAND after he had attended the cinema?"
 "I can't remember. The first time I saw him was when I went to the cafe".

Question 8.
 Answer 8.

- "As far as you are aware the truck was mechanically sound prior to the accident?"
 "I should say yes".

R. HENRICH 1/0pl.
 25 July 1946

- Question 1.
Answer 1.
- "For what purpose were you using the truck?"
"For recreation".
- Question 2.
Answer 2.
- "Did you have a work ticket signed and authorizing this journey?"
"No Sir".
- Question 3.
Answer 3.
- "Did you obtain authority from anyone for the use of the truck?"
"No Sir".
- Question 4.
Answer 4.
- "Is the vehicle on your charge?"
"No Sir".
- Question 5.
Answer 5.
- "Why was HODGKIN driving the vehicle if you took it out?"
"He simply got in and drove it and there was no questions asked."
- Question 6.
Answer 6.
- "What, in your opinion, was the speed of the truck just before the accident?"
"Approximately twenty five mph."
- Question 7.
Answer 7.
- "Did HODGKIN arrange for you to pick him up at MONROE after he had attended the Cinema?"
"I can't remember. The first time I saw him was when I went to the cafe".
- Question 8.
Answer 8.
- "As far as you are aware the truck was mechanically sound prior to the accident?"
"I should say yes".

E. HAZARD 2/Cpl.
23 July 1946.

On Friday, 26 July 1946, the Court accompanied by Gdn. HEDGSON, visited the scene of the accident which occurred on route 2 E. The following observations were made:

- (a) - Speed limit notices are displayed on this route stating that the speed limit is 25 mph.
- (b) - 1st class road. Good road surface. Gradual descent.
- (c) - Road bordered by h-rb, 10" wide 5' ht, and line of trees at intervals of 10 ft (approx).
- (d) - At actual scene of occurrence the road is exceptionally wide, curves gradually, allowing reasonable observation of approaching traffic.

about no release
W. GEMFORTH, Major Gen. List
(President)

W. G. Gemforth Capt
SYMINGTON
(Members)
178567 Capt. H.A. SYMINGTON M.B.E.
(Atbl 7 B.L.U.)

Opinion of Commanding Officer

In my opinion:

1. L/Cpl. HAYWARD sustained his injuries whilst travelling in W.D. vehicle Chevrolet H.U.P. 5905872 on 15 July 1946. He was not on duty but not to blame for the accident.
2. Gdn. HEDGSON was driving a W.D. vehicle which was not on his charge, to wit, W.D. veh. Chevrolet 5905872, and using it for an unauthorised journey on 15 July 1946.
3. In view of the extensive damage caused to the vehicle, (see "Report of damage" Appx "A" and "Vehicle Confirmation Certificate - Appx "B") it would appear that it was being driven at a faster speed than that stated by witnesses L/Cpl. HAYWARD and Gdn. HEDGSON. Had the vehicle been driven within the prescribed speed limit the Court considers HEDGSON would have ample warning of traffic ascending, and approaching from the opposite direction, and even if temporarily blinded by the headlights of an approaching vehicle, would have reasonable opportunity to reduce speed, and, in all probability, stop the vehicle. The Court, therefore, is of the opinion that the damage to W.D. veh. Chevrolet H.U.P. 5905872 resulted from carelessness on the part of Gdn. HEDGSON, but not amounting to gross carelessness.

at least on release
 W. CRIMMOND, Major Gen. List
 (President)

John Stephen Capt
 STEPHENS
 (Member)
 178567 Capt. H.A. STEPHENS MCN R.A.L.C.
 (Attd 7 B.L.U.)

Opinion of Commanding Officer

In my opinion:

1. L/Cpl. HAYWARD sustained his injuries whilst travelling in W.D. vehicle Chevrolet H.U.P. 5905372 on 15 July 1946. He was not on duty but not to blame for the accident.
2. Gen. HEDGSON was driving a W.D. vehicle which was not on his charge, to wit, W.D. veh. Chevrolet 5905372, and using it for an unauthorised journey on 15 July 1946.
3. In view of the extensive damage caused to the vehicle, (see "Report of damage" Appx "A" and "Vehicle Confirmation Certificate - Appx "B") it would appear that it was being driven as a faster speed than that stated by witnesses L/Cpl. HAYWARD and Gen. HEDGSON. Had the vehicle been driven within the prescribed speed limit the Court considers HEDGSON would have ample warning of traffic ascending, and approaching from the opposite direction, and even if temporarily blinded by the headlights of an approaching vehicle, would have reasonable opportunity to reduce speed, and, in all probability, stop the vehicle. The Court, therefore, is of the opinion that the damage to W.D. veh. Chevrolet H.U.P. 5905372 resulted from carelessness on the part of GEN. HEDGSON, but not amounting to gross carelessness.

John Haynes
 C.C. MANNING
 Lt. Col.
 Commanding 7 B.L.U.

18 507
 8 Aug. 1946

Subject : Traffic accident.

607/28

Phone : 217 Area 27

To :

7 B.I.U., C.M.F.

From :

607 L of C Workshop RUM.

Chevrolet V.U.F. NO 5905872.

Ref your RMU/40 dated 17 July 1946

A. Herewith inspection report of damage sustained by a.m. vehicle involved in traffic accident, :-

1. Chassis twisted and broken.
2. Front bumper badly damaged.
3. Front of drivers cab badly damaged.
4. R/H front road spring broken.
5. L/H front road spring (main leaf only) damaged.
6. R/H headlamp smashed.
7. Steering box mounting plate broken.
8. Steering column bent.
9. Both front windscreen broken.
10. Steering wheel buckled.
11. R/H front top of drivers cab damaged.
12. R/H shock absorber damaged.
13. Radiator smashed.
14. Fan blades smashed.
15. Instrument panel damaged.
16. Steering drag link damaged.
17. Engine rear supports damaged.
18. Engine sump damaged.

B. In view of + vehicle is BLR'd and will be returned to MVR and cost probably reduced to salvage.

C. Please find attached BLR certificate in respect of this vehicle.

D. Please ACK.

6122

CMF

19 July 46

.....Capt.
O.C. 607 L of C Workshop RUM

Ref your MH/40 dated 17 July 1946

4. Herewith inspection report of damage sustained by A.M. vehicle involved in traffic accident. :-

1. Chassis twisted and broken. +
2. Front bumper badly damaged.
3. Front of drivers cab badly damaged.
4. R/H front road spring broken.
5. L/H front road spring (main leaf only) damaged.
6. R/H headlamp smashed.
7. Steering box mounting plate broken.
8. Steering column bent.
9. Both front windcreens broken.
10. Steering wheel buckled.
11. R/H front top of drivers cab damaged.
12. R/H shock absorber damaged.
13. Radiator smashed.
14. Fan blades smashed.
15. Instrument panel damaged.
16. Steering drag link damaged.
17. Engine rear supports damaged.
18. Engine sump damaged.

2. In view of + vehicle is BIR's and will be returned to RVP and most probably reduced to salvage.

3. Please find attached BIR certificate in respect of this vehicle.

2. Please ACK.

0124

CAF
19 July '46

.....Capt.
O.C. 607 A of C Workshops RAME

Copy to :- DATES IN 217 Area for information

0588

Appendix 'A' to 217/112/163 dated 6.7.15

VEHICLE INFORMATION CERTIFICATE

O.C. (UNIT) 7 R.I.U.

Serial No. 607/2140

Date 18.7.15

1. The u/a vehicle ~~is~~ ^{is} is/are certified beyond local repair and to ~~be~~ ^{be} ~~repaired/accident/repairs~~ ^{and} and will be struck off unit charge.

R.I. No.	Make & Type	Classification	Reasons for R.I.R.
5 5405872	Chev. L.V.	IV	Engine 3/3 Chassis twisted Body work damaged.

2. Please arrange to publish Part A Order transferring this/these ~~is~~ ^{is} vehicle ~~to~~ ^{to} to No. 19 R.V.P. R.A.O.D. to whom the vehicle ~~is~~ ^{is} ~~evacuated.~~ ^{will be}

Distribution : Unit
No. R.V.P. (by post)
to accompany vehicles
File

J. NATHAN 6123
.....Capt. Rank
O.C. NIMS

'X' Delete words invariable.

1. Top u/a vehicle (or) is/are certified Beyond Local Repair and to state/accident/severe 'X' and will be struck off unit charge.

No.	Make & Type	Classification	Reasons for B.L.R.
3 5405872	Chev. E.U.	TV	Engine U/S Chassis twisted Body work damaged.

2. Please arrange to publish Part X Order transferring this/severe 'X' vehicle (or) to No. 19 R.V.P. A.A.C.D. so when the vehicle (or) will be evacuated.

Distribution : Unit
No. R.V.P. (by post)
to accompany vehicles
File

J. SATHYAN
.....Capt. Rank
C.O. 10811

6123

'X' Delete words inapplicable.

