

ACC

10000/120/6266

G/60 (52 BLD)

EQUIPMENT

MAR. 21, 1945 - SEPT. 27, 1945

(1586
1635)

6) EQUIPMENT
R. 21, 1945 - SEPT. 27, 1945

1586
1635

Copy to - li -

60/31

Request for Exchange of Vans and Equipment
of Italian Gruppi

HQ 2 District, CMF.
2019/11 G(O)

27 Sep 45.

50 CMF (2)
51 CMF (2)
52 BLA (2)
53 CMF (2)
54 CMF (2)

Copy to:- 7 AMB.

59 Area
217 Area
218 (Special) Area
60 Sub Area
1
1
60 (2)
61 (2)
62
63

1035

Ref our 2019/11 G(O) dated 17 Sep 45.

1. AFM approve the need for the Gruppi to have transport on a scale sufficient to meet operational requirements.
2. Detailed recommendations for the re-issue of transport will be made by AFM when the operational requirements are clearer.

/80

Lt. J. P. M. May
Lieutenant Colonel
General Staff.

Subject:- Proposals Regarding Maintenance
& MT Discipline - LEGNANO Gruppo.

GSO 1 52 ELU

Copy to:- DDME HQ 2 Dist.

SC REME

British Liaison Unit

CAF

Ref No:- EME/15/29.

Date:- 20 Sep 45

With further reference to our EME/15/26 dated 26 July 45.

1. We enclose for your information copy of Directive issued by GENERAL UTILI on the same subject - these proposals are now being hastened by this office.

P.H. Nelson SC REME

G.H. (29)

M/R

11/1

11/1

9/11 (10)

2001000

103/100

103/100

Subject:- M.T.

C O P Y

HQ LEGNARO

M.T. Office

07/3533

Date:- 6 Sep 45

To:- ALL UNITS

1. The number of accidents shows no sign of decreasing - MT Maintenance in spite of warnings, disciplinary action and charging up, remains bad.
2. It is now necessary to take exceptional measures in order to protect vehicles and in the interest of the Gruppo, which for the reasons in (1) above and due to the insufficient supplies of spare parts and tyres, might in the near future, find itself without even the number of vehicles necessary for its normal functions and maintenance.
3. The measures to be taken are as follows:-
 - (a) To start a series of courses intended to better the efficiency and road sense of MT personnel.
 - (b) To reduce the number of vehicles in circulation by withdrawing a certain number of vehicles and concentrating them in a place where they would then be overhauled and maintained.
4. Ref ~~Letter~~ 3(a) above, MT Office will circulate as soon as possible, programmes of courses.
5. Withdrawal of vehicles will be carried out according to the following programme.

(a) Constitution of a 'Maintenance Zone'

- (i) This will really be a Training Zone. In this Zone there should be a Unit commanded by suitable personnel: it would be best to free a proper Unit from other duties (e.g. an A/Tk Coy or Support Coy for Inf Regts, A Bty for the Arty Regt). Drivers of vehicles would be attached to this Unit as long as the vehicles remain in the "Maintenance Zone". An LAD should be set up at the side of this Unit.

(ii) Objects

- To concentrate all vehicles in use (as a result of the reduction referred to in 3 (b) along with their respective drivers.
- Carry out intensive practical training of maintenance under the task system with all the vehicles whether they be efficient or inefficient (this will be a proper 'Maintenance School').
- Checking and bringing up to date day by day, the various vehicle documents (This will be a practical school for Officers, NCOs & Drivers).
- Check & complete vehicle kits.
- Instruct Drivers on how to carry out minor repairs to their vehs (Practical School)
- To instruct LADs (in turns) to carry out 1st line repairs.

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- Carry out intensive practical training of maintenance under the task system with all the vehicles whether they be efficient or inefficient (this will be a proper 'Maintenance School').
- Checking and bringing up to date day by day, the various vehicle documents (This will be a practical school for Officers, NCOs & Drivers).
- Check & complete vehicle kits.
- Instruct Drivers on how to carry out minor repairs to their vehs (Practical School)
- To instruct LADs (in turns) to carry out 1st Line repairs.
- To have all vehs in need of 2nd Line repairs inspected by competent Wksp personnel - immediate ELR'ing of irreparable vehs and repair of the remainder.
- To get all vehs up to a high standard of maintenance and appearance (repainting, completion of kits & documents).
- To improve driving standard of drivers, and instruction of others.
- Bring the rules of the road and the military laws which govern circulation to the notice of all concerned.
- Instruction on Traffic Accident Procedure and action to be taken by drivers.
- Vehicles which are involved in accidents or which have breakdowns which cannot be wholly attributed to fair wear & tear must enter the Maintenance Zone with the driver who was driving the veh at the time of the accident or breakdown.
- The only exception to this rule will be in the case of drivers who have to go to hospital as a result of the accident or, obviously if they are killed.

Sheet 2.

The practice of Unit Commanders judging as 'good' the driver who is involved in an accident or breakdown and therefore thinks it fit to put him in charge of another truck (replacing him in the "Maintenance Zone" with another driver) must be discontinued.

(b) Reserve Veh Park (Covered)

(i) Object

Vehicles which have been overhauled and brought up to the required standard in every respect in the 'Maintenance Zone' will then pass on to the "Reserve Park".

(ii) Personnel for Park

1 NCO 1/c

12 Men for every 100 vehs for GD and periodical maintenance.

(iii) Movement of Vehicles from Park

Units must carry out their normal necessary duties with the vehs 'in use' consequently these vehs must be well maintained and kept in good running order. As the number will be a liberal one, it is obvious that no request for replacements must be presented for vehs during the V.O.R. period or for vehs undergoing minor repairs.

In the case of major repairs a proper request must be put to me. It is pointed out that only under exceptional circumstances will such a request be approved.

It is therefore prohibited for Units to draw vehicles from the Reserve on their own initiative.

6. These measures are for the present going to apply to 68 Inf Regt, 114 Inf Regt MANTOVA, Special Inf Regt and the 11 Arty Regt. Measures for Minor Units will be instituted later.

7. The number of vehs which will have to remain with the Unit will be forwarded later (This number will be decided upon after consultation with representatives from all four Units).

8. In the meantime it is necessary to find suitable localities located near Regtl Hqs. The problem is not an easy one but I trust that the Unit Commanders concerned will do their best.

Please inform me of any difficulties encountered in this respect.

(Sgd) GEN UTILI.

SUBJECT : Holdings of Vols & Egt of Italian Gruppi. 60/29

52 British Liaison Unit
CMF

20 Sep 45

19/21/43

BO Legnano Combat Group.

The attached copy of HQ 2 District letter No 2019/11
G(5) dated 17 Sep 45 is forwarded for information and action
as indicated.

Re Donat

Major

for DAREMG

AVB/aa

Copy to : 'G' 52 BLU
EME 52 BLU

103.

G/60

Subject:- REME Inspections -
6-Pr A/Tx Rqpts.

'G' Branch
52 B.L.U.

6/57

SC REME
52 British Liaison Unit
CMF
Ref No:- RME/5/66.

all

Date:- 13 Aug 45

Ref your G/60/13 dated 25 June 45 to HQ Legnano.

1. Attached copy of report from Special Inf Regt ref 1781 dated 2 Aug 45 in connection with above is forwarded for your information.

PH. Nelson SC REME

1030

HQ "Spec Inf Regt"

"LEGNANO" DIV

Ref No: - 1781

Date: - 2 Aug 45

Subject: - 6-Pr Guns

To: - HQ "Legnano" Div

Ref letter 07/2563 dated 2 July 45.

16 Coy Cannon

Recoil System: In letter 1470 dated 26 June 45, punishment awarded to Unit Armourer, which was already confirmed by you in letter 07/2527, is increased.

Gun Carriages: Bad condition of Gun Carriages is caused by excessive wear and tear during firing operations and recent moves of guns. As far as the damage to the trail is concerned, the CO cannot be blamed. In letter 1143 dated 6 Apr 45 suggestions were submitted to make trail collapsible or to raise the towing attachment of gun carriages. As far as brakes are concerned, The OC Unit states that all are in working order. The observations made by the RMG Officer probably refer to some external part of the Brake Mechanism which was rusty or worn and which escaped the attention of the OC Unit.

Maintenance: The justification of the OC Unit (impossibility of painting guns during the period in the line) are not adequate at all.

Documentation is, though not complete, in existence. Hesos of Piece No. 42906 and No. 11029 as well as Carriage Mounting of Piece No. 11223 are missing. These documents were not received when guns were drawn. The OC Unit is to blame for not having reported this deficiency to this HQ, which would have indented for these documents, and for not compiling at least temporary History Sheets, which is being done now.

