

acc

10000/120/5320

G/33

INTERVIEWS

Dec. 1945 -

10000/120/5320

G/33

INTERVIEWS + VISITS FOLIO II

4825  
4877

Dec. 1945 - June 1947

Basic: Ltr AFHQ, I <sup>9</sup>, dated 28 May 1947, subject: "Visit of Italian Officers to Rest Center".

600/6

1st Ind

CBS/SE/ep

HEADQUARTERS ROME AREA MTCUSA, APO 794, U. S. ARMY, 4 June 1947

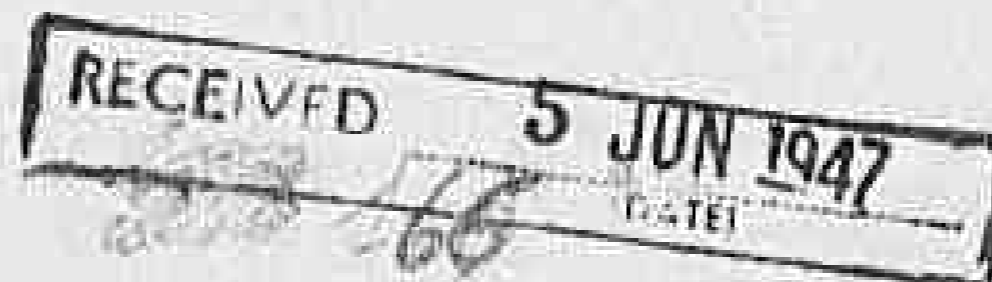
TO: Director, Italian Land Forces Branch, A.P.H.Q.

1. This Headquarters has no objection to the visit to Foro Italia requested in enclosed letter. However, it is requested that this Headquarters be advised of the time and date of proposed visit in order that an American Officer guide be furnished General Imperiali.

FOR THE COMMANDING OFFICER:



C. B. MURPHY  
Major, AGD  
Adjutant General



C O P Y

TRANSLATION

FROM: Ministry of Defence

REF : 3582/S/6

TO : I.L.F.B. (for Capt JUDKINS)

DATE: 25 May 1947

SUBJECT: Visit to the building of Foro Italia.

We beg you to kindly grant authority for the visit to the buildings of Foro Italia for the u/m Officers:

General IMPERIALI Giovanni

Lt Col TORSIELLO Mario

Lt Col CAMEOSU Sebastiano

The purpose is to suggest to the Ministry of Interior the buildings which are considered suitable for the use of the School of War and P.T. School when they will be released by Allied troops.

G.N.

sgd. LIUZZI  
Gen.

ALLIED FORCE HEADQUARTERS  
Italian Land Forces Branch

Tel: 478421  
Ext: 334

G/33

28 May 47

Commanding Officer  
Roma Area MFOUSA  
APO 794

Subject: Visit of Italian Officer to  
Rest Center.

Inclosed herewith for appropriate action is copy  
of translation of letter from Ministry of Defence subject  
as above.

It is requested that authority for the visit be  
forwarded to this Headquarters.

*W. J. Jenkins*  
for Major General,  
Director. *Capt*

Incl: 1 translation M of D  
ltr dtd 25 May 1947

1829

6/33

9

ITALIAN LAND FORCES BRANCH

18 1215 B

5 P.L.U. for ~~SECRET~~ GIBSON

RESTRICTED

O. 267

FIRST (.) GOC ARRIVES MILAN AIRPORT 1000 HRS THURSDAY 22 (.)

YOU WILL MEET HIM (.)

SECOND (.) GOC REQUESTS IF POSSIBLE YOU PROCEED MILAN MONDAY 21  
TO CONSULT TERRITORIAL HEADQUARTERS AS TO REVERIES OF  
TRAINING INTEREST IN TERRITORIAL REGION

IMPORTANT

G (SD)

*W.L. Medley*

Lt. Col. W.L. MEDLEY.

Basic: Ltr AFHQ, ILAB, dated 28 May 1947, subject: "Visit of Italian Officers to Rest Center".

C/S

1st Ind

CBM/SE/ep

HEADQUARTERS ROME AREA MTOUSA, APO 784, U. S. ARMY, 4 June 1947

TO: Director, Italian Land Forces Branch, A.P.H.S.

1. This Headquarters has no objection to the visit to Foro Italia requested in enclosed letter. However, it is requested that this Headquarters be advised of the time and date of proposed visit in order that an American Officer guide be furnished General Imperiali.

FOR THE COMMANDING OFFICER:

C. B. MURPHY  
Major, AGS  
Adjutant General

DEP COMD. A

②

X

'G'
FILE: G/33
DATE: R/6/6/47

WFG

Capt Cerquetti contacted  
Ministry of Defense. They will let us  
know later.

1831

ALLIED FORCE HEADQUARTERS  
Italian Land Forces Branch

5

Tel: 470421  
Ext: 334

G/35  
28 May 47

Commanding Officer  
Bona Area MOUTA  
AFD 724

Subject: Visit of Italian Officers to  
Post Center.

Inclosed herewith for appropriate action is copy  
of translation of letter from Ministry of Defense subject  
as above.

It is requested that authority for the visit be  
forwarded to this Headquarters.

*[Signature]*  
Major General,  
Director.

Encl: 1 translation E of D  
for dtd 25 May 1947

14



TRANSLATION

9/33

4

FROM: Ministry of Defence.

REF: 3582/S/6.

TO: I.L.F.B. (for Capt JUDKINS)

DATE: 25 May 1947.

SUBJECT:- Visit to the buildings of Foro Italia.

We beg you to kindly grant authority for the visit to the buildings of Foro Italia for the u/m Officers:

General IMPERIALI Giovanni  
 Lt Col TORSIELLO Mario  
 Lt Col CAMBOSU Sebastiano

The purpose is to suggest to the Ministry of Interior the buildings which are considered suitable for the use of the School of War and P.T. School when they will be released by Allied troops.

sgd LIUZZI  
 Gen.

G.M.

GSO I (S)	
DEP. G. II	✓ been ✓
GSO II (S)	
GSO III (S)	
GSO II (I)	
GSO II (L)	

'G'	
FILE:	9/33
D. E.:	13/28/5/47

1853

AREA ILES 24 1200 B

COL. WATSON 5 BLZ

3365

UNCLASSIFIED

REF DNR 6 113 BT 20 MAY FROM NEWARK FOR WATSON (.) MENDON  
WILL ARRIVE U D I N E BY AIR WEDNESDAY 28 MAY 1100 HRS (.)  
PLEASE ADVISE TRANSPORT ISSUE QUONIA PLANE (.)  
OBJECT OF VISIT TO CORNER WITH WATSON WEDNESDAY OR THURSDAY  
MORNING (.) PLEASE ADVISE IF WATSON HAS DEPART NOT AVAILABLE  
THOSE DAYS

URGENT

G(10)

D.G. CAMPBELL, Captain

'G'

FILE: 6/33/LF

D: 18/2/47

G (OPS + SB)

✓ visits file 2

9/33

ALLIED FORCES HEADQUARTERS  
 Italian Military Affairs Section  
 Land Forces Sub Section

Tel : 489084  
 Ext : 533

IMMS/20/A/LF

18 Feb 47

6 BLU - 2  
 7 BLU - 2

SUBJECT : Visit

1. Maj. Gen. E.H. GOULBUEN, DSO, will be visiting your BLU in accordance with details as shown in Appendix 'A' to this letter. He will be accompanied by the PA and Major CALABRINI.
2. Please ensure that accommodations as shown in column (J) of Appendix 'A' is arranged.

JHM/rl

*for* *M. T. C.*  
 Lt. Col. *Mag*  
 MAG

Internal : List 'A'  
 PA to GOC - 2  
 Maj CALABRINI - 1

BGS	
GSO I (SO)	<i>Am</i>
DEF. G. III	
GSO II (SO)	<i>Be</i>
GSO III (SO)	
GSO II (I)	
GSO II (L)	

Appendix 'A'  
No 20 A dated 1Programme of GOC, PA and Major CALABRINI Tour  
from 19 Feb to 24 Feb 47

Serial No.	Date	From	Approx time of dep.	To	Approx time of arr.	Tpt Arrange-ments	Purpose of visit	Acen arranged by	R
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	
1.	Wed 19 Feb	ROME	a.m.	FLORENCE	p.m.	By car		Capt. LOCKWOOD-TATE for GOC, PA, Maj G and one OR (Brit)	
	Thurs 20 Feb	FLORENCE	a.m.	BOLOGNA	p.m.	By car	Visit CAR MODENA, CARTE TK Park, see General CERICA	DLA & OMG for GOC, Major CALABRINI and British OR	
3.	Fri 21 Feb	Remain BOLOGNA							
4.	Sat 22 Feb	BOLOGNA	a.m.	FLORENCE	p.m.	By car		Capt LOCKWOOD-TATE for GOC, PA, Maj G and one British OR	
5.	Sun 23 Feb	FLORENCE	a.m.	SIENA	p.m.	By car		Private arrangement	
6.	Mon 24 Feb	a.m. SIENA p.m. return ROME				By car	Visit CAR SIENA 0900 hrs		Wil ple SH

Programme of GOC, PA and Major CALABRINI Tour  
from 19 Feb to 24 Feb 47

Appendix 'A' to HQ DIAS Is  
No 20 A dated 18 Feb 47

Approx time of arr.	To	Approx time of arr.	Tpt Arrange- ments	Purpose of visit	Acen arranged by	REMARKS
(f)	(g)	(f)	(g)	(h)	(j)	(k)
	FLORENCE	p.m.	By car		Capt. LOCKWOOD-TATHAM for GOC, PA, Maj CALABRINI and one OR (Brit)	
	BOLOGNA	p.m.	By car	Visit CAR MODENA, CARRE TK Park, see General CERIGA	DIA & QMG for GOC, PA, Major CALABRINI and one British OR	
	BOLOGNA			---	---	
	FLORENCE	p.m.	By car		Capt LOCKWOOD-TATHAM for GOC, PA, Maj CALABRINI and one British OR	
	SIENA	p.m.	By car		Private arrangements	
	SIENA		By car	visit CAR SIENA 0900 hrs		Will Capt. LOCKWOOD-TATHAM please fix visit to CAR SIENA with Gen SIMONE

Put in visit file 9/33

SUBJECT : Visit of Italian Officers to PADUA.

12 B. I. U.  
C. M. P.

(Tel : ROME 489081 Ext : 545)

A. 35.

28 January 1947.

100  
F.P. 1423/5/33/LF  
D. 4 " 2047

To : H.C.  
Land Forces Sub Comm  
A.C. (M.M.I.A.).

Copy to : Major Cousens

1. Composition of Party

Col. Rossi  
T/Col. Benedetto  
Major Calabrimi  
Two other officers.

(School of Cooperation)  
(Iate 'Q' Staff TRIULI Div)

2. Programme

21 January morning, PADUA.

Discussion with Lt. Col. TALBOT, Medical Directorate  
Discussion with Col. LAURIE, Col 'Q'  
Discussion with two Lt. Cols. of S & T Directorate.

Afternoon, MESTRE.

Discussion with G.R.A.S.C. 14 Supply Units.  
Visit to B.S.D.

22 January morning, PADUA.

Discussion with Col. GLENDINING, D.D.M.E.  
Visit to 662 Arm'd Tps Wksp and 741 Telecom Wksp

Afternoon

Discussion with Lt. Col. SAVILL, Ord Directorate

23 January, TRIESTE.

Visits to :

O.F.P. 1 Arm'd Div.  
Mobile Bath and Laundry and Arm'd Div A.D.C.S. Dump  
Stores Section (Ord) Bde Wksp.

100	X	100
GSO I (50)		
PLP C II		
GSO II (40)		
GSO I (50)		
GSO II (11)		
GSO II (L)		

Copy to : Major Cousens

1. Composition of Party

Col. Rossi  
T/Col. Benedetto  
Major Calabrimi  
Two other officers.

{School of Cooperation)  
{Late 'Q' Staff FRULLI Div)

2. Programme

21 January morning, PADUA.

Discussion with Lt. Col. TALBOT, Medical Directorate  
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Visit to B.S.D.

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Afternoon

Discussion with Lt. Col. SAVILL, Ord Directorate

23 January, TRIESTE.

Visits to :

O.F.P. 1 Armd Div.  
Mobile Bath and Laundry and Armd Div A.D.O.S. Dump  
Stores Section (Ord) Bde Wksp.

3. General Remarks.

The Italian officers were much impressed with the efficiency of everything they saw, and with the courtesy with which they were treated. The arrangements worked well, and the officers of G.H.Q. were most friendly and cooperative.

AVG/em

  
Lt. Colonel,  
G.S.

FIGS	X	Jan
GSO I (50)		
DEC G (1)		
GSO II (10)		
GSO III (10)		
GSO H (1)		
GSO H (4)		

APR 2

It. Col. A. V. GIBSON, O.B.E.  
12 B. I. U.  
O. H. P.

28 January 1947.

Copy

Dear Col Rom

I think it may be useful to record a few points while our visit to ROMA is fresh in our memory.

1. Principles and Details.

It is important to recognise points of principle, and to concentrate on them. Much of the detail of what we saw is applicable only to local conditions, whereas the principles of the British Army administration are applied under varying conditions in all parts of the world.

2. Staff and Services.

I hope that the relationship between the Commander, the Staff, the Fighting Troops and the Services are clear to you. They were worked out many years ago, and have stood the test of several wars. An understanding of them is an essential preliminary to a study of the British Army.