ACU 179/446
 ADU 1251/2544
 A 1252/ Aug 46

C.C.

Action as follows:-

(a) re-type, as indicated, in
 duplicate.

(b) add

W. GREENHOUGH, Major, General

Stephens

Opinion of Commanding Officer

In my opinion

1. He was not on duty
 but not to blame for the accident.

2. (as for para 3)

3. (as for para 4)

6122

(b) add

W. GREENHOUGH, Major, Quoted

Stephens

Opinion of Commanding Officer

In my opinion

1. He was not on duty,
but not to blame for the accident.

6122

2. (as for para 3)

3. (as for para 4)

7 BRITISH LIAISON UNIT
 HONOLULU
 Tele : 293618/23

Ref : HBU/41

4 October 46

Subject : Court of Inquiry - Lanola No. 564314

To : S.S.I.A.

Reference your letter A 576 of 26 Sept. 46 and telecon.
 HAMILTON - HAWAII of 2 Oct. '46.

1. Receipt of copy of Convening Order is acknowledged and fresh copies are being made.
2. 2 S.I.U. have been requested to forward completed AIC G 993 in triplicate.
3. No copy of the GWP report is held in this Office. HJ 217 Area have been contacted and will send a signed copy of this report.
4. On the return of the GSO I the court will be reconvened and new evidence introduced. It is pointed out that this court will consist only of the president and one member on the other original member, Major W. CRUICKSHANK, has proceeded on release.
5. On completion documents will be forwarded as directed in para 4 (c) of your a.m. letter.

H. W. Hamilton

H. W. HAMILTON
 Major,
 GSO II
 7 S.I.U.

Copy to :- 217 Area (telecon. HAMILTON - S/Capt. A of 2 Oct. 46 refers)
 - 2 S.I.U. (telecon. HAMILTON - GSO II of 2 Oct. refers)

7 B.L.U.
CAF
18 July 1946

7 B.L.U. - ORDER No. 16
by Lt. Col. C.O. MARKES G.S.O.I

1. A Court of Inquiry composed as under will assemble at Hq. 7 B.L.U. (Piazza della Stazione 1 FLORENCE) at 0900 hrs on 24 July 46 to inquire into the circumstances of the loss of LANCIA Car W.D. 5643114 in use by Major THURUP at FLORENCE on the Night of 23 July 46.
2. Composition of the Court:

President Lt. Col. C.C. MANOIS L.F. 7 B.L.U.

Members Major W. GREENHOUGH att'd 7 B.L.U.

S/Cdr. PATTERSON J.E. - 7 B.L.U.
3. Evidence will not be taken on oath.
4. The Court will not express an opinion (vide K.R. 769 para (b))
5. The undermentioned witnesses will attend,

Major THURUP
Italian driver of Major THURUP } 2 B.L.U.
to arrange

Civilian guard of Excelsior Garage. Military Manager, Excelsior Hotel,
please arrange for attendance.
6. Lt. STORACE 7 B.L.U. will be in attendance as interpreter.

7 BRITISH LONDON UNIT
FLORENCE
Tele : 293618 /23

Ref : ME/11

4 Oct. 1946

Subject : Count of Laundry - Lancia No. 5643144

To : 2 A.I.B.

Reference M.M.I.A. letter A 376 of 26 Sept. 46, copy
to you.

Will you please forward AFs G 998, in triplicate, signed
by DAA & QMG.

P
D.S.M. GREEN
Major,
DAA & QMG

Copy to :- M.M.I.A.

6119

Ref 27/10/25/32

MILITARY POLICE MEMO

Appendix A.

To: Officer Commanding
227 Provost Company
C. M. Police

Submitted to
Coy Officer and

Sir, I have to report that at BELLARIA on the 24th June 46 about 1900hrs, I was on duty at Headquarters 227 Provost Company C.M. Police, when Opt. BELLAS, C.M. Police entered the Charge Room, with No. 349380 Pte. BARKER R. of the 2nd L.N. D.C.L. L. 227 area, a wanted absentee who was suspected of stealing cars.

Upon interrogation, Pte BARKER admitted to us that he had stolen a Lancia car, from BELLARIA on or about the 10th of June and also a Lancia car from BELLARIA, on the 20th June 46 from outside HQ 227 area. He further stated that he had sold the Lancia to a civilian in BELLARIA for 150,000Lira and the Lancia was still he had left in a farmhouse yard on the BELLARIA Route.

Submitted to
AM on:-

I instructed Opt. BELLAS, to proceed and endeavour to locate the car where the Mercedes Benz had been parked, and, I, accompanied by Sgt. A. BROWN, C.M. Police, Lt. Opt. GILBERT, C.M. Police and Pte BARKER proceeded to BELLARIA, in order to recover, if possible the Lancia.

On arrival in BELLARIA, Pte BARKER directed us to the house of Pte Marcello, No. 65 Vias Roma BELLARIA, who had been being confronted with Pte BARKER admitted having bought the vehicle concerned, for the sum of 150,000Lira, and he directed us to the garage where it had been hidden.

Distribution:

On arrival at the garage the door was unlocked, and inside I saw a Lancia car, which although the numbers had been scrapped off resembled the car which had been reported as stolen from BELLARIA on the 14th June 46, and was on charge to Major Pte 40 of the No. 2 D.I.B.

Pte. BARKER upon seeing the vehicle admitted that it was the vehicle he had stolen from BELLARIA.

I arrested Pte BARKER and handed him over to the Carabinieri Station at BELLARIA, to be held pending trial.

Upon examining the Lancia, I found that it had no petrol in the tanks and decided to have it towed to the Petrol Point, where after being filled up it was to be driven back to the garage of 227 Prov. Coy. C.M. Police in Bologna, to await disposal instructions.

Having arrived at the Petrol Point and being filled up, I was about to replace the cap when a flame suddenly appeared from the engine, and before my attention could be brought into play the vehicle was a blazing mass. I gave instructions, immediately for the vehicle to be towed away from the Petrol Pumps, this was done, and every effort was made to extinguish the flame, but without success, with the result, that the car was a total wreck.

The remains were removed, to a place where they would not obstruct vehicles entering and leaving the Petrol Point, and were recovered by, were informed to remove it to Bologna.

On my arrival at HQ 227 Prov. Coy. C.M. Police, with Pte. BARKER, I was informed by Opt. BELLAS, that the Lancia had been removed from the farm yard by some Italian personnel.

I then instructed Pte. BARKER to place the Lancia into the tank

Submitted to
and on:-

BRUCE, C. Police entered the garage house, when no. 247 area, a wanted absentee
PARKER R. of the 2nd In. D.C.B. L. area 247 area, a wanted absentee
who was suspected of stealing cars.

Upon investigation, Pte PARKER admitted to me that he had stolen a
LADA car, from STATION on or about the 10th of June and also a MARCELLO
from STATION, on the 20th June 46 from outside its 247 area. He
further stated that he had sold the LADA to a civilian in RIVOLI for
150,000 lire and the MARCELLO with he had left in a farmhouse yard on
the RIVOLI Route.

I instructed Cpl. MILES, to proceed and endeavour to locate the
farm where the MARCELLO had been parked, and, I, accompanied by
Sgt. A. MUM, C.C. Police, L/Opl. GARDNER, C.C. Police and Pte PARKER
proceeded to RIVOLI, in order to recover, if possible the LADA.

On arrival in RIVOLI, Pte PARKER directed us to the house of PIVI
MARCELLO, No. 65 VIA M. MARCELLO, who was being contacted with.
Pte PARKER admitted having bought the vehicle concerned, for the sum
of 150,000 lire, and he directed us to the garage where it had been
hidden.

On arrival at the garage the door was unlocked, and inside I saw
a LADA car, which although the numbers had been scraped off

resembled the car which had been reported as stolen from STATION
on the 14th June 46, and was on charge to MAJOR TAYLOR of the No. 2
B.I.U.

Pte. PARKER upon being shown the vehicle admitted that it was the
vehicle he had stolen from STATION.

I arrested PIVI, MARCELLO and handed him over to the Carabinieri
Station at RIVOLI, to be held pending trial.

Upon examining the LADA, I found that it had no petrol in the tanks
and decided to have it towed to the Petrol Point, where after being
filled up it was to be driven back to the garage of 227 Pro. Coy. C.C. Police
in Bologna, to await disposal instructions.

Having arrived at the Petrol Point and being filled up, I was about
to replace the cap when a flame suddenly appeared from the engine, and
before any extinguishers could be brought into play the vehicle was a
blazing mass. I gave instructions, immediately for the vehicle to be
towed away from the Petrol Point, this was done, and every effort was
made to extinguish the flames, but without success, with the result,
that the car was a total wreck.

The remains were removed, to a place where they would not obstruct
vehicles entering and leaving the Petrol Point, and the Recovery Sec,
were informed to remove it to STATION.