Considering the clean Emerge Sheet of Capt RICCARDI I suggest that the s/m officer be reprimanded with the following motivation:

"As OC Gun Coy, he did not carry out a precise and minute control of maintenance of his Unit Arms".

"Goito" Bersaglieri Bn

Gun Carriages: As far as brakes are concerned, the O. I/c did not exercise the necessary control.

As regards to swivel pins, I remember that I reported in my letter 1143 dated 6 Apr 45 under para (a) - This inconvenience to the mechanism would also cause damage to the swivel pins of the bridge.

Maintenance The justifications of the OC Unit (guns were rusty when drawn, lack of cleaning materials) are inadequate.

Documentation The original documents, had due to the exigencies of the service during action, were compiled again.

I enclose the following attachments to be awarded:

Recall system in letter 07/2527, is increased. Unit Armourer, which was already confirmed by you in letter 07/2527, is increased.

Gun Carriages: Bad condition of Gun Carriages is caused by excessive wear and tear during firing operations and recent moves of guns. As far as the damage to the trail is concerned, the CO cannot be blamed. In letter 1143 dated 6 Apr 45 suggestions were submitted to make trail collapsible or to raise the towing attachment of gun carriages. As far as brakes are concerned, The OC Unit states that all are in working order. The observations made by the EMB Officer probably refer to some external part of the Brake Mechanism which was rusty or worn and which escaped the attention of the OC Unit.

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Documentation is, though not complete, in existence. Memos of Piece No. 42906 and No. 11029 as well as Carriage Mounting of Piece No. 11223 are missing. These documents were not received when guns were drawn. The OC Unit is to blame for not having reported this deficiency to this HQ, which would have indented for these documents, and for not compiling at least temporary History Sheets, which is being done now.

Considering the clean Charge Sheet of Capt RICCIARDI I suggest that the s/m officer be reprimanded with the following motivation:

"As OC Gun Coy, he did not carry out a precise and minute control of maintenance of his Unit Arms".

"Goito" Bersaglieri Bn

Gun Carriages: As far as brakes are concerned, the O. i/c did not exercise the necessary control.

As regards to swivel pins, I remember that I reported in my letter 1143 dated 6 Apr 45 under para (a) - This inconvenience to the mechanism would also cause damage to the swivel pins of the bridge.

Maintenance The justifications of the OC Unit (guns were rusty when drawn, lack of cleaning materials) are inadequate.

Documentation The original documents, had due to the exigencies of the service during action, were compiled again.

I suggest the following punishments to be awarded: Capt TESI FRANCO to be reprimanded with the following motivation:

As OC Unit he did not carry out the necessary precise and minute control in order to assure a proper maintenance of his Unit Arms.

Lt ORSINI SERIO - 6 days C.B. with the following

motivation:-

As OC Gun Platoon of the Support Coy he neglected the control of the maintenance of his Guns.

"PIEMONTE" Alpini Bn

Gun Carriages I remember the contents of my a/q letter (No. 1143).

Documentation is in existence but was not shown during inspection. The original Memo of Exam of Piece No. 76810 was lost in action but was compiled again.

Contd/.....

"AQUILA" Alpini Bn

Documentation: is in existence but was not shown during inspection.
The original Memo of Exam of Piece No. 76810 was lost in action but was compiled again.

Attached find 4 Memo of Exam and Carriage History
Booklets of the 6-Pr Guns on charge of our Units.

(Sgd) Col. CALLIANO SCARPA,
C.O. REGT.

1028

Subject: Transport Maintenance.

52 British Liaison Unit,
GMP.

12 Aug 45.

G/60/26

HQ 52 Area.

1. Further to my G/60/22 dated 28 July 45 in reply to your G.25 dated 24 July 45, the attached proforma shows the detailed breakdown of the scheme envisaged under cover of my above-mentioned letter.

2. These are my recommendations as called for in para 2 of your above-quoted letter.

3. Ref para 3, suggested location of parks are as under :-

All units Speciale (69) Inf Regt	}	Vicinity of each Regt HQ.
All units 60 Inf Regt		
All units 11 Arty Regt		

All other units not included in above - see Whaps, POFTE S PINTRO, E5783.