3. Status of Service Officers.

Officers of the Services have the same status as officers of the Staff and Fighting Troops. As you saw, they take a great pride in their work and in the efficiency of their units. They are experts, and their opinions are heard on technical subjects.

4. Conferences.

There are frequent conferences at which officers of all branches meet, and problems are discussed and solved with the help of all the experts.

5. Progress.

The British Army never stays still. There is constant research, experiment, discussion and progress. Officers of all ranks are encouraged to put forward ideas to help the progress of the Army.

6. The Italian Army.

a. The problem of the Italian Army is different to that of the British Army in the following respects:



It is important to recognize points of principle, concentrate on them, such of the detail of what we saw is applicable only to local conditions, whereas the principles of the British Army administration are applied under varying conditions in all parts of the world.

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I hope that the relationship between the Commander, the staff, the Fighting Troops and the Services are clear to you. They were worked out many years ago, and have stood the test of several wars. An understanding of them is an essential preliminary to a study of the British Army.

3. Status of Service Officers.

Officers of the Services have the same status as officers of the Staff and Fighting Troops. As you saw, they take a great pride in their work and in the efficiency of their units. They are experts, and their opinions are heard on technical subjects.

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There are frequent conferences at which officers of all branches meet, and problems are discussed and solved with the help of all the experts.

5. Progress.

The British Army never stops still. There is constant research, experiment, discussion and progress. Officers of all ranks are encouraged to put forward ideas to help the progress of the Army.

6. The Italian Army.

a. The problem of the Italian Army is different to that of the British Army in the following respects:

- i. The British Army is designed to operate from an overseas base, whereas the Italian Army is based in Italy.
- ii. The British Army may have to fight anywhere in the world, and must prepare for an infinite variety of operations.
- b. The British Army must therefore transport a very large industrial organization overseas, whereas the Italian Army can rely to a great extent on the existing civilian organization for repair of vehicles, supply of P.C.C. etc.

.....

- 2 -

7. Services in the Italian Army.

The existing Italian services, Commissariat, Artillery Service etc. have a different allocation of functions to the British R.A.S.C., Ordnance, R.M.S.F. etc. We do not claim that the British allocation is theoretically better, and we recommend that an objective study of the two systems be made in order to arrive at the best answer for the Italian Army.

Yours truly,



Col. Ross

MIA-G
5/33
31/1/47

TRANSLATION

FROM: Ministry of War.

REF: 179/Ord./I

TO: M.M.I.A.

DATE: 28 January 1947.

SUBJECT:- Commission for the study of the organisation and functioning of the services.

The commission in question, presided by Col Aldo ROSSI, has returned from visiting, through the kind permission of your M.M.I.A., establishments and units of the services of the British Army.

I wish to express my sincere thanks for the information and data given, as well as for the kind hospitality offered.

sgd, LIUZZI  
Gen.

GOC x x  
DEPCOM x x  
BGS x x  
COLM/D x x

R. A. G.

4877

BGS	
GSO I (SO)	
DEF C H	
GSO II (SO)	
GSO II (SO)	
GSO II (I)	
GSO II (L)	

1843

200

1301A

24 A

5 JUL

O 258

CONFIDENTIAL

REF OUR O 254 OF 10 JAN (.)  
 LT-COL. BOCCINO US ARMY ARRIVES UDINE BY AIR 1300 HRS TUESDAY  
 23 JAN FOR PRELIMINARY VISIT OF TWO DAYS (URATIONS) RETURNING LATER  
 FOR LIAISON DUTY (.) PLEASE MEET AND ACCOMMODATE

4876

G/33

IMPORTANT

G(ED) Branch

H.W. HOPE Brigadier G.S.

6133-  
197

TEL : Padua 22698

CONFIDENTIAL

GENERAL HEADQUARTERS  
CENTRAL MEDITERRANEAN FORCES

15/Jan 47

- 1 Armé Div
- 2 AGRA
- 3 AGRA
- 86 area
- 216 Sub area
- FIAC

- Comarta Enclave
- AMG Venezia Giulia
- AMG Udine
- Padua Garrison
- Adria
- AC (Italy)

RECEIVED  
DATE 10.1.47  
5/33

SUBJECT : Tour of Military Secretary.

Further to this GHQ letter 15/MS1 dated 30 Dec 46 and subsequent signals. The revised programme for the visit of the Military Secretary is now as follows :-

- 17 Jan 47 1230 Arrive UDINE.  
Lunch DUINO. Meet AMS.
- 1530 Lecture in TRIESTE - all officers in 1 Armé Div and 3 AGRA areas.
- 1645 Tea MIRAFIÈRE.
- 1715 Interviews 1 Armé Div and 3 AGRA Officiere MIRAFIÈRE  
Dine DUINO.

18 Jan 47 a.m. Fly on motor to Fiume. Discussions with AMS. 487

1045 Lecture officers from GHQ, in 86 area and representatives from 216 Sub area, in Padua Garrison Cinema.

1145 Interviews at GHQ.

1330 Depart TRIAVISO by air to MARCIANOSE for CASSINA.

e.m. Lecture officers AFHQ, Cassina Enclave, and representatives from 2014 area Allied Command, followed by interviews.

p.m. Depart MARCIANOSE for ATHENS by air.


*[Signature]*  
for Brigadier,  
Chief of Staff,  
Central Mediterranean Forces.

Further to this GHQ letter 15/MS1 dated 30 Dec 46 and subsequent signals. The revised programme for the visit of the Military Secretary is now as follows :-

- 17 Jan 47 1230 Arrive UDINE. Meet AMS. Luncheon BUINO.
- 1530 Lecture in TRIESTE - all officers in 1 Arm Div and 5 ASRA areas.
- 1645 Tea MIRAMARE.
- 1745 Interviews 1 Arm Div and 5 ASRA OFFICERS MIRAMARE. Dinner BUINO.

18 Jan 47 a.m. Fly or motor to E.DUA. Discussions with med. 487

1045 Lecture officers from GHQ, in 86 area and representatives from 248 Sub Area, in FADUA Garrison Cinema.

1145 Interviews at GHQ.

1330 Depart TREVISO by air to MARILANSE for CASERTA.

e.m. Lecture officers AFHQ, CASERTA Enclave, and representatives from ICOM area Allied Command, followed by interviews.

p.m. Depart MARILANSE for IMPERS by air.

TIME	PLACE	REMARKS
1045	TRIESTE	Lecture
1145	GHQ	Interviews
1330	TREVISO	Depart
1400	CASERTA	Lecture
1500	CASERTA	Interviews
1600	CASERTA	Lecture
1745	MIRAMARE	Interviews
1800	MIRAMARE	Dinner

*J. F. Walker*  
for Brigadier,  
Chief of Staff,  
Central Mediterranean Forces.

CFD/MJE

Copies to : MA to SAC AFHQ  
MA to C of S AFHQ  
MA to CEC-in-C GHQ CEF  
PL (2)  
IG (4)  
Brig I/3 Admin  
IG (8)  
IG (4)  
Q(Mov) (4)  
Arty

Engns  
CSO's Branch  
SMC & Distribution Centre  
Med (2)  
ST (4)  
Crd (3)  
R&ME (5)  
FEME Insp  
DVAG  
lab

Foy  
Pro  
Postal  
Print  
Swy  
V & R  
Welfare HQ ANZ  
Camp  
FADUA Grn  
GHQ 2nd Battalion

1944  
BGS  
3/1  
WAW  
AFUC

6:33  
DATE: 3/1/47

CONFIDENTIAL

GENERAL HEADQUARTERS

CENTRAL MEDITERRANEAN FORCES

15/ASA

30 Dec 46

TEL :- Padua 22696

SUBJECT :- Tour of Military Secretary

- 1 Army Div
- 1 ACRA
- 2 AA Bde
- 56 Area
- 218 Sub Area
- 3443
- Caserta Ercoleve
- Ang. Venetie Giulia
- Padua Garrison
- MMIA
- 20 (Italy)

1. The Military Secretary to the Secretary of State for War, Lieutenant-General Sir Frederick A.M. HOWLAND, CB, CBE, DSO, is shortly making a tour of the European, Central Mediterranean and Middle East Commands.

2. His primary object is to speak to as many officers as possible but, unless it is a really urgent matter, individual interviews to officers below the rank of Brigadier or Colonel will not be granted.

3. The programme for the Central Mediterranean will be as follows :-

- 17 Jan 47 (a) Arrive TRIVISO 1245 hours from VIENNA, thence by road to PADOA.
- (b) Lecture at 1630 hours in Padua Garrison Cinema for as many officers as possible from GHQ, formations and units in North East ITALY. The maximum number of Regimental Officers and those of the rank of Major and above who can be operationally spared will attend. All officers will be seated by 1620 hours.

487

(c) The lecture will be followed by any interviews required subject to the proviso in paragraph 2.

16 Jan 47 Arrive ROMA by air 1035 hours. Address to British officers within Rome Area Allied Command, followed by interviews, to be arranged by that formation commencing at 1400 hours.

19 Jan 47 (a) DepartROME 1000 hours, arriving MARINARO for CASERTA 1040 hours. Address and interviews for British officers of AFHQ under arrangements by the Supreme Allied Commander's Secretariat.

(b) Depart MARINARO airfield for ATHENS 1800 hours.

- 1 Army Div
  - 1 AFPA
  - 2 AA Bde
  - 86 Area
  - 218 Sub Area
- Caserta Enclave  
 AMG Venezia Giulia  
 Iadue Garrison  
 MIIA  
 AC (Italy)

1. The Military Secretary to the Secretary of State for War, Lieutenant-General Sir Frederick A.M. PROWING, KCB, CB, DSO, is shortly making a tour of the European, Central Mediterranean and Middle East Commands.

2. His primary object is to speak to as many officers as possible but, unless it is a really urgent matter, individual interviews to officers below the rank of Brigadier or Colonel will not be granted.

3. The programme for the Central Mediterranean will be as follows :-  
 47 Jan 47 (a) Arrive TRAFVISO 1245 hours from VIENNA, thence by road to PADOA.

(b) Lecture at 1630 hours in PADOA Garrison Cinema for as many officers as possible from HQ, Formations and units in North East Italy. The maximum number of Regular Officers and those of the rank of Major and above who can be operationally spared will attend. All officers will be seated by 1620 hours.

(c) The lecture will be followed by any interviews required subject to the proviso in paragraph 2.

ArriveROME by air 1035 hours. Address to British officers within Rome Area Allied Command, followed by interviews, to be arranged by that formation attending at 1400 hours.

(a) DepartROME 1000 hours, arrivingMarracange for CASERTA 1040 hours. Address and interviews for British officers of AFHQ under arrangements by the Supreme Allied Commander's Secretariat.

(b) Depart Marracange airfield for ATHENS 1800 hours.

4. The names of officers requiring interviews on any of the above dates, giving brief reasons, will be sent to reach the Assistant Military Secretary GHO OAF, by letter or signal if necessary, not later than 9 Jan. 47, marked IMMEDIATE.

5. Special administrative arrangements regarding the reception and road movement of the Military Secretary will be made by the appropriate Branches of the formations concerned. He will have his own aircraft.

...../2

487

18 Jan 47

18 Jan 47



2.

6. A(Nov) GHQ CMF, will be prepared to provide rail movement  
PADUs - ROME and ROEE - CASERTA in event of flying NOT being possible.  
In this case, time of the address at ROME on 18 Jan 47 may have to be  
delayed.

7. Acknowledge by signal.

*ack. by H. Br.*  
*Prof. Decker. Uq.*  
*3 AM 5*  
Brigadier,  
Chief of Staff,  
Central Mediterranean Forces.

GHQ/AdL

Copies to :- The Military Secretary, The War Office, LONDON. S.W.1.

- MA to SAO, AFHQ
- MA to C of S, AFHQ
- MA to GOC-in-C, GHQ CMF
- Es (2)
- e (4)
- Brig IC Admin
- IG (3)
- IG (4)
- IG (Mov) (4)
- Army
- Engns
- CSC's Branch
- SAO & Distribution Centre
- Med (2)
- St (4)
- Ord (5)
- REME (3)
- REME Inspectorate
- DJAG
- Lab
- Fey
- Pro
- Postal
- Print
- Swy
- V & R
- Welfare HQ AWS
- Camp
- P.DUA Gm
- GHQ 2nd Echelon

4877

	(1)	
	(5)	
	(1)	

In this case, time of the address at HOME on 18 Jan 47 may have to be delayed.

7. Acknowledge by signal.

*ack. by A br.*

*H. D. K. Major*

*3015*

Brigadier,  
Chief of Staff,  
Central Mediterranean Forces.

CPD/4JL

Copies to :- The Military Secretary, The War Office, London, S.W.1.

- MA to S&D, AFHQ
- MA to C of S, AFHQ
- MA to GOC-in-C, G&M O&R

- PA (2)
- C (4)
- Brig IO admin
- IG (3)
- IG (4)
- IG (Mev) (4)

- Arty
- Engns
- CSC's Branch
- S&C & Distribution Centre

- Med (2)
- ST (4)
- Ord (3)
- REME (5)

- REME Inspectorate
- DJAG
- Lab
- Fey
- PRO
- Postal
- Print
- SW
- V & R
- Welfare Hq AWS
- Camp
- PA&M Gm
- GHQ 2nd Echelon

4873

FILES	X	INDEX
CO	(1)	INDEX
INFO		
USO	(1)	
CO	(1)	
USO		
USO		
USO		

BY AIR MAIL DIVISION  
TO THE EGYPTIAN ARMY.

Telephone No. 61-702

Rubri-el-Nubeh,

Cairo, 22nd December 4

K/26/38 (G)

CHQ, HELF (G. Trg. 3).