On my arrival at the 227 Pro. Coy. HQ, with Pte. PARKER, I was
informed by Cpl. MILES, that the MARCELLO had been removed from
the farm yard by some POLICE personnel.

I then instructed Sgt. BROWN to place Pte PARKER into the RIVOLI
GARAGE ROOM, to be treated as a Special prisoner.

Every effort is being made to locate the Polish troops who removed
the MARCELLO from the Farm House.

C.C.P.

6913845

Davis NO. L. (1922)
(S. W. DAVIS) 182.
227 Provt Coy C.C. Police.

26th June 46

Attachments:- Statements by: Pte PARKER - Sgt BROWN -

Pte PARKER - Receipt for Special prisoner
American Motor Cycle - PIVI, MARCELLO

A.M.S. Report of Arrest for PIVI, MARCELLO.

Report by Cpl. MILES - AGO 3513 (S. W. T.)

Statement by PIVI Antonio - Pte ALBERTI. D.I.

Recd 2.7.46

0 5 9 8

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

Subject:- Fire to Stolen Vehicle

VOLUNTARY STATEMENT BY

N° 14766006 PTE THORNER R.
N° 3 SECTION 372 PETROL POINT
RLMINI

Who states:-

That at RLMINI, on the 25th June 46, about 0130 hrs, I was on duty at the PETROL POINT, where I was approached by an RSM of the Military Police, who informed me that he had a stolen vehicle and was returning to BOLOGNA with it, and wished to draw PETROL. I checked up on this and saw two cars outside my office. In the first one I noticed a Military Policeman in duty order and another person sitting beside him with handcuffs on. The second one was on tow. There I saw a SGT of the Military Police standing beside it, and a civilian in the passenger seat.

I then began to pump the petrol and the Sgt attended to the Petrol Pipe. When the tank was full the Sgt put the pipe back on the pump, while I was checking the amount of Petrol given, when all of a sudden there was an explosion and the car caught fire.

I sent the duty truck for the Orderly Officer, and then began to tackle the fire, with the aid of all concerned I managed to put the fire out. When the Orderly Officer arrived the fire was well under control and removed from the Point. I then had the car removed to the Guard Room, where it is now awaiting collection by RME for conveyance to MILITARY POLICE HQ. I could not state how the fire occurred, "There were no naked lights".

Sgd 14766006 PTE THORNER R.

5117

C O P Y S T A T E M E N T

By:- 2818551 SGT A. BOOTH
227 Provost Coy; CMP
BOICOM

Who states:-

That on the night of the 24-25 June 46, I, accompanied RSM DAVIS R. of this Company to Rimini, in order to investigate the case of a stolen requisitioned car, known to have been sold to a civilian. This we found, and after making it ~~we~~ roadworthy, it was towed to the petrol point, myself at the steering wheel. I assisted No 14766006 PTE THORNER of the 372 PETROL POINT (he being on duty) to fill the tank, after the filling of the tank I went to put the pipe back on the pump, I heard an explosion, and ~~when~~ on turning I saw that the car was in flames, at this moment the car was burning fast.

RSM DAVIS ordered the burning vehicle to be towed away from the pump. This was done, and with the aid of all present the fire was brought under control. As a result of the fire the car became a total wreck and my Cap S.D. was destroyed.

I could not state how the fire occurred as there were no naked lights and the engine of the car was switched off.

Sgt. A. Booth SGT

8116

STATEMENT UNDER CAUTION

By:- N° 5445280 PTE PARKER R.
 'A' COY 2nd BN.
 D.C.L.I.

Who states:-

That I have been cautioned that I need not say anything unless I wish to do so and that anything I do say may be taken down in writing and used in EVIDENCE.

Sgd. R. PARKER

At NAPLES about the 10th of JUNE 1946, I was in the 92 Br GENERAL HOSPITAL, under going treatment. Myself with another 8 decided to escape from this hospital, this we did by boring a hole in our ward floor into the next ward below, as we knew this to be unoccupied, from this ward our escape was easy and we just walked out of the Grounds.

We stopped the night just outside NAPLES catching the NAPLES - ROME train between the hours of 7 and 8 next morning. Only three of us arrived in ROME and we all split up. From Rome we got a lift into Florence here again we were split up and only two of us remained, (myself and another by the name of HILL).

At FLORENCE we went to a Garage, there we saw an Italian we asked if we could take our car out, but he made no reply so we just got in and drove away. From there we went to Florence for two days staying at a house of HILL'S FRIEND also a soldier and also an absentee. Neither of us had any money, so I sold all the tools that were in the car fetching 2000 Lire I was introduced by HILL to the wife of his pal. On the day we decided to leave Florence I went into a room to change my shirt, it was then I noticed the 2000 Lire was missing. I then became suspicious of all three, meaning the wife and the other two soldiers, knowing that the wife also had no money.

I told these three about the missing 2000 but they all denied having seen it.

From there we went to FERRARA but just before we got to FERRARA we decided to have some coffee? I myself going ahead into the Cafe, at this moment I heard the motor start and I realised what they were trying to do so I jumped into the car again. We arrived at FERRARA and the other two went to order some coffee, this time I saw my chance and I managed to get away with the car myself.

From FERRARA I went straight down to RIMINI, here I decided to get rid of the car, and I sold it to a civilian for the sum of 150,000 Lire. With the 150,000 Lire I bought myself some clothes, shoes and a watch and spent most of the money going with PROSTITUTES. I then decided

Sgd. R. PARKER

At NAPLES about the 10th of JUNE 1946, I was in the 92 Br GENERAL HOSPITAL, under going treatment. Myself with another 8 decided to escape from this hospital, this we did by boring a hole in our ward floor into the next ward below, as we knew this to be unoccupied, from this ward our escape was easy and we just walked out of the Grounds.

We stopped the night just outside NAPLES catching the NAPLES - ROME train between the hours of 7 and 8 next morning. Only three of us arrived in ROME and we all split up. From Rome we got a lift into Florence here again we were split up and only two of us remained, (myself and another by the name of HILL).

At FLORENCE we went to a Garage, there we saw an Italian we asked if we could take our car out, but he made no reply so we just got in and drove away. From there we went to Florence for two days staying at a house of HILL'S FRIEND also a soldier and also an absentee. Neither of us had any money, so I sold all the tools that were in the car fetching 2000 Lire I was introduced by HILL to the wife of his pal. On the day we decided to leave Florence I went into a room to change my shirt, it was then I noticed the 2000 Lire was missing. I then became suspicious of all three, meaning the wife and the other two soldiers, knowing that the wife also had no money.

I told these three about the missing 2000 but they all denied having seen it.

From there we went to FERRARA but just before we got to FERRARA we decided to have some coffee? I myself going ahead into the Cafe, at this moment I heard the motor start and I realised what they were trying to do so I jumped into the car again. We arrived at FERRARA and the other two went to order some coffee, this time I saw my chance and I managed to get away with the car myself.

From FERRARA I went straight down to RIMINI, here I decided to get rid of the car, and I sold it to a civilian for the sum of 150,000 Lire With the 150,000 Lire I bought myself some clothes, shoes and a watch and spent most of the money going with PROSTITUTES. I then decided to leave RIMINI for BOLOGNA. This I did by changing into my civilian clothing and paying the sum of 400 Lire to be conveyed into BOLOGNA by a civilian truck.

At BOLOGNA I changed back into uniform again, ~~this~~ I bought with me all the way. I then met up with a mate of mine, telling him that my previous sentence being washed out, we went and had a good time with two prostitutes. I myself paid. The next day I met another fellow and the same ~~occurrences~~ occurrences of the night before were repeated. Wherever he went I went with him in a car. On the morning of the 20/6/46 I was left in the car outside his billet, it was here I decided to leave Bologna, I got into the driver's seat and drove away. On going along the FORLI ROUTE something went wrong with the car so I turned off the main road to the back of a farmhouse. I told the

there that I was going to fetch a machine and got a lift back into BOLOGNA again.

From the 20th to the 25th June 46 I just hung around BOLOGNA, about 1600 hours on the 25th I was seen by the driver of the car I stole at Bologna. He and his mates chased me and I was stopped by a civilian and taken to the MILITARY POLICE HQ.

I then informed the RSM of the MILITARY POLICE of the whereabouts of both cars, informing him that the one that was stolen from Florence I sold in RIMINI.

About 2100hrs I was accompanied by the RSM and a SGT to RIMINI where I pointed out the person I sold the car to. We then went to a Garage there I saw the car with its four wheels missing, but I was informed by the civilian that the wheels were in another garage, these were brought back and put on the car. The car was then towed to the Petrol Point for refuelling, ~~driver~~ During this process it caught fire.

Sgd. R. PARKER

I have read over the above statement, it is true and is made voluntary and I have had the opportunity of making any alterations where necessary but do not wish to do so.