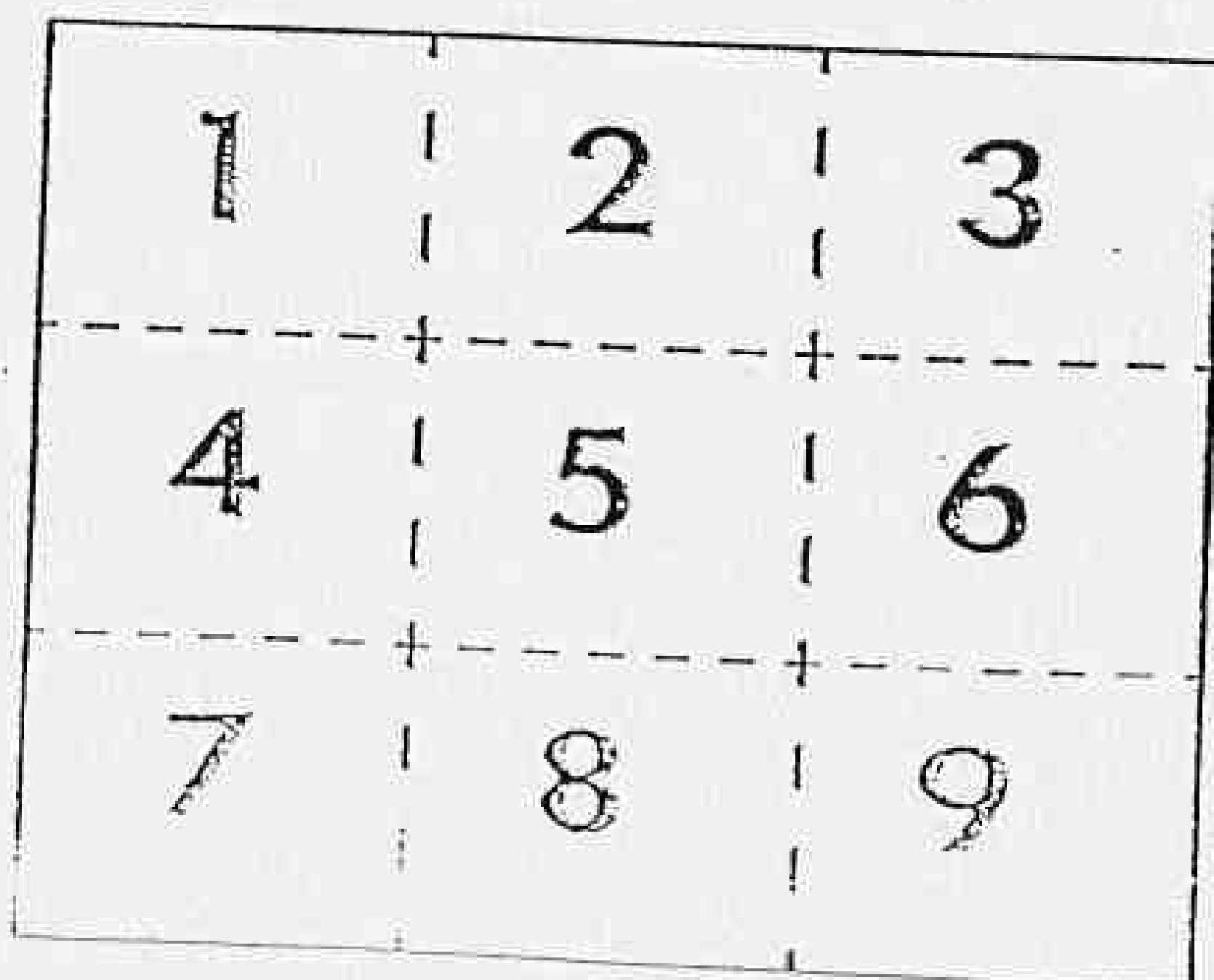
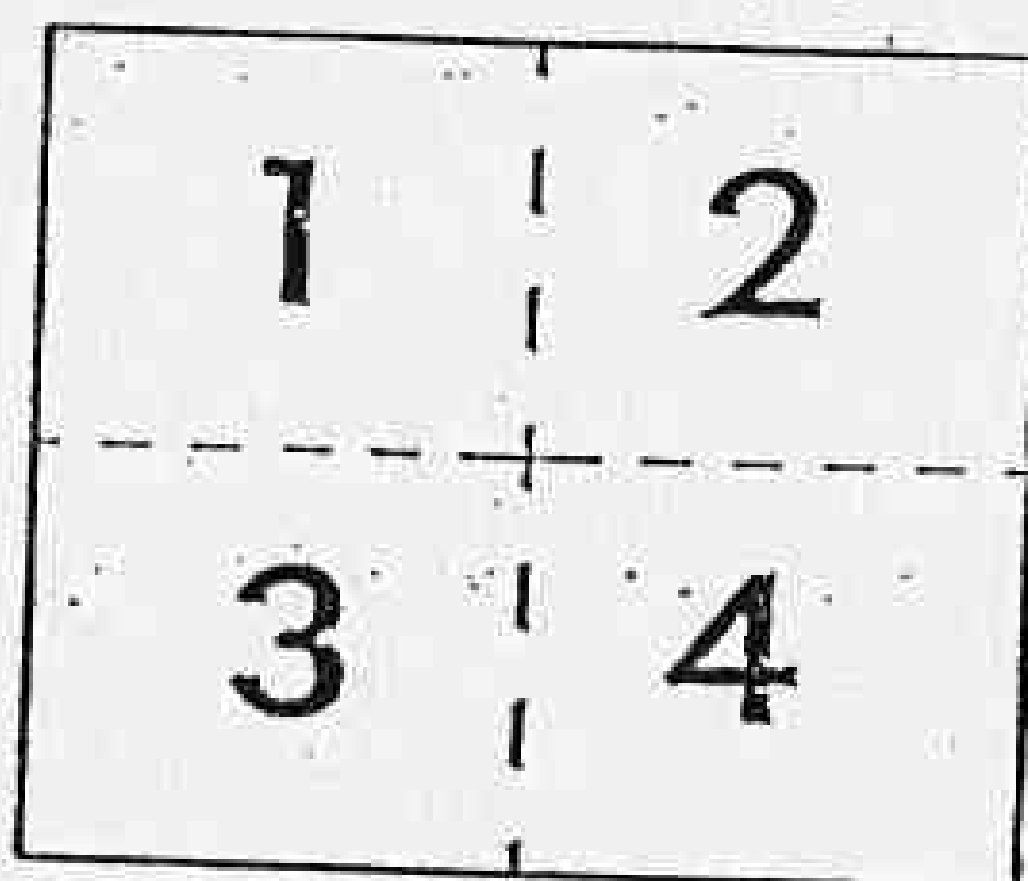
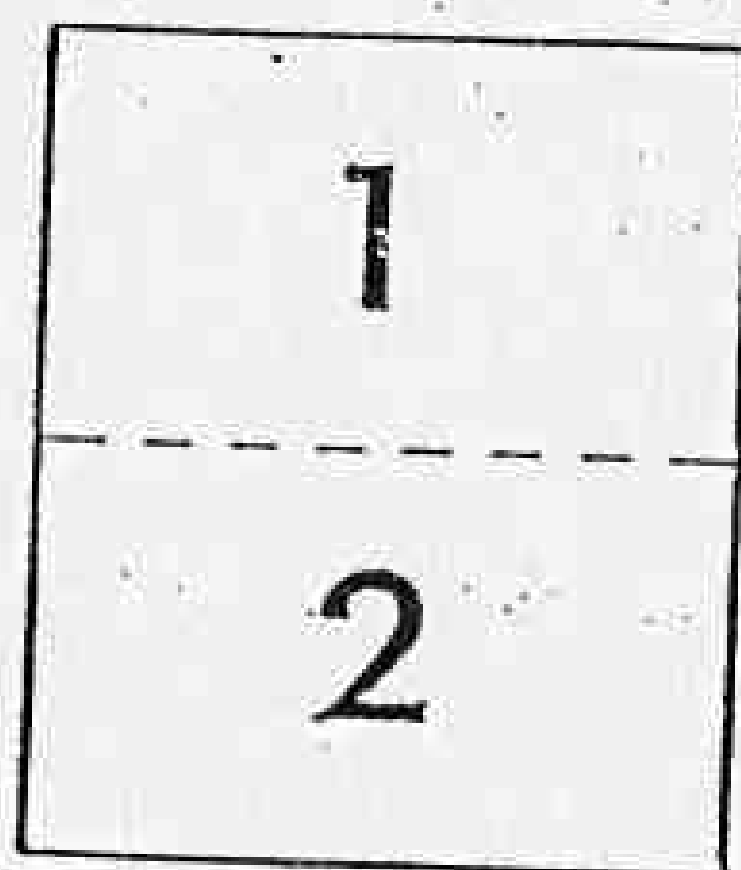
Law. [Signature]
Lieut-Col.
G3.

JSD/AG

1527

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



TRANSPORT

SECRET

S E R I A L	UNIT	WAR UNIT	PRO		PRO		PRO		PRO		PRO		PRO		PRO		PRO	
			WE	VE	WE	VE	WE	VE	WE	VE	WE	VE	WE	VE	WE	VE	WE	VE
1	GROUP HQ	GI/523/1	10	10	5	3	3	1										
2	PRO HQ (CO HQ)	GI/524/1	77	17	1	1	3	1										
3	TOTAL 2 PRO HQS		34	34	2	2			1	1								
4	HQ ARMY REGT	GI/525/1	5	5	2	1	2	2										
5	4 25-pdr BATT	"	23	23	16	12	4	2										
6	1 17-pdr BATT	"	4	4	5	3	1	1										
7	1 40 mm BATT	"	15	15	6	4												
8	TOTAL ARMY REGT		52	52	29	20	7	5										
9	HQ INF BATT	GI/526/1	10	10	2	1	2	2										
10	3rd Mortar Coy	"	3	3	1	1												
11	6 60mm ARTILLERY COY	"	6	6	1	1												
12	INF BN	GI/527/1	18	18	2	2	1	-										
13	TOTAL 3 INF BNs		54		6		3											
14	TOTAL INF REGT		73		10		5											
15	TOTAL 2 INF REGTS		146	146	20	10	10	4										
16	HQ BRCH BN	GI/528/1	2	2			1	1										
17	PD COY	GI/529/2	12	12					1	2	1							
18	TOTAL 2 PD COYS		24	24					4	2								
19	SIGNALS COY	GI/530/1	35	35														
20	TOTAL BRCH BN		61	61			1	1	5	2								
21	PD COY & TPT COY	GI/531/1	5	5	2	2	1	1										
22	TOTAL 3 PDs	GI/532/1																
23	TOTAL 3 TPT BATT	GI/533/1	9	9	3	3												
24	TOTAL 2 COYD BATT	GI/534/1	12	12	4	2												
25	TOTAL BRCH & TPT COY		26	26	9	9	1	1										
26	PD BN	GI/535/1	5	5	5	5	1	1										
27	PD BN	GI/536/1			1	1												
28	TOTAL 2 PD BNs				2	2												
29	GRD PD BN	GI/537/1	5	5			1	1	3	3								
30	RECON INF BATT	GI/538/1	5	5					5	5								
31	RECON INF BN	GI/539/1	2	2	1	1												
32	LAD	GI/540/1	2	2														
33	TOTAL 6 LADS		12	12														
TOTAL - 1ST ITALIAN COMBAT GROUP (Serials: 1, 3, 8, 15, 20, 25, 26, 28, 29, 30, 31 and 33)			358	358	73	60	24	14	12	6	239	184	5	5	25	16	23	23

5	25	16	23	23	26	26	6	6	30	20	1	1	1	1	555	213	6	6	1	1	1
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NO IN	LOTT 3-PM KEE		LOTT 3-PM CHAMBER		LOTT 3-PM CH		LOTT 3-PM CHAMBER		SPALLERS VARIOUS		SPALLERS ASCT		SPALLERS ASCT		SPALLERS ASCT		SPALLERS ASCT		SPALLERS ASCT		SPALLERS ASCT	
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2007 11 20

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42 4

442 G.

32 8 8 4 12 4

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15	14		
1	1	1	1
6	6	6	6

17 7 10 13

13 15 0 0 32 8 8 4 12 4 36 16 156 12 40 16

G/30
G/1

LON

LON

Subject: - Proposed Revision of Classification
 - CONFIDENTIAL - SECRET - SECRET

30 CONF
 30 SECRET
 30 SECRET
 Ref No: - 30/10/51.

30/10/51.

Date: - 31 July 45.

30/10/51 - 30/10/51 - 30/10/51

3. - CONFIDENTIAL - SECRET - SECRET (Page 3) to be classified for your
 information.