Subject: - Senior Officers Tour - Training establishments and battlefields.

1. GENERAL.

Headquarters Egyptian Army have expressed a wish to go a battlefields tour in Europe and a tour of training establishments in the U.K. during the summer of 1947, similar in many respects to that which was successfully carried out in 1946. It is requested therefore that you would approach V.C. with a view to arranging a tour as outlined below:-

2. PROPOSED ITINERARY.

A proposed itinerary is shown below:-

- D + 7 Day Leave Egypt via Medloc or direct.
- D + 8 to 15 Arrive Naples. Study the Italian battlefields from the SALERNO Bridgehead to the PO Valley.
- D + 19 to 22 Travel to NORMANDY and study the campaign of 1944 with particular reference to the beach landings.
- D + 24 to 26 Travel to COCH of CREEVE Area (EMOR). Study the RHINELAND battles and inspect bomb damage in RUHR towns.
- D + 28 to 31 Travel to U.K.
- D + 32 to 50 Visit schools and training establishments in U.K.
- D + 50 Return EGYPT.

3. CONTACTING OFFICERS.

A British officer of the HM will be available to accompany the officers and look after their personal wants. The party would, however, have to rely on officers and transport from V.C. sources to do the conducting and transport.

17 APR 1951

Headquarters Egyptian Army have expressed a wish to do a battlefield tour in Europe and a tour of training establishments in the U.K. during the summer of 1947, similar in many respects to that which was successfully carried out in 1946. It is requested therefore that you would approach W.O. with a view to arranging a tour as outlined below :-

2. PROPOSED ITINERARY.

A proposed itinerary is shown below :-

- D + 7      Day      Leave Egypt via Medloc or direct.
- D + 8 to)      Arrive Naples.
- D + 15      Study the Italian battlefields from the GARIBOLDI BRIDGEHEAD to the PO VALLEY.      1947
- D + 19 to)      Travel to NORMANDY and study the campaign of 1944 with particular reference to the beach landings.
- D + 24      Travel to COCH OF CLAYS AREA (EMOR).
- D + 25 to)      Study the RHINELAND BATTLES and INADAPT, bend
- D + 32      Garage in RUHR towns.
- D + 32 to)      Travel to U.K.
- D + 35      )
- D + 36 to)      Visit Schools and Training Establishments
- D + 50      )      in U.K.
- D + 50      Return EGYPT.

4871

3. CONTACTING OFFICERS.

A British officer of the R.M. will be available to accompany the officers and look after their personal wants. The party would, however, have to rely on officers and transport from W.O. sources to do the conducting and transport round the battlefields.

4. BRITISH SCHOOLS & TRAINING ESTABLISHMENTS.

British schools and establishments which it is suggested that the party might visit might include the following :-

1948	WAWW
1949 (30)	AND
1949 (31)	
1949 (32)	WAWW
1949 (33)	
1949 (34)	
1949 (35)	
1949 (36)	
1949 (37)	
1949 (38)	
1949 (39)	
1949 (40)	

- W.A. at SANDHURST
- Staff College, CAMBRIDGE.
- School of Artillery.
- School of Infantry
- R.A.C. School
- Royal Corps of Signals School
- RACQ Depot, CHILWELL.

382

MADE

Small Army School  
School of Air Support,  
School A.A., BAGDAD  
Any other school that the S.C. might consider to  
be of interest and value to the party.

5. VARIATIONS IN ITINERARY.

Paragraph 3 of this letter only gives a very broad suggested outline of the itinerary. It is requested that S.C. will, where necessary or desirable, vary the tour to suit the local circumstances. The party should be back in EGYPT before 1 + 60.

6. MEMBERS & RANKS.

The party will consist of 18 officers varying between the rank of Major-General and Lieut.-Colonel.

7. DURATION DATE.

It would be convenient if 5 Day (i.e., the date of the party leaving EGYPT) could be about 1 June, 1947.

8. PROGRAMME.

S.C. Egyptian Army have asked for a detailed programme of the battalions which it is proposed to visit, the lessons to be brought out from each battle, and details of the various places to be visited in Germany, UK and Italy. It is suggested therefore that the S.C. in the first place should state on broad lines if such tour is possible. Following that a detailed programme should be issued for passing to the Egyptian Army in about April 1947. If necessary the officer or the S.C. accompanying the tour could be flown to the U.K. at a date to be notified by the S.C. to assist in the compilation of the programme and to meet the party on their arrival at BRISBANE, or TOULON. If it would assist, S.C. can send an officer to visit the S.C. in the Egyptian Army to enquire about accommodation and transport facilities in Italy.

9. COST.

It can be assured that financial authority to cover the cost of the tour will be forthcoming from the Egyptian Govt.

10.

It is realized that this tour will put the S.C. and the Commands involved to a considerable amount of trouble, but it is emphasized that such tours do much good to the Anglo-Egyptian relations and further have a great training value for the Egyptian Army.

Any assistance therefore that you can give in this matter will be greatly appreciated.

487

1832

1854

6. The party will consist of 13 of the rank of Major-General and Lieut.-Colonel.

7. It would be convenient if to pay (i.e., the date of the party leaving NUYPT) could be about 1 June, 1947.

8. PROGRAMME. H.Q. Egyptian Army have asked for a detailed programme of the activities which it is proposed to visit, the lessons to be brought out from each battle, and details of the various places to be visited in Germany, UK and Italy. It is suggested therefore that the I.C. in the first place should state on broad lines if such tour is possible, following that a detailed programme should be issued for passing to the Egyptian Army in about April 1947. If necessary the officer of the B.M. to accompany the tour could be flown to the U.K. at a date to be notified by the I.C. to assist in the completion of the programme and to meet the party on their arrival at HARLES, ENGLAND. If it could assist, H.Q. can send an officer to visit the B.M. to the Italian Army to enquire about accommodation and transport facilities in Italy.

9. COST. It can be assumed that financial authority to cover the cost of the tour will be forthcoming from the Egyptian Govt. 487

10. It is realized that this tour will put the B.C. and the Commando involved to a considerable amount of trouble, but it is emphasized that such tours do such good to the Anglo-Egyptian relations and further have a great training value for the Egyptian Army.

Any assistance therefore that you can give in this matter will be greatly appreciated.

11. cancelled and this letter substituted. That this letter of even number of 14 October 1946 is now Chief of Staff British Military Mission to the Egyptian Army.

copy to: H.Q. B.M. Chief of the British Military Mission to the Italian Armies (reference paragraph 8).

NS/TN.

CONFIDENTIAL

192  
G/33  
A-96 (inc)  
Q

SUBJECT : Visit to Sardinia.

9/33  
3-1-47

12 B. L. U.  
C. M. F.

(Tel : ROME 489061 Ext : 545)

G. 34.

30 December 1946.

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

Herewith two copies of the report by Lt. Col. Gibbon on his visit to Sardinia.

*F. Gibbon*

Lt. Colonel,  
G.S.

AWG/gm.

1000	W. W. W.
1000	1000
1000	1000
1000	1000
1000	1000
1000	1000
1000	1000
1000	1000
1000	1000
1000	1000

389  
RECEIVED 3 JAN 1947 4863

g.o.c. will discuss situation with in Sardinia with General Cadorna on 7 Jan 46.

12 B. L. U.  
C. M. F.

(Tel : ROME 489081 Ext : 545)

30 December 1946.

*Arch*

VISIT TO SARDINIA

By Lt. Col. A.W. GIBSON, O.B.E.

16/21 Dec. 46.

1. UNITS VISITED

- H.Q. SARDINIA BRIGADE.
- H.Q. 59 Inf. Regt. and 1 and 2 Bns
- H.Q. 60 Inf. Regt. and 1 Bn.
- 2 Bn. 60 Inf. Regt.
- Military Prison
- 14 Repair Unit
- Arty. Ord. Depot

- CAGLIARI
- "
- SASSARI
- MACOMER
- ORISTANO
- ABER-SANTIA
- MUORO

2. BARRACKS

The barracks are all in poor condition and are in need of repairs. It is said that some of them are unfinished and that all of them were looted by various occupants during the war. It is thought that the troops could considerably improve the barracks if they tried.

3. WELFARE

Welfare facilities hardly exist. The troops are almost all Continental Italians, and must find life in SARDINIA pretty miserable. The lack of welfare facilities appears to be mainly the fault of the Ministry of War and 8 Territorial Command for failing to provide money and equipment. The officers on the spot are also to blame for not trying to improvise. 400

4. M.T.

There is an almost complete lack of M.T. and spares.

5. CLOTHING

The men wear in many cases dressed in rags, with no overcoats and with worn out boots. Many of the items most badly needed are in stores in the Island, but no one has issued them. The attention of 8 Territorial Command has been drawn to this.

6. WEAPONS

The Infantry have been issued with British weapons.



1. UNITS VISITED

H.Q. SARDINIA BRIGADE.  
 H.Q. 59 Inf. Regt. and 1 and 2 Bns  
 H.Q. 60 Inf. Regt. and 1 Bn.  
 2 Bn. 60 Inf. Regt.  
 Military Prison  
 14 Repair Unit  
 Arty. Ord. Depot

CAGLIARI  
 "  
 SASSARI  
 MECCHER  
 ORISTANO  
 ABBASANTA  
 NUORO

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6. WEAPONS

The Infantry have been issued with British weapons.

7. STRENGTH

Units are at 50% strength, and there is a chronic shortage of officers. Service in SARDINIA is unpopular, and officers go there with reluctance.

8. TRAINING

There are excellent training areas, but they are little used. Training appears to be unprogressive.

400

9. STORES

There are large dumps in the Island awaiting disposal orders. See Annexure 1.

10. VISITS

- a. No senior Italian officer has visited the Island recently.
- b. Gen. SOLDARELLI says that he intends to visit the Island shortly.
- c. During my visit I was treated with the greatest courtesy and hospitality by the Italian Officers whom I met.

11. MILITARY PRISON

The prison at CRISTANO is a terrible place. It is said to be moving shortly to better accommodation in CAGLIARI.

12. CONCLUSION

- a. The garrison of SARDINIA is below the standard of the remainder of the Italian Army.
- b. This is due partly to neglect by the Italian Military authorities in ROME, and partly to the slackness of the officers in the island.

13. RECOMMENDATIONS

- a. Frequent and searching inspections by senior officers from ROME.
- b. Substantial improvement of amenities.
- c. Rotation of officers and O.R.'s between SARDINIA and ITALY.

4867

*W. J. Willson*

Lt. Colonel,  
C.S.

1853

190

COPY INCOMING SIGNAL

FROM : GHQ CMP  
TO : MMIA

271640 A

UNCLASSIFIED

SD 0416 FROM SOUTHBY (.) FIRST SUBJECT (.) FOR BGS (.)  
COLONEL ANDERSON PROVISIONALLY WILL VISIT YOU 2 DEC TO DISCUSS  
/74408 AFTER SEEING GENERAL AIREY AT AFHQ (.) WILL CONFIRM FROM  
AFHQ 30 NOV (.) SECOND SUBJECT TRANSFER OF TKS FROM F O R L I  
TO B O L O G N A (.) ADME AND ITALIAN REFS TO PREPARE TO  
VISIT F O R L I 5 DEC FOR FINAL CHECK OF EQUIPMENT (.)  
MOVEMENT OF TKS TO B O L O G N A BY TRANSPORTERS PROVIDED  
BY GHQ T TO BEGIN 9 DEC (.) TWENTY TKS PER DAY TO ARRIVE  
B O L O G N A (.) MINISTRY OF WAR TO PREPARE TO RECEIVE (.)  
GHQ WILL CONFIRM (.) THIRD SUBJECT TRG OF ITALIAN TK PERSONNEL (.)  
COURSE FOR SIX SQUADS FOR SIX WEEKS ON BRITISH EQUIPMENT WILL BE  
ARRANGED AT 269 ARMD DELIVERY SQN AT E S T E (.) ITALIAN  
INTERPRETERS AND ITALIAN ACCOMODATION WILL BE REQUIRED

4863

MMIA - 107  
FILE 23/33  
DATE 2 DEC 1946

29 nov 1946  
mm

GSO I (D)	
GSO II (SD)	
GSO III (C)	
GSO III (S)	
GSO I (D)	
G II (D)	

SD Distribution: G/33  
SD/104  
SD/109/1  
G(Trg)  
REME

Not received in this office  
kill 1600 hrs 3/12/46  
RC

2 Squads of 5 Officers  
4 " " 5 N.C.O.'s

*Handwritten notes:*  
Attn  
S. 201  
A. 12  
S. 201

187

MMIA

NEW YORK AREA

25

A

186

9/33

336

UNCLASSIFIED

FURTHER TO THIS HQ SIGNAL 031 OF 25 NOV (.)

MAY RETURN PASSENGER FROM B O L O G N A TO R O M E

ALSO BE BOOKED FOR THIS M W V O P E DSO HQS THIS

HQ LEAVING B O L O G N A THURSDAY 5 DEC 1935 DRS (.)

PLEASE CONFIRM

MMIA - G
FILE 9/33
DATE 2/11/46

4865

*By [signature]*

29/1/46

EGS	
GSO 1 (SD)	
Dep G 11	

*mm*

1860

UNCLASSIFIED

FURTHER TO THIS HQ SIGNAL 031 OF 25 NOV (.)  
MAY RETURN PASSENGER FROM B O L O G N A TO R O M E  
ALSO BE BOOKED FOR FLIGHT WITH WIFE DSO DCS THIS  
HQ LEAVING B O L O G N A THURSDAY 5 DEC 1935 PMS (.)