Sgd. R. PARKER

Statement written down, and read over to me by N° 2818551 SGT A. BOOTH in the presence of N° 14521153 L/C HALLIS G. both of 227 PROVOST COMPANY C.M. POLICE.

Sgd. R. PARKER

INTERVIEW OF SUBJECT

I interviewed RIVI Marcello son of Giuseppe aged 31, residing in Miami at 18055 Viale Regimiera, here he mentioned that I am not obliged to say anything unless I wish to do so, and that anything I do say will be taken down in writing and may be used in evidence.

Sgt. RIVI Marcello

On the 18th or 19th June 1963, about 10.00 hrs, I was walking along the main road that runs around Miami, when a vehicle bearing the word "Mafia" on the side, bearing an allied number, stopped next to me and a soldier wearing summer I.D., uniform got down from it. The latter approached me and asked me if I could get him some petrol, to which I answered no. He then addressed to me saying we if I could lend him the sum of 2,000 lire, for which he would leave. I left as the vehicle as planned, until he would have brought me back the sum. I answered that it was not possible, he then offered to me the vehicle on sale for the sum of 300,000 lire. After a short argument we agreed on the price of 150,000 lire, which I said to him immediately, and took possession of the vehicle. The soldier had argued with me, that if within a week he would have brought me back the money, I should have given him the vehicle back. Before handing over the vehicle to me, the soldier scratched some on it the allied number.

The above statement has been made by me voluntarily, and I have had the occasion to alter or add anything in it, which it is true and correct.

Int.
A.S.

Sgt. RIVI Marcello.

6113

0 6 0 4

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

STATEMENT UNDER CAUTION CONCERNING THE CASE OF

BERETTA PISTOL N° 763412
Cal. 9 and 8 rounds ALMO.

By:- N° 5445280 PTE PARKER R.
A. COY. 2nd BN
D.C.L.I.

Who states:-

That I have been cautioned that I need not say anything unless I wish to do so and that anything I do say will be taken down in writing and may be used in EVIDENCE.

Sgd. R. PARKER

The PISTOL that was found to have been thrown away by me at the time of my arrest, "Is and was not mine". This ~~is~~ Pistol belongs to either HILL or his pal. This was left in the car when I took it at FERRARA. This pistol was sold by a civilian to one of these soldiers. If the case arises for me to produce a witness this I can do so. Why this pistol was kept by me is because, if I threw it away some one would have picked it up and may have caused injuries, and if I was caught selling it it would only make matters worse for me. Why I threw it away was because I didn't want anyone to say that I had held them up or anything like that, which I could have easily done.

Sgd. R. PARKER

I have read over the above statement, it is true and correct, and is made voluntary and I have had the opportunity of making any alterations where necessary.

Sgd. R. PARKER

0112

227/Pro/25/34

227 Provost Company, C.S. Police

I have to report that at 1800 hrs, on the 20th June 46 about 1800 hrs, I was on duty at HQ 227 PROVOST Coy, C.S. Police where I was approached by N° 5445280 PFC PARKER D.C.L.I., att HQ 217 AREA, who handed over to me--

N° 5445280 PFC PARKER

2nd BATT. D.C.L.I.

also a BERNARD PINOCH N° 763412 and seven (7) rounds of ammo, which he had taken from the soldier. He stated that PARKER was the person who had stolen his car N° Cap/45912038 WATSONS BURN, from outside of 217 AREA BURN, on the 20th June 1946.

I arrested the a/n soldier and conveyed him to the TOWN GUARD ROOM, BOLTON, where he was handed over to HCO 1/e to be detained as a special prisoner.

About 1840 hrs, I proceeded to the house of PIERRE ANTONIA, SAN NICCOLO, DI VARENNIA N° 110, about 15 miles south of BOLTON, on ROUTE 9, where PARKER stated that he had left the car on the 20th June 46, owing to a mechanical fault. On my arrival I found the vehicle missing, and on questioning the woman she stated that three (3) POLISH SOLDIERS had taken the car away about 1500 hrs that day, and travelled in the direction of TOLLA. The number of the Polish Jeep was 5660093 and serial number on windscreen was 2215, and on the bumper was a REHARD SIGN. I toured the TOLLA area and surrounding village but was unable to locate any Polish Unit.

Bolton

5054111

Cpl

25/6/46

227 Provost Company, C.S.

D.C.L.I., Sgt HQ 217 ARMY, who handed over to me:-

N° 5445280 FOR PARMER

2nd BATT. D.C.L.I.

also a BERETTA PISTOL N° 765412 and seven (7) rounds of AMMO, which he had taken from the soldier. He stated that PARMER was the person who had stolen his car N° Cap/45519538 MERCEDES BENZ, from outside of 217 BSA HILLERS, on the 20th June 1946.

I arrested the a/c soldier and conveyed him to the ROYAL GUARD ROOM, BOLOGNA, where he was handed over to HGO i/c to be detained as a special prisoner.

About 1840 hrs, I proceeded to the house of FIRINI ANTONIA, SAN NICOLA' DI VARECHINA N° 110, about 15 miles south of BOLOGNA, on ROUTE 9, where PARMER STATED that he had left the car on the 20th June 46, owing to a mechanical fault. On my arrival I found the vehicle missing, and on questioning the woman she stated that three (3) POLISH SOLDIERS had taken the car away about 1500 hrs that day, and travelled in the direction of FLORENCE. The number of the Polish Jeep was 5660093 and serial number on windscreen was 2215, and on the bumper was a MERCEDES SIGN. I toured the FLORENCE area and surrounding villages but was unable to locate any Polish Unit.

BOLOGNA

25/6/46

5054111

Cpl

227 Provost Company, GMP
(P. Knibbs) A/S Group 27 BV

Statements by:- PTH ALDRIDGE, FIRINI ANTONIA,
3.3518 (marketot) for MERCEDES BENZ.

7/Pro/25/31

C O P Y S T A T E M E N T

By: No 6352786 PWS ALDRICH

P.C.I.I. att 217 AREA HQ

I, 6352786 PWS ALDRICH W, left my car No CAF/M5919616 outside the Camp Billets of 217 Area for the purpose of going upstairs for some cigarettes. I was gone for two minutes, and when I returned the car was missing, also Pte PARKER who being a member of my Regiment, I left in charge of the vehicle, at approx 1400 hrs, I notified the HQO 1/e GARAGE, who in turn notified the ARMS Office at HQ 217 AREA. At about 1840 hrs, 24 June 46, I saw PARKER, and on seeing me he made an attempt to escape. I gave chase assisted by CSM F. MCGLOWAY and DTR DELL. While running away he threw away a revolver, we caught him and an Italian gave me the revolver. I conveyed him to HQ 217 PROTEST COR to CPL KINNE, to be detained.

Sgd. W. ALDRICH P.C.I.I.

att HQ 217 AREA, BOLOGNA

6110

C O P Y

TO: PIRINI ANTONIA
SAL NICOLO' DI VARECHIA 110
Prov. of BOLOGNA

Who states:-

On the 20th June, about 1400 hrs, a soldier of unknown nationality, came here with a GARIBOLDI car N° CAP/45219638. The s/m soldier after having asked me for a drink, told me he was going for a mechanic, to repair the vehicle.

Yesterday, the 23rd June, four Polish soldiers stopped to ask me who had left the car, after which they left, only to return the next day with a jeep and towed the GARIBOLDI away. The jeep in which the Polish soldiers were riding, bore the number 5660093, and on the windshield the numbers 2215, and the GARIBOLDI SIGN. They went in the direction of BOLOGNA.

In faith, as above.

Sgt. PIRINI ANTONIA

6109

7 BRITISH LIAISON UNIT
PLATEAU
Tola: 293618-23

REF: HLI/11

17 Sept 1946

Subject : Court of Enquiry - Lancia No. 5643114

To : 217 Area

Ref. your signal AG 2 dated 12 Sept 46.

1. Covering order was forwarded to MIA. Our HLI/11 dated 18 July refers.
2. C.M.P. report returned to MIA under cover of HLI/11 dated 30 July 1946.
3. This M. has never been in possession of the AF G 998 in respect of the a/a veh.

W. H. G. Jones
D.S.L. GREGG
Major
IMA & GIB

Copy to : MIA
2 B.L.U.

FILE

6108

7 BRITISH LIAISON UNIT
FLORENCE
Tele: 293618-23

Ref: BEN/11

18 Sept 1946

Subject: Courts of Inquiry

To: 2nd Echelon

5672413 L/Cpl. HAYWARD P.

Ref. your OZE/9837/Cas DP dated 6 Sept 1946.

1. It is regretted that no member of the Court of Inquiry is at present with this HQ., Maj Greenbough having proceeded on Release and Lt. Col. C.C. MARKES the President of the Court and the man's C.O. being at present on Privilege in UK. *Balls*
2. Lt. Col. MARKES is due to return to this HQ. during the first week in October.
3. Under these circumstances it is suggested that para 3 of your letter be left in abeyance until Lt. Col. MARKES's returns.