M. Nelson

30-10-51

1025

3. (a) Object

Proposed Plan for withdrawal of approx 50% of the present Regt'l Transport Holding and a launch for its conservation and technical control.

(b) Proposed Remedy

This is fully discussed in Appendix 'C' but briefly it is intended that all vehicle holdings should be considerably reduced. As a rough guide it is proposed that under present peace-time conditions a re-allocation on a basis of 1-1000 per 100 men and 1-1000 per 100 men would meet all requirements, it is not proposed to make any reduction in the case of specialized vehicles. Full details of these reductions are now in the course of preparation and should be available in the course of the next few days.

The Transport in excess of the above requirements will be held in Regt'l Maintenance Areas established at or near Regt'l HQs. These Maintenance Areas will remain under the Administrative Control of the Regt'l Command but under the Technical Control of the GAT HQ Legnano. Under this arrangement the Regt'l Command will still be held directly responsible for daily maintenance which at first will be considerably increased and will only be reduced to normal when all vehicles have been brought up to a satisfactory standard. Regt'l Commands will not however be permitted to withdraw these vehicles unless authority has been obtained from the GAT and the personnel of the AI Section together with the MAI Officer attached to the Gruppo will make frequent checks on this by periodic inspections of these Maintenance Areas.

With this system vehicles requiring less attention can be replaced from this Reserve Pool held in these Maintenance Areas but this replacement can only be authorized by the AI Section after full inspection of the defective vehicle has been made. Evidence of neglect and repair work made necessarily by poor maintenance can then be taken up and any necessary action taken before the issue of a replacement vehicle. This will in effect cause the Regt'l personnel to maintain their vehicles at a higher standard and considerably ease the work of the AI Section who under such conditions will have more time for repair and full technical control of Gruppo AI.

(c) PH WILSON 30 2141

1024

APPENDIX A - 27-378

Details of the Proposed Plan for Withdrawal of 1000 of the Present Patrol Transport Holdings and a Method for its Conservation and Type Control

1. Additional Units Involved - (See Diagram layout page 3)
 - (a) Patrol Maintenance Area - (PMA)
One will be required for each Regt and should be situated as near as possible to the Regt HQ and must also be conveniently situated with regard to the various units and the attached IAD. The area should where possible be under cover and well supplied with water and hard standing for vehicles.
They will come under Regt Command for administration and discipline and maintenance of these vehicles will remain the direct responsibility of these Commands.
Technical control of these areas will be delegated to the CMB, and no vehicles will be moved from or to this area without his authority, also the CMB will be authorized to inspect this area individually and submit periodic reports on the general condition of maintenance to HQ Ierado.

(b) Advanced Recovery Posts (A.R.P.)

These Posts will be formed by the ME and Recovery Section and one WAPP will be attached to each PMA. It should be sufficient to locate 1 recovery vehicle at each WAPP but in certain cases where there are distances between WAPP and ME there are involved, 2 recovery vehicles may be necessary.
A total of 4 WAPPs will be sufficient and this would necessitate the detachment from 800 of 4 to 5 Recovery Vehicles leaving 3 Recovery Vehicles with WAPPs which under the above system of Advanced Recovery Posts is considered sufficient as they will only be concerned with recovery within the Regt area.
Due to the small number of Recovery Personnel available to Regts it will only be possible for them to supply the Recovery Crew and it may therefore be necessary for the Regt to assist in the administration, guards etc of these posts.

2. General Principles of Proposed Plan;

- (a) Withdrawal of 3 per cent of Regt on a new basis of :-

1 - 10-000 to 50 Personnel	Approx 30% reduction
1 - 30-000 to 100 "	of present holdings.
- (b) Vehicles withdrawn to be concentrated in MA, these vehicles to be regularly maintained by Regt personnel and this maintenance initially to be considered increased and only reduced to normal when all vehicles in the MA have been brought up to a satisfactory standard. Personnel in charge of these MA's will maintain a record of the vehicles in the Regt and

responsibility of these Commands.

Technical Control of these areas will be delegated to the CAC, and no vehicles will be moved from or to this area without his authority, even the MA will be authorized to inspect this MA as periodically and submit periodic reports to the General Command of maintenance of HQ elements.

(b) MA for Advanced Recovery Posts (MAA) (MAA) (MAA)

These Posts will be formed by the MA for Recovery Station and one MAA will be attached to each MAA. It should be sufficient to locate 1 Recovery Vehicle at each MAA but in certain cases where large distances between MAA and MAAs are involved, 2 Recovery Vehicles may be necessary.

A total of 4 MAA's could cover sufficient MA's and this would necessitate the detachment from MA's of 1 to 3 Recovery Vehicles leaving 3 Recovery Vehicles with MA's which under the above system of Advanced Recovery Posts is considered sufficient as they will only be concerned with Recovery within the MA's.

Due to the small number of Recovery Personnel available to MA's it will only be possible for them to supply the Recovery MA's and in any case there will be necessary for the MA's to assist in the administration, MA's etc. of these posts.

4. General Principles of Proposed Plan:

- (a) Withdrawal of a percentage of MA's on a new basis of :-

1 - 15-20% to 30 Personnel	() Approx 50% reduction
1 - 3-6 MA's to 100 "	() of present MA's.

(b) Vehicles withdrawn to be concentrated in MA, these vehicles to be regularly maintained by MA's personnel and this maintenance initially to be considered increased and only reduced to normal when all vehicles in the MA have been brought up to a satisfactory standard. Personnel in charge of these MA's will maintain a record of the vehicles in the MA's and a maintenance log, and both these records will be held available to MA's inspectors.

No reduction will be made in the case of Special Type Vehicles i.e. Office, Motor, Compressor, Lorry etc and MA Units i.e. Maps and LADS will retain their present holdings which are considered an absolute minimum already.

(c) Carriers these will be completely withdrawn and concentrated in MA's is required for special duties such as Special Schemes etc. authority for their release will be obtained from HQ MA's. As in (b) above these also will receive maximum maintenance whilst in the MA's.

(d) Artillery Equipment - these will be consolidated in Unit

Page 2

lines and maintained separately from MAT as specialized personnel are required for this maintenance, but here after frequent MAT inspections will be made and reports on same submitted to HQ as memo.

Note:- 2 (c and d) Movement of Batteries and Artillery Equipment should be restricted as far as possible and (i) truck wear and loading damage are to be minimized. Technical advice of CME should always be obtained prior to any move.

Note :- 2 (e) Where possible vehicles in MA should be jacked up off road wheels in order to conserve tyres and to prevent deterioration of Batteries, a system of Battery Servicing should be initiated.

In estimating number of vehicles to be withdrawn the deficiencies of VI to be taken into account.

3. Repair and Replacement Procedure

(a) Unit and 1st Line (LAD) Repairs - carried out with normal procedure (vehicles passing to and from LAD) but W/C i/c LAD will immediately report signs of neglect and poor maintenance direct to Regt HQ for their necessary action. If no improvement is obtained W/C i/c LAD submits reports to CME.

(b) Repair work beyond Unit or LAD capacity (i.e. Class II and above).

(i) Vehicle recovered and backloaded by LAD recovery to WASH (Regt HQ) to render weekly return of these vehicles by 1700 hrs Friday to Regt Command and copy to CME.

(ii) Regt Command submit request to CME for release of replacement vehicle from MA with vehicle on AR of 1045.

(iii) W.A.R.P. backload vehicle to LE WSPs and pass the 1045 and release Request direct to Wep Office.

(iv) WSPs inspect vehicle and submit report (932 Inspection) to CME.

(v) CME in conjunction with A/Q and 3 side decide what action is necessary and whether replacement should be authorized. Technical and Priority reasons to be considered. CME advises Regt Command - if satisfactory replacement vehicle issued and booked out in MA Records as in lieu of defective Class II Vehicle.

(vi) Class II Vehicle repaired and returned direct to MA and entry endorsed in MA Records.

(c) Vehicles Class VI R/P All Class V and VI vehicles will be inspected on reaching LE WSPs and the procedure for releasing a replacement will be the same as (b).

If R/P and struck off charge the new replacement vehicle when obtained will be direct to MA.