FRENCH COUNTRY

4865

MMIA - '0'
FILE 9/33
DATE 28/11/46

*WMM*

*Bydover*

*27/11/46*

LOGS	
GSO I (SD)	
Dop G III	
GSO II (SD)	
GSO III (SD)	
GSO IV (SD)	
GSO V (SD)	
GSO VI (SD)	
GSO VII (SD)	
GSO VIII (SD)	
GSO IX (SD)	
GSO X (SD)	

IMP: DGS  
←

0690

S.P. BYATT, MAJOR

*WMM*

COPY INCOMING SIGNAL

187

LROF V MEXS NR S// 182246 QVR2

FROM : GHQ CMF 181745A

TO : HQ NAPLES AREA

INFO : MMIA

BT

SDO 338 UNCLASSIFIED (.) REQUEST YOU ISSUE AUTHORITY TO MMIA FOR TWO SPONSORS REQUIRED TO ATTEND WEC MEETING HERE TO TRAVEL BY FLAGSTAFF FROM ROME ARRIVING PADUA 26 NOV (.) UNDERSTAND SPONSORS REQUIRE TO BRING CAR IN CONNECTION WITH OTHER DUTIES IN NORTHER ITALY.

BT

SENT SD BB

RD AT 2012 RHJP K

486

EGS	
G-1 (SD)	
Dep. G	
G-2 (SD)	
G-3 (A)	
G-4 (I)	
G-5 (A)	
G-6 (I)	

REPLY  
 FILE  
 19 NOV 1940

MMIA - G  
 FILE  
 19 NOV 1940  
 DATE

HEADQUARTERS ALLIED COMMISSION  
NAVY SUB-COMMISSION APO 794

183

N. A.

Recs.  
S/A

"G"  
WP

DSC/5625  
5 November 1946

MEMORANDUM TO THE NAVY SUB-COMMISSION, ALLIED COMMISSION, (MIA).

Subject: Pyrotechnic Demonstration of Luminous Floats in the Harbor of Genoa on 7 November 1946.

1. On 23 September 1946 you were advised that Signor ALDO VASSINA, a pyrotechnical engineer proposed to demonstrate certain luminous floats he had invented. The harbor of Genoa was given as the site of these demonstrations, and no objections were raised at that time.

2. The Associazione Armatori Liberi have now informed the Navy Sub Commission that the demonstrations will be held in the port of Genoa on Thursday, 7 November 1946 at 1800 hrs. Those interested should have their representatives present themselves in the lobby of the Maritime Station at Genoa - Ponte dei Mille between 1730 and 1800 hours.

BGS	mm
GSO 1 (SD)	see
Dep G 11	
GSO 1 (SD)	
GSO 1 (A)	
GSO 2	
GSO 3	
G 11 (C)	

*W. F. Parham*  
W. F. PARHAM,  
By Direction.

4862

MEMIA - 'G'  
FILE  
DATE 5 NOV 1946

1863

9/30

DO/S,

MEMO
FILE
DATE

*Reg out 25 Oct 8/30*

181

Lt. Col. A.R.C. SOUTHEY, CBE.  
Rifle Bde.  
GSO, I. (SD).  
LAND FORCES SUB COM. AC. (INDIA)

25 Oct. 45.

Dear

Capt. SIMVEN is the representative of M.I.4. in the War Office who deals with the Italian Army. He has visited us in Rome and has been out to CASANO. He is anxious to see something of an Inf. Div. "on the ground" and the BCS would like you to arrange for him to have a look at LEBBANO on THUR 31 Oct. Not a formal visit of a War Office representative but just to look at accommodation, administration and training with yourself or one of your officer's.

Will you lay something on and give SIMVEN all the information and assistance you can?

Lt. Col. P.M. WINTERSON.  
R. I. P.  
GSO I. 3 B.L.U.  
MILAN.

*APC*

486



1864

6/33

MMIA - G
FILE 6/33
DATE 6/22/60

WMMH

180

PROGRAMME G.O.C.'s VISIT TO SICILY

FROM OCT. 23rd TO 30th

Wed Oct. 23.	10.30	Arrive Palermo Airport.	
	11.00	Visit Commander 11 Com. Mil. Terr. Major General de Castiglioni	
		Visit H.Q. Aosta Bde. Dirig. Gen. Yece	
		Lunch. 11. B.L.U.	
	14.30	Visit H.Q. 30. Colonel Galabro	
	16.30	Tea. 11. B.L.U.	
		Visit Mondello Monte Pellegrino	
Thurs. Oct. 24. 09.15		Visit 11. C.A.F. Colonel Alfieri	
	10.30	Visit 03. See Mobile Bn. Lt. Col. Sallitto	
	11.15	Visit 6 Inf. Regt. Col. Milazzo	
		Aosta Arty Group. Lt. Col. Santoro	4860
	13.00	Lunch. 11. Com. Mil. Terr.	
	n.m.	Visit Monreale	
Fri. Oct. 25	09.30	Visit H.Q. 9 Inf. Regt. Lt. Col. Pagnano	
	10.30	Visit 11 M.L. Repair Unit Col. Genasio	
		Lunch. 11. B.L.U.	
	14.00	Departure by train for Messina Stay night.	

11.00 Visit Commander 1st Com. Hill. Terr.

Major General M. Castiglioni

Visit H.Q. Aosta Bde.  
Brig. Gen. Vecce

Lunch. 11. B.I.U.

14.30 Visit H.Q. 03.

Colonel Gallabrò

16.30 Tea. 11. B.I.U.

Visit Mondello

Monte Pellegrino

Thurs. Oct. 24. 09. 15

Visit 11. C.A.R.

Colonel Alfieri

10.30

Visit 03. See Mobile Bn.

Lt. Col. Scilitto

11.15

Visit 3 Inf. Regt.

Col. Milazzo

Aosta Arty Group.

Lt. Col. Santoro

13.00

Lunch. 11. Com. Hill. Terr.

P.M.

Visit Monzeule

Fri. Oct. 25 09.30

Visit H.Q. 3 Inf. Regt.

Lt. Col. Pancano

10.30

Visit 11 M.P. Repair Unit

Sgt. Ganusso

Lunch. 11. B.I.U.

14.00

Departure by train for Messina

Stay night.

4860

EGS		
GSO I (S-I)		APRIL
GSO I (SU)		
GSO I (C)		
GSO I (S-I)		
GSO I (REG)		
G II (L)		

1866

Sat. Oct. 26.	09.30	Visit H.Q. Reggio Bde. General Sanoretti
	10.15	H.Q. Messina Legion CC. Col. Mazzone
	11.15	H.Q. 45. Inf. Regt. Col. Stradella
	13.00	Lunch. H.Q. Reggio Bde.
	14.15	Departure by road to Taormina
Sun. Oct. 27.		Taormina
Mon. Oct. 28.	09.00	Departure by road to Catania
	10.30	Visit H.Q. CC. Maj. Denti
		Visit H.Q. 45 Inf. Regt. Col. Artale
	12.30	Lunch at H.Q. 45 Inf. Regt.
		Tour Mount Etna
		Stay night in Catania
Tues. Oct. 29.		By road to Syracuse
		Lunch. Villa Politti
	17.00	Return to Catania
		Stay night in Catania.
Wed. Oct. 30.	08.50	Leave by Air for Rome.

1867

174

HEADQUARTERS ALLIED COMMISSION  
Navy Sub Commission 220 394

RECEIVED 9:59:00 AM  
13 SEP 1946

HRM/5451.  
10th September, 1946.

FINAL REPORT ON  
Lieutenant Hall's report on his mission  
to Sicily dated 21st 21st August 1946.

From: Navy Sub Commission, Hq., Allied Commission.  
TO: Commander-in-Chief, Mediterranean Station.  
Flag Officer, Britain, Italy.  
Senior United States Naval Liaison Officer, Italy.  
Naval Liaison Officer to the Supreme Allied Commander, Mediterranean.  
Executive Commissioner, Hq., Allied Commission.  
Land Forces Sub Commission, (MIA), Hq., Allied Commission.  
Air Forces Sub Commission, Hq., Allied Commission.

Subject: Lieutenant Hall's report on his mission to Sicily dated  
21st August, 1946

Forwarded for information.

(N)

BGS	X
GSO I (SD)	
Dep G II	
GSO I (SD)	X
GSO II (C)	
GSO III (D)	X
GSO III (G)	
G II (C)	

4853  
A. Khan

REAR ADMIRAL,  
CHIEF, NAVY SUB COMMISSION,  
FOR ALLIED COMMISSION.

31 M 1946  
FILE G/33  
DATE 2/19/9/46

191200

1868

THE NAVY SUB COMMISSION,  
FINDINGS  
ALYED COMMISSION,  
ROME.

21ST AUGUST, 1946.

337

I have the honour to submit the following report of proceedings in my capacity of British Naval Liaison Officer to the French Naval Mission visiting Sicily referred to in the Supreme Allied Command, Mediterranean's Signal EX 65766 dated 27/8/46, July, 1946.

2. The French party consisted of Capitaine de Corvette CAPOTI from Paris, and Lieutenant de Vaisseau LUCUR of the French Fleet Air Arm from Toulon who was also the pilot of the French aircraft (an American built-engined CESSNA), which remained at our disposal throughout the mission. The pilot was accompanied by a French W/T operator as crew.

3. Departed from Rome 1530, 12th August, arrived at Catania 1730, by sea.

On arrival at Catania at 1730 the party was met by Captain Reiner, Italian Air Force, Italian Air Officer-in-Charge, Catania, and Newtarn Stolly, and Sub-Lieutenant MAZZOLI, Italian Navy, of the Capitaneria di Porto Catania, the French provided transport, sent down from Milan Naples, was also present, Signals had previously been made by the Italian Minister of Marine and Air, informing their respective sub-commands of my arrival, invited programme, and the purpose of my visit. The reception was very cordial and cooperative. This atmosphere of friendliness however, may have been due to the fact that I had already met Captain Reiner on my visit to Portoferraio with the Delegation Committee, referred to in Allied Force Headquarters Letter G-5 AFHQ 31/2 of 29th June, 1946. He came as the Italian Air Force Representative, representative arrangements were made for fueling the aircraft with a Royal Air Force Flight Lieutenant, whom I understood to be Polish, who appeared to be 2nd in Command of the small Royal Air Force detachment remaining at the airfield in the process of closing down. There seemed to be a little difficulty for fueling as some of the equipment had already been dismantled. He asked me however, to have the French crewman report to him in the forenoon, when he would endeavour to satisfy our requirements. The party then left the airfield for Catania town where the W/T operator and the French Sub-Commissioned Officer in Charge of the vehicle remained.

4. Departure Catania 1915, arrived Taormina 2030 - by road.

The Mission now consisting of the two French Officers, a French Senior driver and myself proceeded to Messina via Taormina by road at 1915. On arrival at Taormina the party was victualled in at the Allied Requisitioned

*What was it?*

1869

5526

I have the honor to submit the following report of proceedings in my capacity as British Naval Liaison Officer to the French Naval Mission visiting Sicily referred to in the Supreme Allied Command, Mediterranean's Signal IX 6766 dated 27/8/46, July, 1946.

2. The French party consisted of Capitaine de Corvette GILHOFF from Paris, and Lieutenant de Vaisseau BLOCH of the French Fleet Air Arm from Toulon who was also the pilot of the French aircraft (an American twin-engine CESSNA), which remained at our disposal throughout the mission. The pilot was accompanied by a French W/T operator as crew.

3. Departed from Rome 1570, 12th August, arrived at Catania 1730 - By air

On arrival at Catania at 1730 the party was met by Captain Reiner, Italian Air Force, Italian Air Officer-in-Charge, Catania, and Captain Sicily, and Sub/Lieutenant MAZZINI, Italian Navy, of the Capitaneria di Porto Catania. The French provided transport, sent down from Rome Naples, was also present. Signals had previously been made by the Italian Ministries of Marine and Air, informing us of their respective sub-commands of our arrival, intended programme, and the purpose of our visit. The reception was very cordial and cooperative. This atmosphere of friendliness however, may have been due to the fact that I had already met Captain Reiner on my visit to Pantelleria with the Demilitarization Committee, referred to in Allied Force Headquarters letter C-5 AFHQ/13/2 of 29th June, 1946. We came on the Italian Air Force Representative, Tentative arrangements were made for fueling the aircraft with a Royal Air Force Flight Lieutenant, whom I understood to be Polish, who appeared to be 2nd in Command of the small Royal Air Force detachment remaining at the airfield in the process of closing down. There seemed to be a little difficulty for fueling as some of the equipment had already been dismantled. He asked me however, to have the French crewmen report to him in the forenoon, when he would endeavour to satisfy our requirements. The party then left the airfield for Catania Terra where the W/T operator and the French Non-Commissioned Officer in Charge of the vehicle remained.

4. Departure Catania 1915. Arrived Taormina 2050 - By road

The Mission now consisting of the two French Officers, a French Senior driver and myself proceeded to Messina via Taormina by road at 1915. On arrival at Taormina the party was welcomed in at the Allied Requisitioned San Domenico Hotel, the driver being accompanied at Villa Soliani. The hotel is in charge of a British Lieutenant Naval Officer, who on being informed of our arrival promptly had the party shown to his quarters, where he made us welcome over a drink, he was very hospitable and the perfect host. As dinner ended at 2100 a special concession was made for dinner at 2130 in order that we could have a wash and a change. This facility and the friendly manner in which we were made welcome, was I feel, very much appreciated by the French.

\*\*\*\*\*

What was it?