P
D.S.L. GREGSON
Major
DAA & QM

6107

7 BRITISH LIAISON UNIT
FLORENCE
Tel. 295618 - 23

18

Ref.: HAY/11

6 Sept. 1946

See 19.

Subject: Court of Enquiry - loss of Lancia
No. 5643114

To : Major THURP, DAA & GSC, 2 B.L.U.
Geneva

1. Attached is a copy of letter A 376 dated 26 August '46 from B.M.I.A. requesting copies of certain documents in connection with the loss of your "Lancia" car No 5643114 at Florence on the night of 12/11 June '46.
2. The requested information is not held at this office. In order to expedite this matter I would suggest that you forward this information, which I understand you hold, direct to B.M.I.A.

John
D.E.L. GREGORY
Major
DAA & GSC

See 17.
Copy to: Hq. B.M.I.A. your A 376, 26 Aug. 46 refusa

8108

16

7 BRITISH LIAISON UNIT
FIATANCE
Tele. 293618-23.

SUBJECT: Court of Enquiry.

REF: TEL/11

To : G.H.Q. C.S.E. C.H.F.

27 AUG '46.

Ref your ORE/98237/cas/DP dated 21 AUG '46.

In accordance with your a/m letter herewith 3 copies of the proceedings of the Court of Enquiry.

D.S.L. GREGSON
D.S.L. GREGSON
Major
IMA & GE.

6105

7 EXTREME LIAISON UNIT
FLORENCE
Tele: 293613-25

15

REF: DMH/11

29 July 1946

Subject : Loss of Vehicles - LAMOTA 564311A

To : HQ. M.H.I.A.

— see 10

Ref. your A 376 dated 10 July 46.

Herewith Court of Enquiry proceedings in original and three copies
in type on the loss of the a/n vehicle.

N

H.W. HAMILTON
Major
GSO II

6104

Wt. 54298/769, 128m, 3/44, Orch. St. T. A.

Army Form A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(b); also to paragraph 764, et seq., King's Regulations, 1940.

PROCEEDINGS of a* Court of Inquiryassembled at Hq. 7 B.L.U. FLORENCEon the 24 July 46by order of Lt. Col. C.C. MARTINGen. 7 B.L.U.

for the purpose of inquiring into the circumstances of the loss of LANCIA Car W.D. No. 564311, in use by Major SMITH at FLORENCE on the night of 10/11 June.

PRESIDENT.

Lt. Col. C.C. MARTIN (IF) O.C. 7 BLU

MEMBERS.

Major W. GREENOUGH. Gen.L. attd 7 BLUS/Cdr J.E. PARSONS, O.W.O. 7 BLU

IN ATTENDANCE.

Interpreter Lt. STORACE (Italian Army) attd 7 BLU

The Court having assembled pursuant to order, proceed to
examine the witnesses.

1st Witness No. 67395 Major H.E. P.F. MINUP - S. Stafford Regt, states: -

"I am DAA & QIC of No. 2 B.L.U. GEF, GENOA, and in the course of my duties I visited 7 BLU in FLORENCE on the 10 June '46. I travelled to FLORENCE, with a civilian driver MANLIO PIOVANO who belongs to my BLU, in LANCIA Car W.D. No. 564311.

.....2/

6103

- 2 -

I stayed over the night 10/11 June at the Excelsior Officers Transit Hotel, RAVENNA, parking my car for the night in the Excelsior Hotel Garage situated a short distance from the Hotel. At approximately 1900 hrs on 10 June '46 I dismissed the car and driver, PIGNONE, telling the latter to park the car in the Excelsior Garage and giving him the ticket I obtained from the Hotel management authorizing me to use the Hotel Garage.

At approx. 2150 hrs the same night PIGNONE telephoned to me at the Hotel and asked me if I had taken my car from the Garage as it was no longer there. I immediately went round to the garage, met PIGNONE, and marched without success for the car. I also interrogated the car office custodian on night duty at the Garage who stated that there he was on duty at 2300 hrs no car answering the description of my LAMBIA car had gone out of the Garage. I immediately informed the PIGNONE detachment of American G.I.s. (17th Inf) giving them full particulars of the car: after this I went in a G.I.s. vehicle to the Italian Quarters, where I again made a full report of my loss of the car. The Quarters then arranged to interview the two custodians of the Hotel Garage who had been on duty up to 2100 hrs on 10 June '46. I was present when these custodians, MARCELLO ALVINO and CARLO CARRERI, were interrogated by members of the Quarters. Even then I understood that 3 persons, who appeared to be British Soldiers in uniform, had entered casually and loitered about the Garage premises at approx 2000 hrs. The custodians were under the impression that they might be military drivers.

Subsequently my LAMBIA car was stored up and driven out of the Garage with all 3 of these persons inside it.

On the same night, at approx 0200 hrs. 11 June, my driver PIGNONE accompanied an Italian Civil Police patrol which searched the PIGNONE area and roads for my car, but without success. Early on the morning of 11 June '46 I gave full particulars of the case to the Italian G.I.s. and also to 227 Pro. Coy (BALONA) on 12 June '46.

My next definite news of the car was when P.O. NATE of 227 Pro. Coy telephoned me in G.I.s. and informed me that my LAMBIA car had been found by him at PIGNONE, had been towed to a petrol point there and filled with petrol, after which it had been taken into PIGNONE for no known reason, and burnt itself out. When I arrived at the Excelsior Hotel on 10 June '46 I inquired at the reception desk for a "safe garage" for my car. I was given a ticket for the Hotel Garage which I was told was guarded and which I knew to be regularly used by U.S. vehicles. At that time I knew of no system by which special printed tickets and instructions (specimen copy attached at page 4) issued by the Garage to control the entry and exit of all cars using the Hotel Garage. I therefore gave my driver PIGNONE no special orders regarding obtaining these tickets, or immobilizing the car, or locking it.

Before leaving PIGNONE I obtained signed statements from my driver PIGNONE, and from the G.I.s custodians MARCELLO and CARLO, regarding the circumstances of the loss of my car. My driver PIGNONE has had earlier statements which he understands, that he must never leave the car in a place which he is not satisfied is safe and secure from theft or other interference.

I know of no official military guarded car park near the Excelsior Hotel, which I later came to know did in fact exist.

44

success for the car. I also interrogated the car custodian on night duty at the Garage who stated that since his car on duty at 2100 hrs no car answering the description of my LAMBIA car had gone out of the Garage. I immediately informed the British detachment of American G.I.s. (1st Bn) giving them full particulars of the car; after this I went in a G.I.'s vehicle to the Italian quarters, where I again made a full report of my loss of the car. The Customs firm arranged to interview the two custodians of the Hotel Garage who had been on duty up to 2100 hrs on 12 June 46. I was present when these custodians, MACCHIELLI ALVARO and GAZDA GASTON, were interrogated by members of the Customs. From these I understood that 3 persons, who appeared to be British Soldiers in uniform, had entered casually and loitered about the Garage premises at approx 2000 hrs. The custodians were under the impression that they might be military drivers.

Subsequently my LAMBIA car was started up and driven out of the Garage with all 3 of these persons inside it.

On the next night, at approx 0200 hrs. 13 June, my driver MOWARD accompanied an Italian Civil Police patrol which searched the MARINIER ARRE and roads for my car, but without success. Early on the morning of 13 June 46 I gave full particulars of the case to the Italian G.I.s, and also to 227 Pro. Coy (Bologna) on 12 June 46.

My next decision was of the car was when 8.30 a.m. DATE of 227 Pro. Coy telephoned me in GENOA and informed me that my LAMBIA car had been found by him at VERDI, had been towed to a petrol point there and filled with petrol, after which it had been put into storage for no known reason, and burnt itself out. When I arrived at the Hotel Garage on 10 June 46 I inquired at the reception desk for a "auto garage" for my car. I was given a ticket for the Hotel Garage which I was told was guarded and which I knew to be regularly used by G.I. vehicles. At that time I knew of no system by which special printed tickets and instructions (specimen copy attached at Appendix 1) issued by the Garage to control the entry and exit of all cars using the Hotel Garage. I therefore gave my driver MOWARD no special orders regarding obtaining these tickets, or furnishing the car, or locking it.

Before leaving VERDI I obtained signed statements from my driver MOWARD, and from the day-custodians MACCHIELLI and GAZDA, regarding the circumstances of the loss of my car. My driver MOWARD has had on duty days, which he understands, that he must never leave the car in a place which he is not satisfied is safe and secure from theft or other interference.

I know of no official military guarded car park near the Hotel Garage, which I later came to know did in fact exist.