3. Repair and Replacement Procedure

- (a) Mail and Tel Line (LAP) Reports - carried out with normal procedure (vehicles passing to and from LAP) but W/O LAP will immediately report state of vehicle and poor maintenance direct to Regt HQ for their necessary action. If no improvement is obtained W/O i/o LAP submits reports to CME.
- (b) Repair work beyond limit of LAP capacity (i.e. Class II and above).
- (i) Vehicle recovered and backloaded by LAP recovery to WARP (Regt HQ) to render weekly return of these vehicles by 1700 hrs Friday to Regt Command and copy to CME.
- (ii) Regt Command submit request to CME for release of replacement vehicle from AA with vehicle on AB 1 1045.
- (iii) A.A.E.P. backload vehicle to AA WSP and pass the 1045 and release request direct to WSP Office.
- (iv) WSP inspect vehicle and submit report (932 Inspection) to CME.
- (v) CME in conjunction with A/Q and A side decide what action is necessary and whether replacement should be authorized. Technical and priority reasons to be considered. CME advises Regt Command - if satisfactory replacement vehicle issued and booked out in AA Records as in lieu of defective Class II Vehicle.
- (vi) Class II Vehicle received and returned direct to AA and entry endorsed in AA Records.
- (c) Vehicles Class VI AIR All Class V and VI vehicles will be inspected on reaching AA WSPs and the procedure for releasing a replacement will be the same as (b).
- If AIR and struck off charge the new replacement vehicle when obtained will be direct to AA.

APPENDIX 'C' - EMB/15/76

PAGE 3

Example of Proposed Withdrawal of M.T.

Regt Panteria Speciale					
Strength	Offrs 108	ORs 2197	Total 2305		
Type of Vehicle	Cars	1 Lorries		Spec.	Carriers
		15-0wt	3-ton		
Held	15	97	45	5	113
Proposed	10	46	23	5	111
Difference in M.A.	5	51	22	-	113

COY
 AUTHORITY FOR RELEASE
 OF VEH TO REPLACE CLASS II
 VEH B/L TO ME WKSOP.

HOLDING	
CME	AQCC
(TECH)	(PRIORITY)

RESULTS OF WKSP
 INSPECTION CLASS II VEH

CONTROL KEY

☐	UNITS UNDER TECH & ADM CONTROL OF CME
☐	UNITS UNDER TECH CONTROL-CME ADM-REGT CMD

ME WKSOP		
VEH PARK	INSPECTION	REPAIR

23

Subject : Proposals regarding Maintenance
& MT Discipline - LEGNANO Gruppo.

52 Brit Liaison Unit
CMF.

28 Jul 45.

G/60/23.

HQ LEGNANO Gruppo.

1. The attached copy of a letter received from 59 Area on the subject of Maintenance of MT etc. is forwarded for your information.
2. Attached hereto is a scheme which has been drawn up in co-operation with SC.REME to fulfill the conditions imposed by this letter: it would be appreciated if I could have your comments to the attached proposals.
3. The question of withdrawing certain mortars has not yet been dealt with and I would be very grateful to receive your recommendations for this at the same time.

L. N. Long...
Lieut-Col,
CS.

Copy to : SC.REME.

1020

22

SUBJECT: Proposals Regarding Maintenance and MP Discipline -
LIGNANO Gruppo.

22 British Liaison Unit

UMP.

28 July 45

2/60/22

To: HQ,
25 Area

1. See your letter of 25 dated 24 Jul 45. This BU has been working out a scheme for the improvement of maintenance and MP discipline in units of the Lignano Gruppo, and the attached scheme was initiated prior to the receipt of your above mentioned letter.

2. As, however, it appears to cover all the main points which you enumerated I propose with your approval to keep this scheme in force. Proposals with regard to matters will be forwarded after consultation with the Gruppo HQ and the Training Major.

3. The contents of your above mentioned letter will nevertheless be passed on to Gruppo Headquarters in order that they may be made more fully aware of the seriousness which you attach to the situation.

4. The GOC Gruppo's approval of the scheme has not yet been obtained but it is not anticipated that he will raise any objections, as he is extremely anxious to get the matter rectified.

5. It would be appreciated if every assistance could be given for the provision of the Training films referred to in para 2(b) of the attached scheme, as it is felt that particular value would be derived from them.

1019

[Signature]
Lieut-Col.
G.S.

1. per your letter 6 25 dated 24 Jul 45., this BIN has been working out a scheme for the improvement of maintenance and of discipline in units of the Legnano Gruppo, and the attached scheme was initiated prior to the receipt of your above mentioned letter.

2. As, however, it appears to cover all the main points which you requested I propose with your approval to keep this scheme in force. Proposals with regard to mortars will be forwarded after consultation with the Gruppo HQ and the Training Major.

3. The contents of your above mentioned letter will nevertheless be passed on to Gruppo Headquarters in order that they may be made more fully aware of the seriousness which you attach to the situation.

4. The GOS Gruppo's approval ~~has been~~ of the scheme has not yet been obtained but it is not anticipated that he will raise any objections, as he is extremely anxious to get the matter rectified.

5. It would be appreciated if every assistance could be given for the provision of the Training films referred to in para 2(b) of the attached scheme, as it is felt that particular value would be derived from them.

1819

JSHD/AN.

Wm. J. Ryan
Lieut-Col.
G.S.

Copy to: SC 33ME.,
52 BIU.

21

Subject: TransportCONFIDENTIAL15-1050
C.25

21-101-15

G.I. 1.02.

AC

12-101-15

1. The standard of maintenance of vehs and arty eqpt in all Groups remains very low.

It has been decided to withdraw a certain proportion of vehs and arty eqpt.

Grp 14 will be advised to provide one of these parks or depots of 12 men per 100 vehs or guns to undertake maintenance under British supervision.

2. Assuming that the role of the Legnano Gruppo (incl 114 Regt Mantova Gruppo) remains the same, and bearing in mind the question of training (the minimum number of weapons only will be retained), a recommendation is required as soon as possible as to the number of vehs and guns including 6 para mortars which can be considered as surplus.

3. Suggested locations of these parks will also be submitted to this HQ.

11/10/50


Major
CS

Dcu
25/7. 20GRUPPO DI COMBATTIMENTO "LEGNANO"
Ufficio Automobilistico

N° 07/ 2865 di prot.

P.M. 155 - 24/7/1945.-

OGGETTO: Istruzioni sulla documentazione e manutenzione dei pezzi da 6 libbre e materie d'equipaggiamento relative.-

- AL COMANDO DEL 68° REGGIMENTO PANTERIA "LEGNANO"
- AL COMANDO DEL REGGIMENTO PANTERIA SPECIALE "LEGNANO"

Posta Militare 155

e, per conoscenza:

- - AL :- G S O I - 52 BLU CME
- AL :- SC RENE - 52 BLU CME
- AL :- TR. MAJOR DEL 68° RGT. PANTERIA
- AL :- TR. MAJOR DEL RGT. FTR. SPECIALE

Posta Militare 155

*****/

1. - L'incarico di impartire le istruzioni di cui all'oggetto è devoluto (come da indicazione del 52 BLU) al Maggiore HILL per il 68° reggimento fanteria, al Maggiore HAMILTON per il reggimento fanteria speciale.-
2. - Si prendano subito contatti con i suddetti ufficiali per i provvedimenti relativi.-
3. - Ogni assistenza tecnica sarà fornita dall' SC RENE presso il C M E (ufficio auto) di questo Comando.-

J. G. A. N.

d'ordine

p. IL CAPO DI STATO MAGGIORE a.p. 1°

IL MAGGIORE CAPO SEZIONE SERVIZI

- Giuseppe Terranova -

R.E.C.
IL CAPO UFFICIO AUTO

7/15

Subject: Technical Vehicles - Demands.

52 British Liaison Unit,
C.M.F.
ORD/10/9
13 July 1945.

G.S.O. 1., 52 B.L.U. ✓
DAA & QMG., 52 B.L.U.
S/Cdr. Yarrow.
S/Cdr. Lyon.
S/Cdr. Denby.

1. Future Demands for Technical Vehicles must be submitted to G(SD2) of H.Q. No. 2 District, in the same manner as for all other types of 'A' and 'B' Vehicles;


(W.P.J. SMITH)
for D.A.D.O.S. 52 B.L.U.

Capt.

1017

60/13

Subject: Guinterance of Small Arms.

52 British Liaison Unit,

784.

5 July 45.

6/60/45

Major H.W. HARTWELL.

1. Attached is copy of MA's final report on his inspection of Small Arms in the Congo. For information and necessary action.
2. Please pass to Majors HUB and HARTWELL for action also.

14/5

fl
Major,
Gen.

1016

60/17

Subject: WFOB Disposition

52 British Liaison Unit,

13

22 June 45.

E/32/17

Re: Identical.

For your info, WFOB Army (Ref No) letter 112/11/45 dated 21 June 45.