-2-

5. Departed Palermo 14th August. Arrived Messina 0930 - By Road.

Proceeded to Messina at 0800 the following morning, whose outskirts we reached at 0915, arriving at the Italian Navy Headquarters at 0945. As it happened, a de-commissioning ceremony was being held at the time of our arrival and we were therefore met by a Lieutenant (N) whose feelings against the French apparently ran high, resulting in his politely cold reception. He informed us that, prima, the Italian Flag Officer, Sicily, and his Chief of Staff were engaged. We were not asked into an office or offered a drink after a hot journey by road, the excuse being that neither the Admiral nor members of his Staff could receive us at present as they were engaged in preparations for the ceremony. We talked it over by the car for five minutes and decided to go to the hotel Reale where rooms had been booked for us and leave the luggage, reporting to the Admiral or his representative at 1045. The suggestion was made by the Italian Lieutenant that as the Admiral would most probably still be occupied, the Commander (E) who was to accompany us on our tour at Messina could meet us at the hotel. At 1045 a Commander (E) and the Deputy Chief of Staff, Commander REDABELLI, Italian Navy, met us in the lobby, for a brief stand-up interview. The Commander (E) smiled occasionally, The Deputy Chief of Staff, only just polite, impassive, looked bored and obviously resented the French's presence. We asked again when it would be convenient to report to the Admiral and pay him our respects; we were informed that he would be engaged until 1230, and presuming that we most probably wanted to get on with our work, did not wish the visit to inconvenience us. The general trend of feeling was obvious by now so we did not press the matter further, I therefore requested the Deputy Chief of Staff to present our compliments to the Admiral, and inform him of our arrival, and expressed our regret at not being able to call on him personally. He thanked me and assured me that my message would be conveyed. A little prior to this, while arrangements were being made for re-fuelling the car, the Deputy Chief of Staff suggested that 500 quantities of petrol and oil required could be brought to the hotel, instead of the car going to the Italian Navy garage situated in the dockyard 1/2 mile away! This remark, to my mind was foolish, the suggestion impracticable and obviously unnecessary. It was plain that relations with the French were considerably strained, not only did the Admiral refuse to see us (in short), but the Italian apparently even resented the presence of a French car and driver at the Italian Navy garage! The Order of the Day was presumably, "The less we have to do with them the better." I tactfully handled the fuel question however and it was agreed that the car should fuel and remain overnight at the Italian garage. This delightful little episode over, the Italian Deputy Chief of Staff took his leave and we proceeded together with the Italian Commander (E) to visit coast defences in the area. Most of the guns were, or are in the process of being dismantled, and only the old gun emplacements remained. Guns and ammunition were all being stored in the Italian Navy ammunition depot at Mascote which is on top of a hill overlooking the straits where a battery of short barreled 1900, 250mm calibre guns, still exists in a strategic position commanding the entrance to the Straits. These guns will also be dismantled in turn. We were told that all guns in the area were all pre-World War 1, rusty, outdated, and now useless pieces of artillery which would be sold as scrap. The date of manufacture and condition of the guns were confirmed by physical inspection. Lieutenant Commander Jaroff asked the Italian Commander (E) to show him his plan of the defences, whereupon the Italian clumsily

engaged. We were not asked into either the Admiral nor members of his journey by road, the excuse being that neither the Admiral nor members of his staff could receive us at present as they were engaged in preparations for a ceremony. We talked it over by the car for five minutes and decided to go. The hotel people where rooms had been booked for us and leave the luggage, reporting to the Admiral or his representative at 1045. The suggestion was made by the Italian Lieutenant that as the Admiral would most probably still be occupied, the Commander (E) who was to accompany us on our tour at Messina could meet us at the hotel. At 1045 a Commander (E) and the Deputy Chief of Staff, Commander REDABELLI, Italian Navy, met us in the lobby, for a brief stand-up interview. The Commander (E) smiled occasionally. The Deputy Chief of Staff, only just polite, impassive, looked bored and obviously resented the French's presence. We asked again when it would be convenient to report to the Admiral and pay him our respects; we were informed that he would be engaged until 1230, and presuming that we most probably wanted to get on with our work, did not wish the visit to inconvenience us. The general trend of feeling was obvious by now so we did not press the matter further. I therefore requested the Deputy Chief of Staff to present our compliments to the Admiral, and inform him of our arrival, and expressed our regret at not being able to call on him personally. He thanked me and assured me that my message would be conveyed. A little prior to this, while arrangements were being made for re-fuelling the car, the Deputy Chief of Staff suggested that we, quantities of petrol and oil required could be brought to the hotel, instead of the car going to the Italian Navy garage situated in the dockyard 1/2 mile away. This remark, to my mind was foolish, the suggestion impracticable and obviously unnecessary. It was plain that relations with the French were considerably strained, not only did the Admiral refuse to see us (in short), but they apparently even resented the presence of a French car and driver at the Italian Navy garage! The Order of the Day was presumably, "the less we have to do with them the better." I tactfully handled the fuel question however and it was agreed that the car should fuel and remain overnight at the Italian garage. This delightful little episode over, the Italian Deputy Chief of Staff took his leave and we proceeded together with the Italian Commander (E) to visit coast defences in the area. Most of the guns were, or are in the process of being dismantled, and only the old gun emplacements remained. Guns and ammunition were all being stored in the Italian Navy ammunition depot at Masseto which is on top of a hill overlooking the straits where a battery of short barreled 1900, 280mm calibre guns, still exists in a strategic position commanding the entrance to the Straits. These guns will also be dismantled in turn. We were told that all guns in the area were all pre-World War I rusty, outdated, and now useless pieces of artillery which would be sold as scrap. The date of manufacture and condition of the guns were confirmed by physical inspection. Lieutenant Commander Taroff asked the Italian Commander (E) to show him his plan of the defences, whereupon the Italian obviously changed the conversation to avoid the issue at first, but reluctantly produced it after repeated requests. While the Italian Commander (E) co-operated in showing us the various gun emplacements, remaining gun batteries and ammunition depot at Masseto, he did however shout a warning "non parlare" to the Italian gunnery rating whom he saw at a distance talking to Garoff. Incidentally, our Italian guide took pains to restrict his conversation regarding military matters to direct replies to questions asked, with no elaborations!



The inspection of the defences was otherwise un-eventful and we returned to the hotel for lunch at 1450. At 1730 Carcuff met the Italian Commander (E) in the hotel lobby again to check over defence positions and compare maps. While there was no difficulty this time in obtaining the information required, Carcuff was not invited into an office where I considered that work of this nature should have been carried out.

Departure Messina 0930, 15th August. Arrived Catania 1215 - By road

6. We left Messina at 0930, 15th August, for Catania where we arrived at 1215. On arrival at the Hotel Centrale, Gerona at 1215 rooms were booked and the driver proceeded to join the other French Non-Commissioned Officers at the Hotel Europa. A quarter of an hour later the Non-Commissioned Officers who remained at Catania in charge of the aircraft arrived at the hotel and informed us that they were unable to obtain any petrol to re-fuel the aircraft from the Royal Air Force Unit in view of the facts already outlined in paragraph 3 above. While the Royal Air Force Unit had 26,000 tons of petrol at the airfield it had already been transferred off charge to Air Headquarters, Malta, prior to it being turned over to Comitato Italiano Petroli. Petrol bowzers, pumping equipment, etc, had all been removed thus creating difficulty in fuelling. The Italian Air Force were at present using salvaged 100 octane petrol which they were prepared to supply but which perhaps was not very safe as small quantities of water had been found in some barrels. In view of the condition of the petrol therefore, the French Non-Commissioned Officers wisely awaited the return of the pilot for a decision. Incidentally, the aircraft uses 80 octane aircraft fuel but failing the supply of this type the pilot was prepared to use 100 octane. We all trooped down to the airfield in the afternoon therefore, in an effort to straighten things out. While the others waited outside, I went into the office and saw the Adjutant on duty, with an "IN" basket piled high. I regret to say he was utterly non-co-operative to the extent of being rude and in a few words did not want to go to the trouble of informing the Commanding Officer, a Squadron Leader, by phone, or even take the initiative of making a signal or phoning Air Headquarters for authority to issue 80 gallons as an exceptional case. I consider that the circumstances certainly warranted such action. After all 80 gallons is a mere drop in the sea compared to 26,000 tons. He neither offered any help or advice as to alternative means of obtaining fuel. I had to offer suggestions which were met by non-conclusive remarks. In mitigation one may understand his attitude, that officially he did not exist any longer, and the sooner he left the better, it being just too bad that we turned up at the wrong time. Sub Lieutenant Mazzone then phoned Palermo for information regarding fuel while I tried the British Overseas Airways Base at Augusta, whose manager was very affable and promised to ring C.I.P. to see what could be done. The call to Palermo was non-productive. An Italian Non-Commissioned Officer was on duty, who was not much help and replied that the officers were away as no aircraft were expected and it was a general holiday. A few minutes later British Overseas Corporation called back before Augusta to the effect that Comitato Italiano Petroli at Catania could probably help as Comitato Italiano Petroli, Augusta came under the Catania branch for administration. That settled we arranged to meet Captain Reinier and Sub Lieutenant Mazzone at 0800 the following morning to tackle Comitato Italiano Petroli. The Italian Air Force, unlike the Italian Navy at Messina, were very amiable, co-operative, and did everything to help us. Sub Lieutenant Mazzone of the Italian Navy Capitaneria di Porto who had met us previously was also very courteous polite and helpful.

Departure Messina 0930, 15th August. Arrived Catania 1215 - By road

6. We left Messina at 0930, 15th August, for Catania where we arrived at 1215. On arrival at the Hotel Centrale, Catania, as 1215 rooms were booked and the driver proceeded to join the other French Non-Commissioned Officers at the Hotel Europa. A quarter of an hour later the Non-Commissioned Officers who remained at Catania in charge of the aircraft arrived at the hotel and informed us that they were unable to obtain any petrol to re-fuel the aircraft from the Royal Air Force Unit in view of the facts already outlined in paragraph 3 above. While the Royal Air Force Unit had 26,000 tons of petrol at the airfield it had already been transferred off charge to Air Headquarters, Malta, prior to it being turned over to Comitato Italiano Petroli, Petrol bouwers, pumping equipment, etc, had all been removed thus creating difficulty in fuelling. The Italian Air Force were at present using salvaged 100 octane petrol which they were prepared to supply but which perhaps was not very safe as small quantities of water had been found in some barrels. In view of the condition of the petrol therefore, the French Non-Commissioned Officers wisely awaited the return of the pilot for a decision. Incidentally, the aircraft uses 80 octane aircraft fuel but failing the supply of this type the pilot was prepared to use 100 octane. We all trooped down to the airfield in the afternoon therefore, in an effort to straighten things out. While the others waited outside, I went into the office and saw the Adjutant on duty, with an "IV" basket piled high. I regret to say he was utterly non-co-operative to the extent of being rude and in a few words did not want to go to the trouble of informing the Commanding Officer, a Squadron Leader, by phone, or even take the initiative of making a signal or phoning Air Headquarters for authority to issue 80 gallons as an exceptional case. I consider that the circumstances certainly warranted such action. After all 80 gallons is a mere drop in the sea compared to 26,000 tons. He neither offered any help or advice as to alternative means of obtaining fuel. I had to offer suggestions which were met by non-conclusive remarks. In a minute or two I may understand his attitude, but officially he did not exist any longer, and the sooner he left the better, it being just too bad that we turned up at the wrong time. Sub Lieutenant Mazzone then phoned Palermo for information regarding fuel while I tried the British Overseas Airways Base at Augusta, whose manager was very affable and promised to ring C.I.P. to see what could be done. The call to Palermo was non-productive. An Italian Non-Commissioned Officer was on duty, who was not much help and replied that the officers were away as no aircraft were expected and it was a general holiday. A few minutes later British Overseas Corporation called back before Augusta to the effect that Comitato Italiano Petroli at Catania could probably help as Comitato Italiano Petroli, Augusta came under the Catania branch for administration. That settled we arranged to meet Captain Reiner and Sub Lieutenant Mazzone at 0800 the following morning to tackle Comitato Italiano Petroli. The Italian Air Force, unlike the Italian Navy at Messina, were very amiable, co-operative, and did everything to help us. Sub Lieutenant Mazzone of the Italian Navy Capitaneria di Porto who had met us previously was also very courteous polite and helpful.

.....OVER.....

Catania 16th August.

7. On arrival of Captain Reiner and Sub Lieutenant Maszone we phoned Comitato Italiano Petrolio at 0800 from the hotel but did not find anyone in, so we discussed the possibility of using the Italian Air Force fuel in the event of failure at Comitato Italiano Petrolio and the pilot finally agreed that we could take it as it had already been proven in Italian aircraft. On arrival at Comitato Italiano Petrolio at 0830 they confirmed that they had 100 tonnes and were willing to supply but we were up against red tape and bureaucracy of course. Did we have the coupons, were we going to pay for it, etc, they had to get authority from Palermo, in the end, as it was an unusual case. They appeared to be in a complete flap and nobody seemed to be able to cope. It was beyond them to inform them suggestion that we could settle accounts in Rome who would then inform them when the bill had been paid, and that eventually they could charge the French Government direct through their Headquarters in Rome. As we didn't have time to wait for the result of the call to Palermo we left the matter in Sub Lieutenant Maszone's hands and proceeded to Augusta accompanied by Captain Reiner.

Departed Catania 0930 16th August. - Arrived Augusta 1100 16th August. - By Road.