24 July 1946

Signed: H.S.P. Major Mayer
(7395 S. Stafford)

H.S.P. Mayer

Paul W. Young Major Alfredo Hernandez, No. 2 B.I.L. CAMP, station;

"I am the civilian driver of LARREA Car No. W.D. 564311, and am on the War Establishment of No. 2 B.I.L. CAMP. On Monday 10 June 1941 I drove Major HERNANDEZ of No. 2 B.I.L. to EUGENIA where we went to the Hotel Excelsior Hotel where Major HERNANDEZ was staying. At about 1900 hrs Major HERNANDEZ gave me a ticket authorizing me to park the car in the Excelsior Hotel Garage. This ticket was similar to the one which I have been given, dated September 6. I had to arrange accommodation for myself, which I had done already in doing, and finally arrived with the LARREA car at the Excelsior Garage about 2115 hrs. At the street entrance to the garage I met two men whom I took to be the Garage attendants HERNANDEZ and GILLO. One of these HERNANDEZ followed us up the ramp into the main part of the Garage, and I gave him the ticket which Major HERNANDEZ had given us to park the car. I then backed the car into one of the separate lock-ups, after which I pulled down the door but did not lock it. During this time I noticed HERNANDEZ enter his office and later leave it to talk to the driver of another vehicle which had come in. After this I saw him leave the vehicle in a jeep. During all this time GILLO had remained at the outer entrance to the garage and I had no dealings with him while parking my car. Neither HERNANDEZ nor anyone else gave us any form of ticket or receipt for the car, although I have seen previous experience that these were normally issued by the Excelsior Garage. On this occasion HERNANDEZ appeared to be in a hurry to go away, and I thought I could get the ticket later when I returned to get my car from the car after parking up my accommodation. I remained in the Garage about 15 minutes, during which time I ate my ration. Apart from HERNANDEZ, who took in a letter, almost as soon as I had arrived. I saw no other person in the Garage. When I left the Garage at about 2145 hrs I asked GILLO, who was still at the street entrance, what time the Garage closed as I had to return for my car. He told me it closed at 2200 hrs, but up to midnight the night guard remained open to open up. I never thought to ask GILLO for the parking tickets for my car, because I thought the other, HERNANDEZ, would be back soon to get a ticket on the car, and I was in any case returning shortly to the Garage myself.

I later returned to the Excelsior Garage at about 2145 hrs to collect my car from the car. I found the street entrance quite ajar, and the guard at the top of the ramp, leading into the main Garage were open. I met the night-guardian of the Garage standing outside the street entrance; I told him I had come to take my car from the car. He followed me up the ramp into the main Garage, where I found my car was missing from the lock-up in which I had left it, and it was not to be found anywhere in the Garage. I at once asked the night-guardian if he had seen Major HERNANDEZ or anyone else leaving the Garage with my car; he replied that he had seen on duty at 2110 hrs since when he had seen no one whatsoever leave the Garage.

I immediately went to Major HERNANDEZ at the Excelsior Hotel and told him what had happened. Major HERNANDEZ followed me to the Excelsior Garage, where we made a thorough search for the car. I also searched the nearby Garages of the Grand Hotel, but without success. After investigating the night-guardian Major HERNANDEZ returned to the Excelsior Hotel with myself and here I understood that he made several telephone calls to the military and civil authorities, in order to report the disappearance of the car. After about 20 minutes some American G.I.s arrived at the Hotel, and Major HERNANDEZ and I went with them to contact the Italian Civil Police; later we returned to the Garage where the American and Italian police made further inquiries, and, finally, at about 2200 hrs to 2400 hrs on 11 June I personally accompanied an Italian Police mobile patrol which searched the STATION and TIGER Area, but found no trace of the missing car.

Before leaving the car in the Garage I removed the ignition key, but this

the car into one of the separate look-ups, after which I pulled down the door and did not lock it. During this time I noticed MAURILL enter his office and later leave it to talk to the driver of another vehicle which had come in. After this I saw him leave the premises in a jeep. During all this time CHINA had remained at the outer entrance to the garage and I had no dealings with him while parking my car. Neither MAURILL nor anyone else gave me any form of ticket or receipt for the car, although I have from previous experience that there were normally issued by the Russellier Garage. On this occasion MAURILL appeared to be in a hurry to go away, and I thought I could get the ticket later when I returned to get my left front tire changed. I remained in the garage about 25 minutes, during which time I ate my ration. Apart from MAURILL, who took in a heavy amount as soon as I had arrived, I saw no civilian inside the garage. When I left the garage at about 2215 hrs I asked CHINA, who was still at the street entrance, what time the garage closed as I had to return for my left tire. He told me it closed at 2300 hrs, but up to midnight the night guard remained inside to open up. I never thought to ask CHINA for the parking ticket for my car, because I thought the other, MAURILL, would be back soon to put a ticket on the car, and I was in any case returning shortly to the garage myself.

I later returned to the Russellier Garage at about 2215 hrs to collect my left front tire. I found the street entrance gate ajar, and the gates at the top of the ramp, leading into the main garage were open. I met the night-guardman of the garage standing outside the street entrance. I told him I had come to take my left front tire. He followed me up the ramp into the main garage, where I found my car was missing from the look-up in which I had left it, and it was not to be found anywhere in the garage. I at once asked the night-guardman if he had seen Major TUNNEY or anyone else leaving the garage with my car; he replied that he had seen on duty at 2110 hrs since when he had seen no car whatsoever leave the garage.

I immediately went to Major TUNNEY at the Russellier Hotel and told him what had happened. Major TUNNEY followed me to the Russellier Garage, where we made a thorough search for the car. I also searched the nearby Garage of the Central Hotel, but without success. After investigating the night-guardman Major TUNNEY returned to the Russellier Hotel with myself and here I understood that he made several telephone calls to the military and civil authorities, in order to report the disappearance of the car. After about 20 minutes our American GIP arrived at the hotel, and Major TUNNEY and I went with them to contact the Italian Civil Police; later we returned to the garage where the American and Italian police made further inquiries, and, finally, from about 2230 hrs to 0300 hrs on 11 June I personally accompanied an Italian Police mobile patrol which searched the MONTENAPOLI and MONTENAPOLI areas, but found no trace of the missing car.

Before leaving the car in the garage I removed the ignition key, but this key is exactly similar to the ignition keys of most Italian makes of cars.

I certify that the above statement is a true translation of the original to the best of my knowledge and ability.

Richard Hunkle
SIGNED: RICHARD HUNKLE
R. Spence Lt.

SIGNED: JAMES GERRARD Lt.

Italian Army Interpreter
71.1.11.

Saltillo
 states: -
 Mayor MARTIN ALVARO, CARLOS MARTINO SULL, JNO. TROTT, (EXCISE)

"I am employed by the Recorder noted, 1990744, as an attendant at the trial cars. My hours of duty are from 7:00 hrs to 1:00 hrs daily, during which time I am responsible for loading the cars for the entry and exit of all cars, and for securing the cars in custody of all cars, including U.S. vehicles, parked in the garage.

On about 10 June 46, between 2000 hrs and 2030 hrs I was on duty in the Executive Garage when the car labeled W.D. No. 563344 arrived, driven by a civilian driver whom I now know to be WILLIAM HENRIE, of 211 E.J. CROSA, whom I believed I had met before on a previous visit to my garage. When the car came I was standing with the other attendant, CAIRA GENTINE, at the street entrance to the Garage, and I followed the car up the ramp into the main part of the Garage. The driver, WILLIAM, pushed the car just outside an empty lock-up and then told me that he intended to sleep in the car. I told him that he was not permitted to sleep in the garage. He then proceeded to get his suitcase which he had in the car. I cannot remember definitely if the driver gave me a hotel ticket for parking the car, but it is my normal practice to furnish such a ticket even when driving the car, but I have now been alerted by the Hotel authorities in similar to the practice ticket, who rest in my garage a duplicate printed ticket. It is also my duty to issue to all drivers the other given to the driver in order to keep a check on the entry and exit of the car. These tickets are exactly similar to those which I have now been shown, marked APPROVED. I gave no such ticket to the driver, HENRIE. I left the garage about 15 minutes after he arrived, and as he was still sitting in uniform when I left I thought I would give him his ticket when I returned 30 minutes later. During all this time CAIRA GENTINE was standing at the street entrance to the Garage, because his duties were principally to control the underground part of the Garage which is used by civilians only. Nevertheless, when I left the Garage I was satisfied that CAIRA understood that he was also responsible in my absence for the military part of the Garage.