1. Attached is copy of WFOB Army letter 67/2518 dated 28 June 45.

Copy to M/2
REME.

J.C.

Lieut-Col.
Ct.

REF.

Subject: WFOB Disposition

52 British Liaison Unit,

13

67/2518

22 June 45.

Re: Identical (Ref No) letter 112/11/45 dated 21 June 45.

1. Your 67/2518 of 28 June 45, accompanied by a translation, was delivered to this office 27 June.

2. Due to the limited time in which to reply to same, it has not been possible to comply with WFOB Army's request in view of the fact that sufficient details of their organization are not to hand.

Explanations have been requested from them at this point -

(para 2, of the attached report refers).

Action taken in this matter will be notified to you in due course.

3. Two copies of report are attached for onward transmission to HQ District.

By Order of Chief of Staff
Col. GARRARD.

Subject: British Documentation

Re: Mr. P. M. M. M. M.

In compliance with para 4 of the above, (a) Letter (11/1/57) of 21 June (copy to you), herewith report as requested.

1. Documentation.

(a) As is known, the documents for the pieces are written and their keeping up to date is carried out in the normal best manner.
(b) Not all the barrels were issued to our units complete with documents and the latter have not been received to date.
(c) These two reasons, augmented by the small or complete lack of knowledge of English (the documents are written in English), and the absence of instructions as to which item had to be kept and the manner in which they had to be carried, are the basic causes of their being missing or being badly kept.
(d) I am taking advantage of this occasion to point out that this trouble with documentation extends to all the branches of the Army. In fact the lack of precise instructions on the working of the Army branch and all sources connected with it, has been felt and has had damaging repercussions on the efficient working of them all.

In the field much has been done, thanks to the goodwill and spirit of absorption of this type of personnel; but this, owing to the lack of an inventory of directing personnel (it does not allow any information and provides for only one officer in the office), has, and still is, causing grave and understandable troubles. Due to the fact that the activity of this single officer is almost entirely taken up in devising the translations of the innumerable directives. Also, more often than not entails re-doing the work and leads to a considerable loss of time - because literal translation in the technical field often alters the sense and renders it incomprehensible - or leads to grave errors which change or transform the meanings of things.

In order that I can expect units to keep their documents properly and up to date, it is necessary that I issue clear and precise orders, and also that those documents be kept by responsible personnel.

It is true, that the G.C. - whatever rank - takes responsibility of course, but it is also true that as matter how serious and diligent he may be, he cannot do everything on his own as he has not the time.

It is not a very big thing to say which documents must be kept, to give out their correct translation, and detail their instructions relative to keeping them up to date - but it is true that so many directives, instructions, etc. cannot be properly dealt with by one person.

I must insist on this point and I call your attention to it, because in my view a large part of the troubles complained about today are due to the fact that the British Army works by addressing to clear directives contained in dozens of publications, orders which are efficiently carried out, because they are by this time known to all - whereas

ing up to date is carried out in the normal Brit manner.

(b) Not all the letters were issued to our units complete with comments and the latter have not been received to date.

(c) These two reasons, supplemented by the small or complete loss of number of copies of the documents are printed in minutes, and the absence of instructions as to when they are to be sent and the manner in which they had to be carried, are the basic causes of the letters being standing as being badly kept.

(d) I am taking advantage of this occasion to point out that there is considerable documentation available to all the branches of the service. In fact the lack of precise instructions on the working of the system, which are all sources connected with it, has been that we have been carrying out our work on the basis of instructions of this sort.

In the field work has been done. Thanks to the records and system of management of this it is now possible to get a list of the letters of an interpreter of directing personnel (I have not seen any letter) - system and provides for any one officer in the office, then, and still is, causing grave and understandable trouble. Due to the fact that the activity of this single officer is almost entirely absorbed in providing the translations of the immediate directives. These have often been not entirely re-doing the work and leads to a considerable loss of time - because literal translation is the technical kind often altered the sense and renders it incomprehensible - or leads to grave errors which change or transform the meaning of things.

In order that I can expect what is to keep their desks properly and up to date, it is necessary that I issue clear and precise orders, and also that these be kept by responsible personnel.

It is true, that the system is - whatever that - takes responsibility of course, but it is also true that no matter how excellent and diligent it may be, it cannot do everything on its own as it has not the time.

It is not a very big thing to say which documents must be kept, to give out their correct translation, and detail their instructions relative to keeping them up to date - but it is true that so many directives, instructions, etc. cannot be properly dealt with by one person.

I must insist on this point and I call your attention to it, because in my view a large part of the trouble complained about today are due to the fact that the British way works by referring to clear directives contained in documents of publications; whereas which are directly carried out. Because they are by the time known to all - whereas the personnel of United Groups has not got used to this sort of things and finds difficulty in entering notes, because your regulations have yet to be properly digested.

I am not bringing up these difficulties in order to suggest that I initiate this system in its entirety, but if I must do this, it is necessary that a revision of the way of this office be carried out in order to give us sufficient personnel to be able to do the work efficiently.

.....2

(c) I conclude by adding that, in addition to the three observations, it has been more than a month since I submitted for the formal necessary for compiling the documents, but to date they have not been forwarded, for a series of reasons which are outside my competence. I assure you that, as soon as they arrive, I shall arrange for their compilation and forwarding to you.

Ci. clathrata Os.

- (a) I can give no justification for the lack of merit.
(b) I have asked the officers I've mentioned for their proposals as to the action to be taken against those who were guilty. And I never to deal with them individually.
(c) I have issued orders to the extent that nothing be brought back to the previous standard.

3. Workshop Review.

- (a) Some charts are being ordered to pieces by towing them with dredge cutters, which are not adapted for this work.
- (b) This damage and other damage caused by their use, is already being repaired by our own means.
- (c) Capt J. A. Smith is the Chief Officer and he is necessary to the organization. As to loss of personnel, this officer has also been given the duty of inspection. This however, is detrimental to the efficient working of the ship itself, which then loses an officer. The other head inspection of stores held by units should be carried out more often than is laid down for a British unit, in order to discover defects, arrange for repairs, bring them to the attention of the CMO responsible, and, where important still, to submit a knowledge of the ship's condition to the CMO. In order to do this, it would be necessary to have the following staff:

Case No.	Case Name	Case Type	Case Status	Case Date
1	Case 1	Case 1	Case 1	Case 1
2	Case 2	Case 2	Case 2	Case 2
3	Case 3	Case 3	Case 3	Case 3
4	Case 4	Case 4	Case 4	Case 4
5	Case 5	Case 5	Case 5	Case 5
6	Case 6	Case 6	Case 6	Case 6
7	Case 7	Case 7	Case 7	Case 7
8	Case 8	Case 8	Case 8	Case 8
9	Case 9	Case 9	Case 9	Case 9
10	Case 10	Case 10	Case 10	Case 10
11	Case 11	Case 11	Case 11	Case 11
12	Case 12	Case 12	Case 12	Case 12
13	Case 13	Case 13	Case 13	Case 13
14	Case 14	Case 14	Case 14	Case 14
15	Case 15	Case 15	Case 15	Case 15
16	Case 16	Case 16	Case 16	Case 16
17	Case 17	Case 17	Case 17	Case 17
18	Case 18	Case 18	Case 18	Case 18
19	Case 19	Case 19	Case 19	Case 19
20	Case 20	Case 20	Case 20	Case 20
21	Case 21	Case 21	Case 21	Case 21
22	Case 22	Case 22	Case 22	Case 22
23	Case 23	Case 23	Case 23	Case 23
24	Case 24	Case 24	Case 24	Case 24
25	Case 25	Case 25	Case 25	Case 25
26	Case 26	Case 26	Case 26	Case 26
27	Case 27	Case 27	Case 27	Case 27
28	Case 28	Case 28	Case 28	Case 28
29	Case 29	Case 29	Case 29	Case 29
30	Case 30	Case 30	Case 30	Case 30
31	Case 31	Case 31	Case 31	Case 31
32	Case 32	Case 32	Case 32	Case 32
33	Case 33	Case 33	Case 33	Case 33
34	Case 34	Case 34	Case 34	Case 34
35	Case 35	Case 35	Case 35	Case 35
36	Case 36	Case 36	Case 36	Case 36
37	Case 37	Case 37	Case 37	Case 37
38	Case 38	Case 38	Case 38	Case 38
39	Case 39	Case 39	Case 39	Case 39
40	Case 40	Case 40	Case 40	Case 40
41	Case 41	Case 41	Case 41	Case 41
42	Case 42	Case 42	Case 42	Case 42
43	Case 43	Case 43	Case 43	Case 43
44	Case 44	Case 44	Case 44	Case 44
45	Case 45	Case 45	Case 45	Case 45
46	Case 46	Case 46	Case 46	Case 46
47	Case 47	Case 47	Case 47	Case 47
48	Case 48	Case 48	Case 48	Case 48
49	Case 49	Case 49	Case 49	Case 49
50	Case 50	Case 50	Case 50	Case 50
51	Case 51	Case 51	Case 51	Case 51
52	Case 52	Case 52	Case 52	Case 52
53	Case 53	Case 53	Case 53	Case 53
54	Case 54	Case 54	Case 54	Case 54
55	Case 55	Case 55	Case 55	Case 55
56	Case 56	Case 56	Case 56	Case 56
57	Case 57	Case 57	Case 57	Case 57
58	Case 58	Case 58	Case 58	Case 58
59	Case 59	Case 59	Case 59	Case 59
60	Case 60	Case 60	Case 60	Case 60
61	Case 61	Case 61	Case 61	Case 61
62	Case 62	Case 62	Case 62	Case 62
63	Case 63	Case 63	Case 63	Case 63
64	Case 64	Case 64	Case 64	Case 64
65	Case 65	Case 65	Case 65	Case 65
66	Case 66	Case 66	Case 66	Case 66
67	Case 67	Case 67	Case 67	Case 67
68	Case 68	Case 68	Case 68	Case 68
69	Case 69	Case 69	Case 69	Case 69
70	Case 70	Case 70	Case 70	Case 70
71	Case 71	Case 71	Case 71	Case 71
72	Case 72	Case 72	Case 72	Case 72
73	Case 73	Case 73	Case 73	Case 73
74	Case 74	Case 74	Case 74	Case 74
75</				