8. On approaching Augusta Captain Reiner took us around to visit the Italian Air Force Sea Plane Base which is en route to the town. It is very well situated in the lee with a good landing area and anchorage. The hangers and jetty are partly damaged however and the whole of the base has obviously suffered from lack of maintenance. There is a huge undamaged balloon hanger which is now used as a store depot. Italian Air Force personnel are at present rehabilitating the base to a certain extent for use as a training centre for the Italian Air Force new recruits. From there we proceeded into town and reported to the Italian Naval Officer-in-Charge, Augusta who was very condescending and co-operative. We were immediately introduced to the Italian Navy Gunnery Officer and Lieutenant de Antonio, Italian Navy, the N.C.S.O., and Liaison Officer, who accompanied us on the visits to the batteries. We inspected a battery in the vicinity of noon and returned to the British Overseas Airways Corporation Mess for lunch. B.O.A.C. had actually been asked to accommodate the party for the night in the event that we remained and they had everything prepared for such an eventuality. We were met by the Mess Secretary who gave us a warm welcome and was very kind. After lunch when I asked for the Mess Bill, I was told that we were Mess guests. I consider this was an extremely nice gesture which was much appreciated by all. I did not see the manager to whom I had spoken over the phone as he had gone to Syracuse for the day. After lunch Caroff brought his maps up to date aided by the Gunnery Officer. Having calculated the afternoons programme it was decided that the party could return to Catania that evening and B.O.A.C. were informed accordingly.

Departed Augusta 1400. - Arrived Punta Perugia in the vicinity of Syracuse 1500 - By Road.

9. The party accompanied by Captain Reiner, Lieutenant de Antonio and the Gunnery Officer, proceeded to Syracuse at 1400. On reaching the main road to Syracuse at Meli we visited a small Naval Ammunition dump, situated underground in the remains of a stone quarry. The dump contained mainly torpedoes and mines. The atmosphere was very damp inside and the ground was inches thick with dust, being the residue from the quarry.

up against red tape and bureaucracy. We were going to pay for it, etc. they had to get authority from Palermo, in the end, as it was an unusual case. They appeared to be in a complete flap and nobody seemed to be able to cope. It was beyond them to adopt my suggestion that we could settle accounts in Rome who would then inform them when the bill had been paid, and that eventually they could charge the French Government direct through their Headquarters in Rome. As we don't have time to wait for the result of the call to Palermo we left the matter in Sub Lieutenant Mascione's hands and proceeded to Augusta accompanied by Captain Reiner.

Departed Catania 0930 16th August. - Arrived Augusta 1400 16th August. - By road.

B. On approaching Augusta Captain Reiner took us around to visit the Italian Air Force Sea Plane Base which is en route to the town. It is very well situated in the lee with a good landing area and anchorage. The hangars and jetty are partly damaged however and the whole of the base has obviously suffered from lack of maintenance. There is a huge undamaged balloon hangar which is now used as a store depot. Italian Air Force personnel are at present rehabilitating the base to a certain extent for use as a training centre for the Italian Air Force new recruits. From there we proceeded into town and reported to the Italian Naval Officer-in-Charge, Augusta who was very condescending and co-operative. We were immediately introduced to the Italian Navy Gunnery Officer and Lieutenant de Antonio, Italian Navy, the N.C.S.O., and Liaison Officer, who accompanied us on the visits to the batteries. We inspected a battery in the vicinity at noon and returned to the British Overseas Airways Corporation Mess for lunch. B.O.A.C. had actually been asked to accommodate the party for the night in the event that we remained and they had everything prepared for such an eventuality. We were met by the Mess Secretary who gave us a warm welcome and was very kind, after lunch when I asked for the Mess Bill. I was told that we were Mess guests. I consider this was an extremely nice gesture which was much appreciated by all. I did not see the manager to whom I had spoken over the phone as he had gone to Syracuse for the day. After lunch Caroff brought his maps up to date aided by the Gunnery Officer. Having calculated the afternoons programme it was decided that the party could return to Catania that evening and B.O.A.C. were informed accordingly.

Departed Augusta 1400. - Arrived Punta Panagia in the vicinity of Syracuse 1500 - By Road.

9. The party accompanied by Captain Reiner, Lieutenant de Antonio and the Gunnery Officer, proceeded to Syracuse at 1400. On reaching the main road to Syracuse at Meli we visited a small Naval Ammunition dump, situated underground in the remains of a stone quarry. The dump contained mainly torpedoes and mines. The atmosphere was very damp inside and the ground was inches thick with dust, being the residue from the quarry.

.....over

Stone cutters were working another quarry very near by. The situation of this dump was obviously not ideal, only serving the purpose of providing underground shelter with no concrete reinforcements of any kind. Resuming our journey we arrived at Punta Panagia approximately 2 1/2 Kms from Syracuse where we visited a 15th battery composed of two guns whose barrels had been destroyed by a charge, with the ammunition dump serving the guns situated under ground nearby. The dump was very well kept, clean, with all shells and empty cases stacked in an orderly fashion. The inspection was completed by 1600 and we parted company with the Italians and returned direct to Catania. Captain Reiner accompanied the Italian Naval Officers back to Augusta in his car and agreed to meet us at the hotel in Catania on our arrival.

Departed Punta Panagia 1600

Arrived Catania 1815

By Road

10. On arrival at Catania we were met by Sub Lieutenant Mazzoni who informed us that G.I.P. were prepared to supply us the necessary fuel and oil for the aircraft providing we produced an authority to issue from the Royal Air Force, who officially did not exist. This was beyond me, but always willing I phoned my "friend" the Adjutant and was greeted not too kindly when I explained the purpose of the call, he did condescend this time however to contact the Commanding Officer for authority to issue the document required, saying he would ring back at the hotel. Meanwhile Reiner arrived and we arranged with him for the issue of FOL for the aircraft from Italian Air Force Stocks at the airfield in the event that the necessary Royal Air Force authority was not forthcoming. No call was received that evening from the Adjutant, but as the pilot was now fully prepared to use the Italian Air Force fuel offered even though he had to sign a declaration to the effect that he would assume full responsibility for any subsequent damage to the engines and the safety of the aircraft and passengers, I did not carry the matter further.

Departed Catania 1000 17th August. Arrived Palermo 1215. - By air.

11. At 0730 I accompanied the pilot and Captain Reiner to the airfield where the aircraft was refuelled and prepared for take-off. As every-thing was running smoothly, the declaration had been signed, and no further language difficulty was anticipated I returned to the hotel to collect Commander Caroff at 0900 with whom I proceeded to visit the Italian Naval Commander of the Capitaneria di Porto Catania at 0930. We were very well received by the amiable Comandante del Porto who enquired whether everything had been carried out to our satisfaction to which we replied in the affirmative and thanked him for the valuable assistance rendered by Sub Lieutenant Mazzoni. Lieutenant Commander Caroff and I then proceeded to the airfield at 0945 where we arrived at approximately 1000 and almost immediately took off for Palermo having had farewell to Captain Reiner and thanked him for all the whole hearted assistance and facilities afforded. From Catania, Southernly then a North Westerly course was set so as to follow Sicily's Southern coast to Trapani in order to view the remains of the airfields at Cosimo, Gela, Licata, Chiusi and Milo. With the exception of Chiusi and Milo which are situated South and East of Trapani respectively all the airfields have been reconverted for agricultural purposes but on two of them the landing strip could still be seen from the air the condition of which is presumably mediocre.

1877

Departed Punta Penasia 1600 . . . . . Arrived Catania 1815. By Road

10. On arrival at Catania we were met by Sub Lieutenant Mazzone who informed us that C.I.P. were prepared to supply us the necessary fuel and oil for the aircraft providing we produced an authority to issue from the Royal Air Force, who officially did not exist. This was beyond me, but always willing I phoned my "friend" the Adjutant and was greeted not too kindly when I explained the purpose of the call, he did condescend this time however to contact the Commanding Officer for authority to issue the document required, saying he would ring back at the hotel. Meanwhile Reiner arrived and we arranged with him for the issue of FOL for the aircraft from Italian Air Force Stocks at the airfield in the event that the necessary Royal Air Force authority was not forthcoming. No call was received that evening from the Adjutant, but as the pilot was now fully prepared to use the Italian Air Force fuel offered even though he had to sign a declaration to the effect that he would assume full responsibility for any subsequent damage to the engines and the safety of the aircraft and passengers. I did not carry the matter further.

Departed Catania 1000 17th August. Arrived Palermo 1215. - By air.

11. At 0730 I accompanied the pilot and Captain Reiner to the airfield where the aircraft was refuelled and prepared for take-off. As every-thing was running smoothly, the declaration had been signed, and no further language difficulty was anticipated I returned to the hotel to collect Commander Caroff at 0900 with whom I proceeded to visit the Italian Naval Commander of the Capitaneria di Porto Catania at 0930. We were very well received by the amiable Comandante del Porto who enquired whether everything had been carried out to our satisfaction to which we replied in the affirmative and thanked him for the valuable assistance rendered by Sub Lieutenant Mazzone. Lieutenant Commander Caroff and I then proceeded to the airfield at 0945 where we arrived at approximately 1000 and almost immediately took off for Palermo having bade farewell to Captain Reiner and thanked him for all the whole hearted assistance and facilities afforded. From Catania, southerly then a North Westerly course was set so as to follow Sicily's Southern coast to Trapani in order to view the remains of the airfields at Cosimo, Gela, Licata, Chiristia and Milo. With the exception of Chiristia and Milo which are situated South and East of Trapani respectively all the airfields have been reconvered for agricultural purposes but on two of them the landing strip could still be seen from the air the condition of which is presumably mediocre.

..... OVER

Only a small caretaker unit of the Italian Air Force ground personnel remains at Chiniola. Chiniola was built and operated by the USAF during the war and was turned over to the Italian Air Force on withdrawal of Allied Forces from Sicily. At Trapani a North Western course was set to Palermo where we arrived at 1215. We were met by an Italian Air Force Lieutenant Colonel from Italian Air Headquarters, Sicily, Lieutenant Commander Accardi, Italian Navy, N.C.S.O. Palermo, the Italian Officer in Charge, Palermo Airfield and other Italian Officers. Here also we found everybody courteous and fully too willing to help. Arrangements were made for re-fuelling the aircraft the following morning in the presence of the French W/P operator with no difficulty. Rooms had already been booked at the hotel dell'Alme where we proceeded soon after. In the afternoon Coruff and Klover had to call on the French Consul and I took the opportunity of calling on the B.L.U., M.M.I.A. Palermo. That evening the French vehicle which had been ordered to join the party at Palermo when we left Catania by air, arrived and arrangements were made for early re-fuelling in order that the following morning's programme could be adhered to.

Palermo 13th August.

12. At 0800 the French driver called from the airfield where he had accompanied the W/P operator and stated that the water cooling system had developed a severe leak and that he could not use the car until repairs which apparently could not be performed at the airfield, had been effected. I told him to stand by for something to tow him in to base, probably the U.S. Navy Base. I immediately phoned the U.S. Navy Base, who very obligingly sent out a wrecker to tow the car in. Just as the morning programme appeared to be boycotted by the non-availability of the car, Lieutenant Commander Accardi arrived and saved the situation by phoning the Italian Air Force for a car which arrived soon afterwards to convey us to the Italian Air Headquarters. At 0900 we were therefore able to visit the Italian Air Officer Commanding Sicily, (a full Colonel) as scheduled in order to obtain up to date information concerning the airfields. The Air Officer Commanding, Catania and co-operative gave the French all the information they required and confirmed that Palermo and Catania were the only two operational airfields in Sicily at present. While Chiniola and Milo were officially non-operational, the landing strips were still serviceable, but not of course in a good state of maintenance, the former was staffed by a small caretaker unit, and the latter had only a few guards. All other airfields have been reconverted to agricultural purposes. We requested permission to land at Chiniola the following day as we had to visit Trapani, this was granted and the Chiniola Unit was informed of our arrival. Having expressed our thanks we took our leave and to our surprise the 6 man guard at the gate presented arms as we went by! From there the French proceeded to visit the Commandante del Porto accompanied by Lieutenant Commander Accardi. While I rode in Accardi's side car to the U.S. Navy Caretaker Unit to see what had become of the French vehicle. I told Accardi to endeavour to obtain a car, preferably a jeep from some Italian Service Organisation for the visit to the batteries, scheduled for the forenoon, as I did not expect the French car would be repaired in time. On arrival at the U.S. Navy Caretaker Unit, I met the Officer-in-Charge, Chief Sgt. CONQUIN who informed me that the wrecker had not yet returned, but that a communication had been received to the effect that the car had actually crashed into a wall causing much more damage than just a tear in the water pipe! I therefore asked whether in the circumstances and the fact that the car was an American one...

1878

presence of the French W/P operator with no difficulty. Rooms had already been booked at the hotel dell'Alme where we proceeded soon after. In the afternoon Corvuff and Rivoer had to call on the French Consul and I took the opportunity of calling on the B.L.U., M.M.I.A. Palermo. That evening the French vehicle which had been ordered to join the party at Palermo 7 then we left Catania by air, arrived and arrangements were made for early re-fuelling in order that the following morning's programme could be adhered to.

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7.

Commander Accardi (that is the French Officer and myself). In addition to the four gun battery near MARSALA, east of Palermo. The guns of this battery were still in place undamaged, and while considerable appeared to be in a better condition than any we had seen to-date. On the return journey we visited a battery site where guns had already been removed and carried on to the West of Palermo to inspect another gun site 4 or 2 kms from Marsala beach on the coast road. These guns were in rather a worse condition than those at MARSALA, however, though of the same calibre, approx. six inch. We returned to Palermo at 1300 thus completing the inspection of the Palermo Area. I therefore informed Accardi of our EVA Trapani the next day and asked him to communicate this to the Italian Navy Unit at Trapani requesting them to provide transport from the airfield to the town and for conveyance during our inspection. That evening I made arrangements for transport to convey us to the airfield the following morning with the B.L.U., while the French instructed the French drivers to return to Naples by road as soon as the car had been repaired.