About 21:00 hrs, after I had been away about 20 minutes from the Garage, I returned to find CARA still on duty at the street entrance. I asked him if he would stay on duty to hand over to the night-guard, DUFFINO, as I wished to go home. He had already closed the doors of the main military garage. I did not on this occasion enter the Garage, nor did CARA report to me anything regarding a missing vehicle. I then left for my brother's home. Between 23:00 hrs and 23:30 hrs I returned to the Excelsior Hotel where I live; here I heard from the Hall Porter that a car was missing from the Hotel garage. I at once went to the Garage which was locked, and I roused the night-guard, DUFFINO. He told me at once that the LUXITA Ser W.3. No. 502511A, was missing from the Garage, but he did not say how it had been taken. The driver, DUFFINO had already gone to report the loss to Major MINIER. I went at once on a bicycle to fetch CARA, whom I woke up at his home. When I told him that the LUXITA car was missing from the Garage he exclaimed with some alarm "those three English have cheated us", or words to that effect. He both then returned to the Excelsior Garage where we have later interrogated by the American and Italian police, in the presence of Major MINIER and his driver, FERRAR.

All through my job in the Garage is principally that of looking after the military (military) part and the other attendant GARA is mainly responsible for the civilian (civilian) part, of which one of us is responsible, in the absence of the other, for looking after both parts, including the issue and checking of parking tickets for military cars in the hospital Garage. This being the case, GARA should normally have examined the tickets on evidence of entrance.

...and I am very much interested in you and your work.

intended to sleep in the car. I told him that he was not permitted to sleep in the garage. He then proceeded to get his suitcase which he had in the car. I cannot remember definitely if the driver gave me a hotel ticket for parking the car, but it is my recollection that the Hotel authorization is similar to the specimen ticket I have not been given, marked Appendix C. It is also my duty to state to all drivers who park in my garage a duplicate marked ticket, one of which is put on the car and the other given to the driver in order to keep a check on the entry and exit of the car. These tickets are exactly similar to those which I have now been given, marked Appendix D. I gave no such ticket to the driver, VIETNAM. I lost the garage about 15 minutes after he arrived, and as he was still getting his suitcase when I lost it, I thought I would give him his ticket when I returned 15 minutes later. During all this time CARMA GASTON was standing at the street entrance to the garage, because his duties were principally to control the vehicular part of the garage which he used by civilians only. Nevertheless, when I lost the ticket I was satisfied that CARMA understood that he was also responsible in my absence for the military part of the garage.

About 2100 hrs, after I had been away about 20 minutes from the garage, I returned to find CARMA still on duty at the street entrance. I asked him if he would stay on duty to hand over to the night-guard, VIETNAM, as I wished to go home. He had already closed the doors of the main military garage. I did not on this occasion enter the garage, nor did CARMA report to me anything regarding a missing vehicle. I then left for my brother's home. Between 2300 hrs and 2330 hrs I returned to the Hotel Hotel Hotel where I live; here I heard from the Hotel Porter that a car was missing from the Hotel garage. I at once went to the garage which was locked, and I found the night-guard, VIETNAM. He told me at once that the LANCIA car #3. No. 723114 was missing from the garage, but he did not say how it had been taken. The driver VIETNAM had already gone to report the loss to Major HUNTER. I went at once on a bicycle to fetch CARMA, whom I woke up at his home. When I told him that the LANCIA car was missing from the garage he explained with some alarm "there have English been checked up", or words to that effect. He both then returned to the Hotel Hotel where we have later interrogated by the American and Italian police, in the presence of Major HUNTER and his driver, VIETNAM.

Although my job in the garage is principally that of looking after the military (vehicles) part and the other attendant CARMA is mainly responsible for the civilian (domestic) part, either one of us is responsible, in the absence of the other, for looking after both parts, including the issue and checking of parking tickets for military cars in the Hotel Hotel garage. This being the case, CARMA should normally have examined the tickets or credentials of anyone driving out of the garage.

The reason why I did not think further about giving a ticket to VIETNAM, or telling anyone else that he did not have a ticket, was that I thought he would be leaving the garage, with the car, after I lost, as I had told him he could not sleep there, and he had told me that he would have to go and consult Major HUNTER about his accommodation.

Signed: MATTEO ALVARO

I certify that the above statement is a true translation of the original in his best of my knowledge and ability.

R. Phau Lt.

Signed: RENZO STURGES Lt.
Italian Army Interpreter
7 B.L.U.

John Williams, Big Boy, CARLA Costello, Van Clusone and Zola 2, PROHIBITION station: -

"I am employed by the management of the Grand Hotel, MANHATTAN, as an attendant at the Grand Hotel Garage. This is a parking hotel, but owned by the same proprietors as that of the Karlelor Garage, which is owned by the Grand Hotel. The Grand Hotel Garage occupies the basement floor of the new building on the Karlelor Garage, which occupies the Grand Hotel. These two garages are owned by a single enterprise on the street, one of which leads downstairs, and the other leads up a ramp to the Karlelor Garage. Both enterprises can be controlled by one man standing by the gate.

My normal hour of duty is from 0600 hrs to 1900 hrs, and 1700 hrs to 2300 hrs, daily. My duties are exclusively in connection with the Grand Hotel Garage and not with the Karlelor Garage.

On June 10th 1946, at about 2115 hrs, I was standing at the KARLELOR, the Karlelor Garage attendant, at the double entrance to the Garage, when I saw a LAMIA ("LAMBIA" model) car approaching me. It had a British Army number plate and signs, so I assumed it was going to enter the Karlelor Garage, which it did. I allowed it to go up the ramp and out on foot and said to me "I am going out for a few minutes, will you keep an eye on my Garage while I am away", or words to that effect, to which I answered "yes". A few minutes later KARLELOR returned on foot and went up the ramp into the Karlelor Garage. Knowing that he was there, I left the entrance gates and went to have a look around in my car, the Grand Hotel, part of the Garage complex. About 10 minutes later KARLELOR came down the ramp leading to my Garage and shouted to me "I have found a list to John Williams, so will you look after my Garage until the 'old man' (KARLELOR) arrives in a few minutes", or words to that effect. It was then about 2000 hrs, and at the time I heard a Jeep leaving the Karlelor Garage which I presumed was KARLELOR going away. From afterwards I went up the ramp towards the entrance to the Karlelor Garage, near which I saw a man dressed like a British soldier, with a tattoo mark on the inside forearm. Not knowing what his business was I escorted him, saying "Please Sam", to which he replied "To upstairs offices". Soon after this I saw inside the Garage two men-looking soldiers who came across and spoke in English to the man standing near me and after a short conversation all three entered the lavatory inside the main Garage. I remained near the entrance for a few minutes, wondering what the man was doing, and then walked down the ramp towards the street entrance which was still open. A few minutes later I heard a car starting up inside the Karlelor Garage and I began to walk up the ramp to investigate. While I was going up, the LAMIA LAMBIA car which I recognized, emerged from the Garage and came down the ramp. I recognized the first man I had seen, sitting in the back, and the other two, one of whom was driving, sitting in front. The car slowed down when it got near me, and I thought it was going to stop. The driver put his hand out and shouted to me "va bene" and immediately the car accelerated and went off down the ramp, turning left towards the Karlelor Hotel. I presumed it must be the soldier driver of the car, taking two friends for a ride. This was about 2110 hrs, and during the night-guardian once on duty at about 2120 hrs. I do not remember recognizing or speaking to KARLELOR, the driver of the LAMIA, but it is possible that he may have spoken to me on leaving without my knowing who he was, or that car he was driver of. I did not mention to KARLELOR the departure of the LAMIA car, when I heard the Garage of the Garage, brought the list to the Hotel as usual, and went home. Later, at about 2330 hrs, KARLELOR came to my house and said to me "when did you give the LAMIA to?" to which I replied "Three English men". He then said "that was not the car belonging to three English men, but it belongs to an English man". I then said "those three