4. Conclusions

Wishes I assure that all possible efforts will be made to better the standard of print and documentation, could you assist me to put my office on a better footing for functioning, by providing the info.

[illegible]

CENTRO DI RICERCA E Sperimentazione
Modello Automobilistico

11.07/25.08.1954
 Direzione Generale

11.07/25.08.1954
 Direzione Generale

1. La lettera n. 60/13 del 25 corrente, è pervenuta e presso l'Ufficio
 data 27 corrente esonerando dalla produzione.
2. La direzione del Centro concesso per la via data, non per la via
 intervenendo la richiesta del 25.08.1954. In quanto non si hanno
 e disposizione di mezzi sufficienti per la via che interessa la
 produzione.
 Per quest'ultima sono state richieste le necessarie giustificazioni al
 comandante M. P. L. interessando come previsto al n. 2 del 8 annua re-
 lazione.
 Si fa presente, perciò, di notificarle i provvedimenti adottati.
3. Si trasmette la relazione in duplice copia, per l'ulteriore inoltrare al
 Comando del 2° Distretto.

1012



GRUPPO DI COMBATTIMENTO "VIRGHANO"
Ufficio Automobilistico

N.07/25/2 al prot.
OGGETTO: Ispezione RME.

D.M.195, li 23.6.1945.-

- AL QUARTO 2° DISTRETTO

C.M.E.

Riferisco in merito a quanto richiesto al n. 4 del foglio n. 113/0(SV) in data 21 Maggio c. s. del British Increment G. (SD), pervenuto per conoscenza anche a codesto Distretto, e comunico:

1. Documentazione.

- (a) come noto, i documenti per le bocche da fuoco sono britannici e la loro tenuta e giorno è disciplinata da norme britanniche.
 - (b) Non tutte le bocche da fuoco sono state distribuite alle dipendenze di unità al completo di documenti e questi ultimi non sono stati consegnati aggiornati.
 - (c) I motivi esposti nei precedenti due comma, aggravati dalla scarsa o nessuna conoscenza di lingua (i documenti sono stampati in lingue inglese) e dall'assenza di una istruzione che enunciassero quali documenti devono essere tenuti e dettasse le norme per la custodia ed aggiornamento, sono le cause essenziali della loro mancanza o della imperfetta tenuta.
 - (d) Mi valgo dell'occasione per porre in evidenza che gli inconvenienti relativi alla documentazione, si estendono a tutto il servizio RME. Infatti è sentita, ed ha ricorrenze dannose sul buon funzionamento, la mancanza di precisi norme sul funzionamento del servizio RME e di quanto ad esso si riconnette.
- In questo campo molto è stato fatto merco la buona volontà e lo spirito di abnegazione del personale di questo Comando preposto al servizio RME, ma ciò - per l'alta deficienza di interpreti e di personale direttivo, (gli imposti organici non prevedono interpreti e designano un solo ufficiale all'Ufficio auto) - ha condotto a condurre al grave e comprensibile inconveniente derivante dal fatto che l'attività di questo ufficiale è in massima parte assorbita dalla revisione delle traduzioni relative alle innumerevoli disposizioni, revisione che il più delle volte vuol significare rifacimento del lavoro e perdite di considerevole tempo, perchè la traduzione letterale nel campo tecnico, spesso altera lo scritto rendendolo incomprensibile, ovvero induce ad errori di sostanza che alterano

1. Documentazione.

- (a) comendato, i documenti per le bocche da fuoco sono britannici e la loro tenuta e giorno è disciplinata da norme britanniche.
 - (b) Non tutte le bocche da fuoco sono state distribuite alle dipendenti unità e il completo di documenti e questi ultimi non sono stati consegnati aggiornati.
 - (c) I motivi esposti nei precedenti due comma, aggravati dalla scarsa o nessuna conoscenza di lingua (i documenti sono stampati in lingue in loco) e dal l'esigenza di una istruzione che chiarisca quei documenti devono essere tenuti - dettasse le norme per la custodia e aggiornamento, sono le carte generali della loro manutenzione e delle imperfette tenute.
 - (d) Mi vengo dell'occasione per porre in evidenza che gli inconvenienti relativi alla documentazione, si estendono a tutto il servizio UNME. Infatti è sentita, ed ha vi concessioni danese sul buon funzionamento, la mancanza di precise norme sul funzionamento del servizio UNME e di quanto si capo si riconosce.
- In questo campo molto è stato fatto merco la buona volontà e lo spirito di abnegazione del personale di questo Comando preposto al servizio UNME, ma ciò - per l'esclusa deficienza di interpreti e di personale direttivo, (gli imposti organici non prevedono interpreti e designano un solo ufficiale all'ufficio auto) - ha condotto a condurre al grave e comprensibile inconveniente derivante dal fatto che l'attività di questo ufficiale è la massima parte assorbita dalla revisione delle traduzioni relative alle numerose disposizioni, revisione che il più delle volte vuol significare rifacimento del lavoro e perdite di considerevole tempo, perchè la traduzione letterale nel campo tecnico, spesso altera lo scritto rendendolo incomprensibile, ovvero induce ad errori di sostanza che alterano o trasformano addirittura il significato delle cose.
- Perchè io possa rigorosamente pretendere dal le dipendenti unità la tenuta dei documenti ed il loro costante aggiornamento è necessario che io dia norme chiare e tassative, tanto più che molti documenti finiscono con l'essere tenuti da personale d'ordine. Il comandante di qualunque grado, se risponde è vero, ma è anche vero che per quanto zelo e diligenza possa porre, egli non può fare tutto da se non assolutamente mancanza di tempo.
- Non è grande cosa dire quali documenti devono essere tenuti, fare la loro corretta traduzione e dettare le norme relative alla loro tenuta e giorno; se è anche vero che la tenuta piccolo norme, fi-

- 2 -

niscuno con l'esorbitare dallo possibilità materiali di una sola persona.

Insisto su questo punto e su esso richiamo l'attenzione di codesto Comando, perché a mio avviso, buona parte degli inconvenienti che oggi si lamentano devono essere ricercati nel fatto che l'Esercito Britannico opera attenendosi a chiare disposizioni regolamentari contenute in decine e decine di pubblicazioni, disposizioni che vengono attuate con speditezza perché ormai note alla massa, mentre al personale dei Gruppi di Combattimento manca questa regolamentazione e presenta la difficoltà di attuarla perché deve essere assimilata nel profondo.

Non incontro queste difficoltà per creare questa regolamentazione, ma se ciò devo fare, è necessario rivedere gli organici di questo Ufficio per dargli il personale nella misura sufficiente per far funzionare. Concludo so giungendo che - e parte le considerazioni già fatte - è da oltre un mese che ho chiesto gli stampati necessari per la compilazione di documenti, ma ad oggi non sono pervenuti per un complesso di ragioni che esulano dalla mia competenza. Assicuro che appena perverranno, sarà provveduto all'immediato ed aggiornamento.