Departure Palermo 0930 19th August. Arrival (CHINISIA) Trapani 1040 By air

13. From Palermo, where we took off without a hitch, we set a direct course to CHINISIA where we arrived half an hour later. We were cordially received by the Officer in Charge of the Italian Air Force Unit at the airfield who informed us that the Italian Naval Authorities regretted that they could not send a representative to meet us as they were not able to raise some transport in time and that he would accompany us to Trapani. So we left the W/T operator at the airfield and piled into the ex-American weapons carrier which took us to Trapani in 4 hours where we visited the Italian Naval Officer in Charge. We were met by Lieutenant Gladi, the very efficient Liaison Officer on arrival, who showed us straight into the Commanding Officer Lieutenant Commander Torstana's pleasant lavatorial room type who welcomed us with coffee and iced water. I had already met both these officers on the Maritime Mission and got on very well with them. The Italian Gunnery Officer was immediately introduced and gave Caroff all the information required there and then. All batteries in the area had been dismantled except one and the guns stored in a depot pending dispatch to Taranto on the mainland. Having made arrangements for the necessary details to be made regarding our EVA Home that afternoon, we then visited the battery which had not yet been dismantled, and the depot where all guns had been stored. They were all unserviceable and outdated but some could probably be made operational after a major overhaul in an arsenal. This inspection finally concluded the French Mission's purpose for visiting Sicily and we therefore returned to a restaurant lunch at 1300 in Trapani after which we proceeded to Chinisia at 1430 and arrived at 1630.

Departure Chinisia (Trapani) 1525 19th

Arrived Giampino (Rome) 1730

By air

4857

14. On arrival in Rome the aircraft was parked on the R.A.F. side of the airfield and arrangements were made for re-fuelling and servicing the aircraft without difficulty. We proceeded into Rome on the arrival of a French car at approx. 1800.

15. My relations with the French throughout the trip were very cordial, and except for the little hostile feeling by the Italians experienced at Messina, and the damage to the car at Palermo, the Mission was satisfactorily accomplished. The French having arrived at the conclusion, which I confirm, that while some blockhouses did still exist, Sicily could in fact be considered demilitarised and in the process of further demilitarisation.

airfield the following morning. French drivers to return to Naples by road as soon as the car had been repaired.

Departure Palermo 0930 19th August. Arrival (CHINISIA) Trapani 1000 By air

13. From Palermo, where we took off without a hitch and set a direct course to CHINISIA where we arrived half an hour later. We were cordially received by the Officer in Charge of the Italian Air Force Unit at the airfield who informed us that the Italian Naval Authorities regretted that they could not send a representative to meet us as they were not able to raise some transport to the airfield and piled into the ex-American weapons carrier which took us to Trapani in 1/2 hour where we visited the Italian Naval Officer in Charge. We were met by Lieutenant Gladi, the very efficient Liaison Officer on arrival, who showed us straight into the Commanding Officer Lieutenant Commander Terenzi's private jet which was already round the airfield with coffee and tea. I had already met both these officers on the Panzelleria mission and got on very well with them. The Italian Gunnery Officer was immediately introduced and gave Caroff all the information required there and then. All batteries in the area had been dismantled except one and the guns stored in a depot pending dispatch to Terenti on the mainland. Having made arrangements for the necessary repairs to be made we arrived at 11.30. Having that afternoon, we then visited the battery which had not yet been dismantled, and the depot where all guns had been stored. They were all unserviceable and outdated but some could probably be made operational after a major overhaul in an arsenal. This inspection finally concluded the French Mission's purpose for visiting Sicily and we therefore returned to a restaurant lunch at 1300 in Trapani after which we proceeded to Chinisia at 1430 and arrived at 1630.

Departure Chinisia (Trapani) 1525 13th

Arrived Ciampino (Rome) 1730

By air

4857

14. On arrival in Rome the aircraft was parked on the R.A.F. side of the airfield and arrangements were made for re-fuelling and servicing the aircraft without difficulty. We proceeded into Rome on the arrival of a French car at approx. 1800.

15. My relations with the French throughout the trip were very cordial, and except for the little hostile feeling by the Italians experienced at Messina, and the damage to the car at Palermo, the mission was satisfactorily accomplished. The French having arrived at the conclusion, which I confirm, that while some blockhouses did still exist, Sicily could in fact be considered demilitarised and in the process of further demilitarisation.

I have the honour to be,

Sir,

Your obedient Servant,

*H. A. V. MAID*

H. A. V. MAID  
Lieutenant (E) R.N.V.R.

The Chief of the Navy Sub-Commission,  
R.Q. MAINE COMMISSION, 1945.

1532

SD 9/33/167

SUBJECT : Visits:

12 BRITISH LIAISON UNIT  
for the  
ITALIAN CENTRAL MILITARY SCHOOLS  
(Tel: ROME 478806)

CEIVED 1 AUG 1946  
728

AQ/48/1985.

30 July 1946

TO : H.Q. Land Forces Sub. Comm. A.C. (M.M.I.A.)

Copy to : Instructor R.A.

1. Reference conversation Brig. Hope - Major Alexander.
2. Herewith proposed itinerary of visit of I.G. 12 B.L.U. to Italian Divisions.

Aug. 22)	Folgore Div. Lucca	7 BLU
23)		
Aug. 25	H.Q. 2 AA Bde Monfalcone ..	
Aug. 26)	Friuli Div. Trento ..	4 BLU
27)		
28)		
Aug. 29)	Legnano Div. Chiari ..	3 BLU
30)		
31)		
Sept 1)	Cremona and Mantova Divs. Torino. ...	1 BLU      2 BLU
Aug. 2)		
3)		

4850

AWG/ma.

011100

BGS	MMI
GSO I (SI)	
Dep G II	
GSO II (SD)	
GSO III ( )	
GSO III (-1)	
GSO I (TEG)	
G II (G)	

*Antonio Capu*  
Lt. Col.  
G.S.

MMIA - 'G'  
FILE G/33  
DATE 8/1/46

1383

164

COPY INCOMING SIGNAL

FROM : 3 BLU  
TO : HQ MMIA  
REF : Q 296

161130 B

UNCLASSIFIED

FOR BAIMANI (.) ACCN FIXED EXCELSIOR HOTEL DRIVER AND  
VEHICLE TO BILLET VIA MANZONI

G DISTRIBUTION:

G/33  
G-II (L)

17 July 46  
sb

4843

BGS	
GSO I (SD)	
Dep G III	
GSO II (SD)	
GSO II (L)	
GSO II (D)	
GSO I (URG)	
G II (L)	X

MMIA - 'Q'	
FILE	G/33
DATE	17/17

1884

162

COPY INCOMING SIGNAL

FROM : MAIN 13 CORPS  
TO : NMIA  
REF : 0579

211135 B

RESTRICTED

YOUR 0228 OF 20 MUCH APPRECIATED (.) WILL ARRANGE  
THE U D I N E AIRFIELD 241000 B AND ACCN UNTIL  
MISSION COMPLETED (.) MY 0575 OF 20 NOW SUPERCEDED  
BY YOUR ABOVE QUOTED SIGNAL

ACTION: G/33

21 June 1946  
sb

BGS	<i>X</i>
GSO 1 (SD)	
Dep G 11	
GSO 1 1	
GSO 1 1 1	
GSO 1 1 1 1	
GSO 1 1 1 1 1	
G 1 1 1 1 1 1	

4843

R/21/6

161

INFO

20 11/55 B

MAIN 13 COMPS

O 228

6/16/55

UNCLASSIFIED

REF AFHQ SIGNAN BX 67917 (.)

BRIGADIER HOPE WILL VISIT YOU MONDAY 24 JUNE TO DISCUSS

DETAILS (.) REQUEST TRANSPORT AT U D I W R AIRFIELD 1000 HRS

*Gen. John K...*

4847

FILE: G/33

IMPRESARI

G (30)

*M. L. ...*

Brig M. W. HOPE. 238

1886

159

MMIA

15 1105 B

11 BLU

O 227

UNCLASSIFIED

MAJOR CHANGE FROM 12 BLU ARRIVES PALERMO BY AIR  
19 JUNE ON LOAN FOR 10 DAYS TO ASSIST 11 CAR (.)  
MRS CHANCE ACCOMPANIES HUSBAND PLEASE ARRANGE  
ACCOMODATION FOR BOTH

4846

*P/13/6*

G/33

IMPORTANT  
G(SD)

*M W Hope*  
M.W. HOPE Brig.  
GS

1887

158

MEMO

485  
23 B

TO BRITISH DIVISION UNIT

UNCLASSIFIED

4. 219

THE GIBSON AND ALICE NEW GOSWORTHY (\*)  
MAY CHANG (\*) ARRANGEMENTS PROCEEDING AND MUCH  
APPROPRIATE

4/20/51

4845

NOTES  
G(SD)

8/55  
1236

*[Handwritten signature]*

A. S. GOSWORTHY Lt. Col.



156

COPY INCOMING SIGNAL

FROM : 10 BLU  
TO : MEDIA ROME  
REF : 15G

191500 B

UNCLASSIFIED

FOR B G S (.) 10 CAR ENTERTAINING EX PARTISANS 25 APR (.) CAN YOU  
DEFER VISIT (.) ANY LATER DATE SUITABLE

Edi GS	<input checked="" type="checkbox"/>
GSO 1 (SD)	<input checked="" type="checkbox"/>
Des C	<input type="checkbox"/>
GSO 11 (1)	<input checked="" type="checkbox"/>
GSO 11 (1)	<input type="checkbox"/>
GSO 1 (11g)	<input type="checkbox"/>

G DISTRIBUTION :

ACTION : G/33  
INFO : G/TRG

4844

23 Apr 1946  
sb

154

MMIA

OL 17 B

11 DIA

O 202

UNCLASSIFIED

DCR WILL ARRIVED F A L E R H G BE AIR 10 APR AND DEPART  
13 (.) PLEASE ARRANGE ACCOMMODATION AND PROGRAMS (.) YOUR  
INCREASED EXPENDITURE OF O A R RECEIVED IN 1962/27 OF 12 MAR

152

48 43

0/33  
0 (Fig)

ROUTINE  
S(SD)

A.R.O. COMPANY

Lt.Col.

157  
8/33  
950  
info

Copy to base

Col. W. PINDLEY, DSC, OBE, MC,  
Head Forces Sub-Com. I.C.,  
(M.A.I.A.) R O M II.

BC/3

Mar. 1946

Dear

1. I am planning a combined business and leave tour by car as follows:

- 20 Mar 1300 dep ROSE  
1700 arr PERUSIA - SMUFFIANO Hotel arranged i/Adjt Formation Collego
- 21 Mar 0900 dep PERUSIA  
1300 arr FLORENCE - EXCELSIOR Hotel arranged with OC 7 BLU
- 22 Mar Disposal 7 BLU as required
- 23 Mar 0830 dep FLORENCE  
1200 arr BOLOGNA HQ 6 BLU - DA QMG please notify Comd 217 Area  
1430 dep BOLOGNA  
1800 arr MILAN - PRINCIPAL SA SAVOIA Hotel, arranged with Col  
HUNCOCK AC, OC 3 BLU please arrange accommodation  
for driver (L/Cpl HINDY) and car.
- 24 Mar Leave.
- 25 Mar Visit 2 District and Disposal 3 BLU
- 26 Mar 0830 dep MILAN (visits en route)  
1500 arr TURIN (HQ 1 BLU) OC please arrange accommodation and 20 gallons  
petrol.
- 27 Mar a.m. Disposal 1 BLU  
1300 dep TURIN  
1800 arr GENOA HQ 2 BLU - DA QMG please arrange accommodation and 20  
galls petrol.
- 28 Mar a.m. Disposal 2 BLU
- 29 Mar Leave
- 30 Mar 0900 dep GENOA  
1700 arr FLORENCE - accommodation as before
- 31 Mar 0900 dep FLORENCE (via SIENA)

4877

Mar. 1965.

I am planning a combined business and leave tour by car as follows:

Dear

1.

20 Mar

1300 dep Rome  
1700 arr PERPIA. -- BRUFFLANC Hotel arranged

21 Mar

0900 dep PERUGIA.  
1300 arr FLORENCE -- EXCELSIOR Hotel arranged with OC 7 BLU

22 Mar

Disposal 7 BLU as required

23 Mar

0830 dep FLORENCE  
1200 arr BOLOGNA HQ 6 BLU - DA QMC please notify Comd 247 Area  
1430 dep BOLOGNA  
1800 arr MILAN

FRANCESCO SAVOIA Hotel, arranged with Col  
HAWCOCK Lt. OC 3 BLU please arrange accommodation  
for driver (L/Cpl KIRBY) and car.

24 Mar

Leave.

25 Mar

Visit 2 District and disposal 3 BLU

26 Mar

0830 dep MILAN (visits en route)  
1500 arr TURIN (HQ 4 BLU) OC please arrange accommodation and 20 gallons petrol.

27 Mar

a.m. Disposal 1 BLU  
1300 dep TURIN  
1800 arr GENOVA HQ 2 BLU - DA QMC please arrange accommodation and 20 gallons petrol.