On June 10th 1966, at about 2115 hrs. I was standing with MARCELLI, the driver of Garage 27, outside, at the double entrance to the Garage, when I saw a LAMBIA ("ALFA" model) car approaching us. It had a British Army number plate and design, so I pointed it out to Marcell. I remained at the double entrance. About 2.5 to 3 minutes later MARCELLI came out on foot and said to me "I am going out for a few minutes, will you keep an eye on my Garage while I am away", or words to that effect, to which I answered "OK". A few minutes later MARCELLI returned on foot and went up the ramp into the double entrance. Looking back to me, there, I lost the entrance gate and went to have a look around in my own, the second Hotel, part of the Garage downstairs. About 10 minutes later MARCELLI came down the ramp looking to my Garage and shouted to me "I have found a lift to take my brother, so will you look after my Garage until the 'old man' (MARCELLI) arrives in a few minutes", or words to that effect. It was then about 2120 hrs. and at the same time I heard a deep lowing noise from the double entrance. I pointed to MARCELLI's place away. Soon afterwards I went up the ramp towards the entrance to the double entrance, from which I saw a man dressed like a British soldier, with a button nose on the inside of his jacket. He was looking at his business man I seconded him, saying "When Sam", to which he replied "No anything". Soon after this I saw inside the Garage two men looking at each other and one of them entered the doorway inside the main Garage. I remained near the entrance the all three entered the doorway inside the main Garage. I remained near the entrance the a few minutes, wondering what the men were doing, and then called down the ramp towards the street entrance which was still open. A few minutes later I heard a car standing up inside the double entrance Garage and I began to walk up the ramp to investigate. While I was going up, the LAMBIA ALFA car which I recognised, emerged from the Garage and the car drove down the ramp. I recognised the driver as I had seen, sitting in the back, and the other two, one of whom was driving, sitting in front. The car drove out and got near me, and I thought it was going to stop. The driver put his hand out and shouted to me "Mr. Jones" and immediately the car accelerated and went out onto the ramp, turning left towards the double entrance Hotel. I presumed it must be the soldier driver of the car, taking two friends for a ride. This was about 2110 hrs. and during the night-guardian came on duty at about 2120 hrs. I do not remember negotiating or speaking to MARCELLI, the driver of the LAMBIA, but it is possible that he may have spoken to me on leaving without my knowing who he was, or that our two drivers of the Garage, MARCELLI and the list to the Hotel as usual, and went home. Later, at about 2130 hrs, MARCELLI came to my house and said to me "When did you give the LAMBIA to?" to which I replied "After English war". He then said "That was not the car belonging to those Englishmen, but it belongs to an English driver". I then said "Where three English have checked me". I immediately went with MARCELLI to the double entrance Hotel, where I was interrogated by Major MARCELLI and later to the Garage, where I gave a statement to the police authorities. I am fully aware of the system in force in the double entrance Garage by which a ticket is given by the Garage attendant to control the entry of the car, and painted tickets are given by the Garage attendant to control the entry and exit of cars. On the occasions when I take over custody of the double entrance and exit of cars, I do it solely by personal management with the attendant. I have had no contact to do this from the Hotel authorities.

Signed: GORDON GASTON

I certify that the above statement is a true translation of the original, to the best of my knowledge and ability.

R. Khan Lt

Signed: HANCO GERRARD Lt.
Italian Army Interpreter
7 JUL

OBSERVATION BY THE COURT

The Court having examined the witnesses makes the following observations: -

- (a) it is satisfied that adequate evidence has been recorded to enable higher authority to know the circumstances of the loss of the car from the garage in FLORENCE and to decide which person or persons, if any, are to blame
- (b) at Appendix A is attached a signed statement by R.S.B. DAVIS, 227 Provost Company C.M.F. together with copies of statements by the following: -

Pte. PAVIER
Pte. THOMAS
Sgt. BOOTH
Marcello PAVI
Cpl. MILKS
Pte. ALINIGH
Antonio PAVI
P.C. 607 L of C.

DELT
372 Pet. Point ABNNT
227 Pro. Coy
(civilian of ABNNT)
227 Pro. Coy
DELT
(Italian civilian)
Wkspc WNT

From the above statements it would appear that the LAUREL car W.D.No. 5045114, after its unauthorised removal from the Excelsior Garage FLORENCE on 10 June 46, was subsequently found in RUMPT on the night of 24 June 46 and taken possession of by personnel of 227 Pro. Coy C.M.P. and that on the same night, while this car was being refuelled by the C.M.P. at the RUMPT petrol point, it caught fire accidentally and was burnt out, under circumstances which have an immediate bearing upon these surrounding its loss from the garage in FLORENCE.

Lt. Col. G.S.

THE FUTURE

Major Gen. L.

References

S/cdr. O.H.O.

60.98

7 BRITISH LIAISON UNIT
FLORENCE
Tele: 293615-23

(14)

REF: BLU/11

30 July 1946

Subject: Court of Inquiry - LANCIA W.D.No.M 564511A

To: M.H.I.A.

13.17.

1. Ref. your A.376 of 19 July 46.
2. The G.M.P. report and relevant statements regarding the above vehicle have been returned to your Hq. as an Appendix to the Proceedings of the Court of Inquiry held at this Hq. on 24 July 46.

CH
O.C. MARKS
Lt. Col.
GSO I

6093

7 BRITISH LIAISON UNIT
PEARL HARBOR
Tels: 29618 -23

12

REF: BCU/11

25 July 1946

Subject : Court of Inquiry

To : 2 D.L.H. GENEVA

Military Manager - Hotel Ambassadeur

Copies to: H.M.I.A. (your A 376 of 10 July 46 refers)

RE. 217 Area

SEE 10

SEE 94-9A

1. Ref. 7 H.M. ORDER No. 12 dated 13 July 46 forwarded under covering letter BCU/11 dated 13 July 46.
2. Please send para (1) of a/pated order to read "on the night of 10/11 June 46."

N
H.S. HAMILTON
Major
GSC II

66.78

FILE

7 BRITISH INLAND UNIT
REPORT

REF: 123/11

18 July 1946

Subject: Court of Inquiry

To: 2 B.L.U. CHINA

Military Manager - Hotel Kowloon

SEE 12.19.

Copies to M.M.I.A. (Your A 376 dated 10 July 46 refuted)

Bl. 217 Area

Copy of 7 B.L.U. Order No. 10 of 10 July 46 is forwarded for your necessary action.

N.
H.W. HARRISON
Major
GND XX

6055

FILE

7 B.L.U.
 GEF
 28 May 1946

97

7 B.L.U. - GEF No. 18
 by Lt. Col. G.C. MARRS G.S.O.I

1. A Court of Inquiry composed as under will assemble at Hq. 7 B.L.U. (Piazza della Stazione 1 FAVIERE) at 0900 hrs on 24 July 46 to inquire into the circumstances of the loss of LAMIA Car W.D. 564511, in use by Major TEMPE at FAVIERE on the night of 2/3 July 46.
2. Composition of the Court:
 President Lt. Col. G.C. MARRS L.F. 7 B.L.U.
 Members Major W. GUMEDON attn 7 B.L.U.
 S/Cdr. BALESTRIERI J.N. - 7 B.L.U.
3. Evidence will not be taken on oath.
4. The Court will not express an opinion (vide E.R. 769 para (b))
5. The unannounced witnesses will attend,
 Major TEMPE }
 Italian driver of Major TEMPE } 2 B.L.U.
 to arrange
 Civilian guard of Resolider Garage. Military Manager, Resolider Hotel,
 please arrange for attendance.
6. Lt. SERAVE 7 B.L.U. will be in attendance as interpreter.

W. H. Hamilton
 Wap
 G. II
 for Lt. Col. Carr.
 7 B.L.U.

6054

7 BRITISH LIAISON UNIT
FLORENCE

(8)

REF: BLU/11

18 July 1946

Subject : Court of InquiryTo : M.M.I.A.copy : 217 AreaFILE 10. N^o 35.

1. Further to our BLU/10 of 16 July 46, a copy of 7 BLU. Order No. 17 dated 17 July 46 is forwarded for your information.
2. Copies of A.Fs A.2 will be forwarded on completion.

*H.W. Hamilton*H.W. HAMILTON
Major
GSO II

6093

Internal: Major GREENHOUGH.

File.

7 B.L.U.
CIP
17 July 1946

7 B.L.U. ORDER No. 17

By Lt. Col. G.C. HARRIS, G.S.C.I

1. A Court of Inquiry composed as under will assemble at HQ. 7 B.L.U. at 0900 hrs. on 19 July 46 to inquire into the circumstances

- (a)- under which 5671413 L/Opl. P. HAYWARD (B.L.I.) sustained injuries whilst travelling in W.D. Vehicle, GEMVALET, H.U.P. No. 5905872 on 15 July 46.
- (b)- of the accident in which damage was caused to W.D. Vehicle, GEMVALET, H.U.P. No. 5905872 on 15 July 46.

2. Composition of the Court:

President Major W. GENTLEMAN Gen. Service - attd 7 B.L.U.

Members Capt. STREETER - RAMS - attd 7 B.L.U.

3. The Commanding Officer directs that all evidence will be taken on oath.
4. The attention of the President is drawn to H.R.'s para 759 (b)
5. G.II will be responsible for the attendance of all witnesses. He will arrange for the Court to take evidence from L/Opl. HAYWARD at 99 Gen. Hosp. BOLOGNA.

W. H. H. H. H. H.
G.II
For Lt. Col. Genl.
7 B.L.U.

6092

0630

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

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

7 BRITISH LAISON UNIT.
For Action

07 - 1600

TO

HQ 3 DISTRICT.

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

HLI/11 (.) UNCLASSIFIED (.) REF YOUR 152/241A OF 30 MAY (.) PARA 2 (.)
 12 DOCUMENTS ARE BEING DESPATCHED TO YOUR HQ BY DIA.

60.1

H.W. JAMILTON.

Major.

ORIGINAL INSTRUCTIONS
DEGREE OF PRIORITYTHIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS { EXCEPT } WIRELESSIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

SIGNED

SIGNED

Time	System	Op.
THI or TOR		
Time cleared		

(GV 630) Wt. 200g/100g. 275M Pads. 6 1/4. B. & S. Ltd. 49/544.

0631