4847

28 Mar

a.m. Disposal 2 BLU

29 Mar

Leave

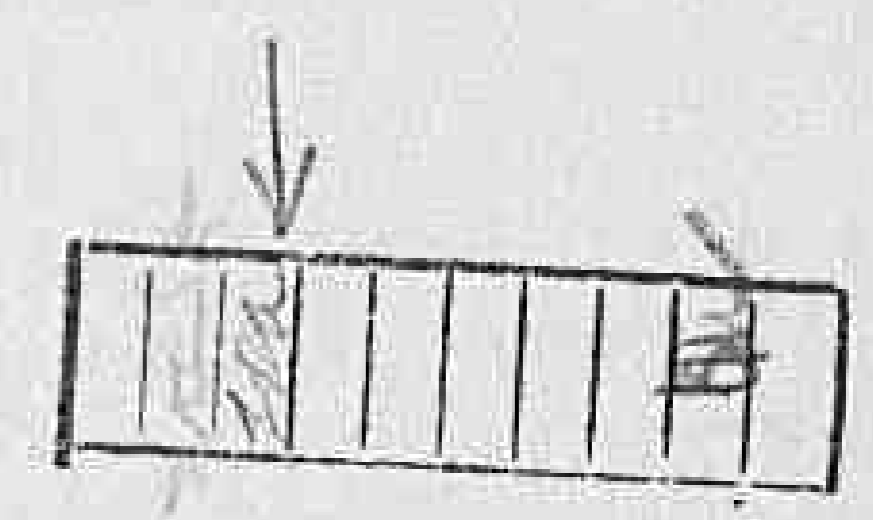
30 Mar

0900 dep GENOVA  
1700 arr FLORENCE -- accommodation as before

31 Mar

0900 arr FLORENCE (via SIENA)  
1800 arr Rome

- Col. Gs
- GSO I (SD)
- Den. G3
- GSO II (SD)
- GSO II (I)
- GSO II (W)
- GSO III (SL)
- GSO III (ORBAT)
- G (Trg)



MMIA - 'G'

FILE: G/23

8/18/3.

- 2 -

- 2. I should be grateful if you make the necessary local arrangements for me as indicated above, and if necessary let me know beforehand of any special points or anything I can do for you.
- 3. I hope it won't be necessary to alter this program but one never knows.

Yours

4841

Distribution: 1 BLU TURIN  
 2 BLU GENOA  
 3 BLU MILAN  
 6 BLU SGLICHA  
 7 BLU FLORENCE

Copy to: Col. HANCOCK AC MILAN  
 Comit Formation College PERUGIA

/as

M H I A

461210A

9 B L U

0-182

UNCLASSIFIED

BOB WILL ARRIVE B A R I APPROX 1800 HRS 20 MAR (.)  
SUGGEST DEPART 21 MAR B A R I AREA AND VISIT L N C O R 22 MAR (.)  
RETURNING R O M X 23RD

4840

File: G/33

ROUTING

G(ED)

M. W. Hope Brigadier

M. W. HOPE Brigadier

R 14/3

TRANSLATION

G/33

FROM: Ministry of War

REF: 399

TO: M.M.I.A.

DATE: 12 March 1946

SUBJECT: Documentary exhibition.

I would inform your mission that on the 15th. inst., a documentary exhibition of the Italian contribution to the liberation of the Balkans, organised under the auspices of the Press Office of the Ministry of War, will be inaugurated in Rome at the "Teatro delle Arti".

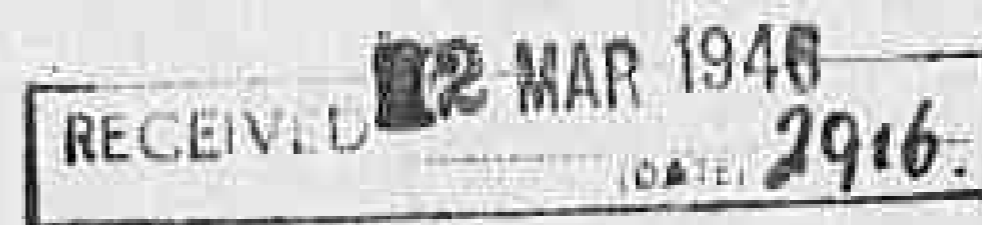
The exhibition represents a due recognition of the valour and sacrifice of many thousands of our soldiers who formerly formed part of the Italian Armed Forces located in the Balkan peninsula, and who, despite the surprise announcement of the armistice and from then on the appreciable inferiority in war materials, not to mention the disadvantages derived from the unfavourable deployment (ordered, to their own ends, by the German Command), knew how to oppose courageously and resist tenaciously, for long months, the Teutonic preponderance gradually flanking the local partisan formations - without however disregarding the disciplinary routine and morale of the regular armies -, meeting risks, discomforts, and sufferings beyond all imagination and paying freely with their blood.

I should be pleased if the opening of the exhibition - which, in view of the rich and varied documentary evidence displayed, promises to be of the greatest interest - were attended by a large representative body of your mission.

Sgd. BROSIO

Minister for (483)

O. Danin Cpl.



1895

176

26 1430 A

MIA

5 BLU

10/5 Lancers

0.176

UNCLASSIFIED

VISIT CAPT SINCLAIR CANCELLED

*DR/26/2*

4833

ROUTINE  
G (SD)

G/33

*Wm Sinclair Capt*



1896

8/33 45

20/2/27

19 February, 1966.

Dep. Comd.  
S.C.S.  
Col. ~~\_\_\_\_\_~~  
GSO I (30)  
A.S.S.

The General will be on leave by rail in North West India from the morning of 22nd February returning evening of 26th February. His will be available as follows:

- SIKARIM : All day 23rd February.
- MILAN : All day 24th February and early morning 25th.
- TURIN : Afternoon of 25th February.
- CHITRA : Afternoon of 26th February and early 27th.

Captain, S.C.S.  
S.A. to Comd.  
M.I.A.

483

1/100

- Col. GS
- GSO I (PO)
- Dep. GS
- GSO II (67)
- GSO III
- GSO IV (9)
- GSO V (1)
- GSO VI (1)
- G (rel)

Am

MIA-10  
FILE: 8/33  
DATE: 8/19/2

OUTGOING SIGNAL

FROM : MMIA  
TO : 16/5 LANGERS  
REF : O.174

18 1200A

UNCLASSIFIED

PERSONAL FOR INT OFFR (.) CAPT SINCLAIR ARRIVING  
U D I N E AIRFIELD FRIDAY 22 FEB (.) CAN YOU  
MEET (.) REPLY TO MMIA

PRECEDENCE ROUTINE

AUTHENTICATED Wm Sinclair Copy

File: G/33

18 Feb 46.  
sb

R. 18/2

483

Q (G 950)

2/33

OFFICE MEMO

Subject; Movement Order.

5 February, 1946.

To : List 'A'.

In future all Movement Orders will be made out by Staff Captain 'Q', Captain J.M.G. LAMB, and not by DAAG (Br).

*Hubert Meyer*  
Lt Colonel,  
AAG,  
M.M.I.A.

/ooo

4835

- Col. GS
- GSO I (D)
- Dep. G3
- GSO II (S)
- GSO II (I)
- GSO II (T)
- GSO II (SC)
- GSO II (O&A)
- Q (ra)

X		X
X		X
X		X
X		X
X		X
X		X

MMIA - 'ci'  
 FILE: 2/33  
 DATE: R/7/2.

1899

INCOMING SIGNAL

9/33

14

FROM:10 BLU

311530A

TO :11 BLU PALERMO  
INFO: MMIA ROME, 9 BRITISH LIAISON UNIT BARI.

G.15 (.) UNCLASSIFIED (.) RE COL GIBBON ARRIVING PALERMO BY AIR  
4 FEB ON LIAISON VISIT (.) APPROXIMATE DURATION OF VISIT FOUR DAYS

- Col. GS
- GSO I (SO)
- Dep. G3
- GSO II (SO)
- GSO II (I)
- GSO II (A)
- GSO III (SO)
- GSO III (OAG)
- G (1st)



483

1900

OUTSIDE MESSAGE

141

FROM : INDA  
TO : 14 RLI  
REF : C 170

DATE TIME  
10 10 30 A

UNCLASSIFIED

FOR HECTOR (-) THIS IS SERIAL 10 169 OF 17 IS  
CANCELED

RECEIVED ROUTINE

UNCLASSIFIED

*[Handwritten signature]*

INDEXED : \*

FILE : 1/33

JV  
18 Jan 46

4833

140

ROUTING SLIP

FROM :	MAIL	DATE :	17	TIME :	2:34
TO :	44 413				
REF :	0 169	CLASSIFIED			

*See folder 121*

MR HONOR (.) WEST WPT G. 228  
 G. 111 (SD) 2ND W. 22A PALM RD  
 AVONET 125 125 10 JAN

RECEIVED

DATE \_\_\_\_\_

INITIALS :  
 FILE : 0/33

for  
17 Jan 56

483?

1902

*File*  
*(132)*

COPY INCOMING SIGNAL

FROM : AFHQ G (SD) CMF  
TO : DISTRICT  
INFO : ROME AREA  
MMA  
REF : FX 58692

152130A  
RESTRICTED

1 ARRANGE AIR PASSAGE TO UK FROM R O M E ON 29 JAN FOR  
LT COL R SOUTHEY OF M M I A TO RETURN BY AIR 15 FEB (.)  
2 AGREED Q (MOV) AIR (.) PRIORITY 2 ALLOTTED BY AIR PRIORITIES  
BOARD THIS GHQ

G DISTRIBUTION

G/33

Copy to G-1 ←

- Col. G5
- GSO I (D)
- Dep. G3
- GSO II (S)
- GSO I (I)
- GSO II (S)
- GSO II (S)
- GSO II (S)
- G (10)



jc/

*A Branch  
Camp. Coord. H.*

4833

136

COPI INCOMING SIGNAL

FROM : O BLU  
TO : HQ MMIA ROME  
INFO : A G Q BRANCHES  
REF : A/5/1

151850

UNCLASSIFIED

WILL BE AWAY FROM HQ FOUR DAYS TOURING AREA (.)  
DATES MONDAY 17 THURSDAY 20 INCLUSIVE

SD DISTRIBUTION:

ACTION : G/33  
INFO : A (two)  
Q (three)  
SE (two)

OSO 1	_____
OSO 2 (G)	_____
OSO 2 (SE)	_____
OSO 2 (WE)	_____
OSO 2 (S)	_____
OSO 3 (G)	_____
OSO 3 (G/SE)	_____
OSO 3 (I)	_____

17 Dec 45.  
SO

4823



3902

135

OUTGOING SIGNAL

FROM :	MMIA	DATE	TIME
TO :	1 HLU	08	12:10 A.
REF :	0 - 196		

UNCLASSIFIED

FROM CLARK (.) KTA PM 11

PRIORITY Important

AUTHENTICATED Ragnell. H.

Internal:

File : G/33 ←

08 Dec 45  
jr

482

1963

134

AUTOMATIC SIGNAL

FROM : H.M.I.A.

TO : S.B.L.U.

REF : G/55

Date

Time

8

A

UNCLASSIFIED

FROM SILEY (.) ARRIVING TRAV ISO ARRIVED 11.15 HRS 9 DEC (.)  
PLEASE REED TRANSPORT

URGENT

AUTHENTICATED

[Signature]

Internal: G/55

6/30/

482

Subject: Liaison Visits

Land Forces  
Sub Commission, AC (MMIA)  
Rome  
G/33

December 1945

Distribution: List "B" (less Serial 12)

1. Officers of MMIA will be visiting BLU's between the following dates. Details are being arranged by the officers concerned with the BLU's concerned:

10 - 11 December No 7 BLU - Major General BROWNING.  
Representative of No 6 BLU may be required to attend at FLORENCE.

11 - 12 December No 10 BLU - Colonel PIDSLEY and  
Lt Colonel CURTIES. OC No 10 BLU  
coordinate any matters requiring  
attention of No 9 and No 11 BLU's.

14 - 17 December No 3 BLU - Lt Colonel CURTIES.

16 - 19 December Nos 4 and 5 BLU's - Colonel PIDSLEY,  
meeting at TREVISO or VENICE.

20 - 23 December Nos 1 and 2 BLU's - Lt Colonel GILLMORE.

2. The object of these visits is to ascertain any initial difficulties which BLU's may have experienced as a result of their conversion.

3. A full MMIA conference will probably be held in ROME early in January at which the future policy of the Italian Army and duties of MMIA and the BLU's will be discussed. Representatives will be required from all BLU's. Details will be published later.

WP/lak

Copy to: G/S

MMIA Officers concerned

*W Pidsley*  
Major General 4826  
M.N.I.A.

1903

132

COPY INCOMING SIGNAL

FROM : OC 6 BLU BOLOGNA  
TO : HQ MMIS ROME  
INFO : HQ 217 AREA (BY HAND)  
6 COMILITER BOLOGNA (BY HAND)  
REF : BOL/C/6

261600

IMPRESSANT

UNCLASSIFIED

SHALL BE AWAY AM 27 TO PM 28 VISITING 218 AND 61 AREAS (.)  
CONTACT ME IF NECESSARY PM 27 C/O 61 AREA

G DISTRIBUTION :  
ACTION : G/33  
INFO : A (four)  
Q (five)  
Sr (two)

G50 1 *X*  
G50 2 (C) \_\_\_\_\_  
G50 2 (C) \_\_\_\_\_  
G50 2 (C) \_\_\_\_\_  
G50 2 (C) \_\_\_\_\_  
G50 3 (C) \_\_\_\_\_  
G50 3 (C) \_\_\_\_\_  
G50 3 (C) \_\_\_\_\_

4825

*Handwritten signature*  
sb 27 Nov 45.  
*27/4*

1908