2.

Manutenzione

- (a) Nessuna giustificazione ho da avanzare per la deficienza di manutenzione.
- (b) Ho chiesto ai comandanti interessati le loro proposte di sanzioni a carico dei responsabili, contro i quali ho l'intenzione di intervenire energicamente.
- (c) Ho dato ordini rigorosi perché la manutenzione venga riportata al vero livello precedente.

3.

Riparazioni d'Officina.

- (a) Alcune avarie ai pezzi sono state causate dal treno con i carriers Lloyd, dimostratisi inadatti allo scopo.
- (b) Per le avarie di cui alla precedente lettera e per quelle altre verificate da parte delle dipendenze dell'uso, è già in atto la rimessa in officina.
- (c) Preciso che il Capitano JAMES è ufficiale addetto alla Officina e ne ha la responsabilità di funzione ispettiva. Ma ciò che a detrimento del buon funzionamento della Officina stessa la quale, così operando, viene a perdere un proprio ufficiale. D'altra parte le ispezioni al materiale in distribuzione alle dipendenze Unità dovrebbero essere effettuate con una periodicità più frequente di quella prevista per i reparti inglesi, onde rilevare le eventuali manchevolezze e porvi riparo e richiamare l'attenzione dei comandanti responsabili, e più ancora per divulgare il sistema inglese di manutenzione e tenuta dei vari documenti.

per darli il personale nella misura sufficiente per far funzionare.
 (e) Concludo so giungendo che - a parte la considerazione già fatta - è da oltre un mese che ho chiesto gli stampati necessari per la compilazione di documenti, ma ad oggi non sono pervenuti per un complesso di ragioni che esulano dalle mie competenze. Insicuro che sopravverranno, sarà provveduto all'impianto ed al miglioramento.

2.

(a) Nessuna giustificazione ho da avanzare per la deficienza di manutenzione.

(b) Ho chiesto ai comandanti interessati le loro proposte di sanzioni e carico dei responsabili, contro i quali ho l'intenzione di intervenire energicamente.

(c) Ho dato ordini rigorosi perché la manutenzione venga riportata al suo vero livello precedente.

3. Riparazioni d'Officina.

(a) Alcune avarie ai pezzi sono state causate dal treno con i carri Lloyd, dimostratisi inidonei allo scopo.

(b) Per le avarie di cui alle precedenti lettere e per quelle altre verificate in conseguenza dell'uso, è già in atto la ripresa in officina de parte delle dipendenti officine.

(c) Preciso che il Capitano JARVI è ufficiale adetto alle officine e ne Cassio e quella organizzazione. Per indistinguibilità dell'organico a questo Ufficio è stata devoluta anche la funzione ispettiva. Ma ciò va a detrimento del buon funzionamento delle officine stesse la quale, così operando, viene a perdere un proprio ufficiale. D'altra parte le ispezioni al materiale in distribuzione alle dipendenti Unità dovrebbero essere effettuate con una periodicità più frequente di quella prevista per i reparti inglesi, onde sollevare le eventuali manchevolezze e porvi riparo e richiamare l'attenzione dei comandanti responsabili, e più ancora per divulgare il sistema inglese di manutenzione e tenuta dei veri documenti.

Per far ciò, necessiterebbe avere^a disposizione:

Un Ufficiale per gli automecoveicoli;	
" " per i cannoni;	
" " per le armi individuali e portatili;	
" " per i mezzi di collegamento.	

4. Conclusioni.

Mentre assicuro che verrà fatto quanto possibile per migliorare il servizio manutenzione e tenuta dei vari documenti, prego cotesco Comando fornirmi la possibilità di far funzionare il dispendio Ufficio Auto rivedendo il suo organico.

IL GENERALE COMANDANTE
- Umberto Utilli -

Utilli

1009

Subject: Inspection Report on QGP 40-mm
Group VI 11 Arty Regt.

DATE: 22 JUN 45

Copy to: CTS 111 Legnano
Cty Major RA
DDM HQ 2 Dist
CC 111 Regt

SC 111
52 British Division Unit
Cty

Ref No: DMS/5/46.

Date: 25 June 45.

1. The inspection of the 40-mm Zups held by Group VI 11 Arty Regt has now been completed and a report is appended for your information and action as necessary. A brief overall summary is also given.

(a) Pieces

Barrels, Breech Rings, Breech Blocks and Mechanisms are all in a serviceable condition, but a number of minor repairs are required.

(b) Autoloaders

Autoloaders and Loading Trays require a number of minor repairs to bring them to Class I standards.

(c) Mountings & Platforms

Serviceable, but require a number of minor repairs.

(d) Maintenance

Generally good, working parts of Mechanisms being well oiled or greased. However, grease guns are not being used sufficiently on grease nipples of mountings and platforms and has resulted in cases of tight steering heads, towing eyes etc.

(e) Documentation

Documents are complete, but no records have been kept since the Gruppo took the Guns on charge. This is stated to be due to lack of instruction regarding documentation.

(f) Summary

All equipments can be brought to Class I Standards by 2nd line repair (i.e. 13 Traps) and a repair and overhaul programme, which will include repainting of equipments, should be arranged by CC Unit in conjunction with CC ME Traps.

SUMMARY OF INFORMATION OBTAINED ON INSPECTION OF QGP 40-mm

11 Arty VI Group 11 Arty Regt	12 Arty VI Group 11 Arty Regt		
	Serviceable or Satisfactory	A B C	A B C
1. Barrels	6	-	-
2. Breech Rings & Fittings	1	1	4
3. Autoloader & Fittings	-	1	5
4. Breech Casings	-	2	1

Barrels, Breech Rings, Breech Blocks and Mechanisms are all in a serviceable condition. but a number of minor repairs are required.

(3) Autoloaders

Autoloaders and loading trays require a number of minor repairs to bring them to Class I standards.

(c) Mountings & Platforms

Serviceable, but require a number of minor repairs.

(4) Maintenance

Generally good, working parts of Mechanisms being well oiled or greased. However, grease guns are not being used sufficiently on grease nipples of mountings and platforms and have resulted in cases of tight steering heads, towing eyes etc.

(e) Documentation

Documents are complete, but no records have been kept since the Gruppo took the Guns on charge. This is stated to be due to lack of instruction regarding documentation.

(f) Summary

All equipments can be brought to Class I Standards by 2nd Line repair (i.e. 1st time) and a repair and overhaul programme, which will include repainting of equipments, should be arranged by CC Unit in conjunction with CC ME Works.

SUMMARY OF INFORMATION OBTAINED ON INSPECTION OF

	11 Bty VI Group 14 Arty Regt		12 Bty VI Group 14 Arty Regt	
	Serviceable or Satisfactory	A B C	Serviceable or Satisfactory	A B C
1. Barrels	6	-	6	-
2. Breech Ring	1	1 1 3	1	1 4
3. Autoloader & Fittings	-	1 - 5	3	1
4. Breech Casings & Fittings	-	4 - 2 6	3	1 1 4
5. Mounting	-	- - 6	4	- 6
6. Platform	6	- - 6	2	- 6
7. Maintenance	-	- - 6	-	-
8. Documentation	-	- - 6	-	-

Index to References

- (A) For observation by Unit
- (B) For Unit attention
- (C) For Wagon attention.

P. N. Nelson SC HMB

Subject: WMA Inspections.

52 British Airborne Unit,
QAF.

21 June 45.

450/13

REFERENCE (W. GOC)

1. The attached copy of HQ 5 Army (Brit Ind) Letter 112/45, dated 21 June 45 is forwarded for information and necessary action.

The report called for in para 4 of this letter will be forwarded to this HQ by 1600 hrs 21 June 45.

2. Also attached is copy of HQ 5 Army (Brit Ind) Letter 112A/45, dated 21 June 45.

3. In view of this report it is requested that every facility be given to the Training Major to assist them in this respect, and in all similar cases of maintenance of British equipment on 41000 scale of units.

L. H. [Signature]
Lieut. Col.
C.

1007

copy to:

Copy to: A/C. [unclear] [unclear] Ind.

SUBJECT: RECEIVED CONS.

British Increment, G(SD) Branch,
HQ FIFTH ARMY.

Tele No: Lightning 98.

112A/G(SD).

21 Jun 45.

52 BLU

Copy to: G-4 Brit
RME

G-1 See

G-2 M

Ref 112/G(SD) dated 21 Jun 45.

It is considered that the training majors attached to the 68 Inf Regt and Speciale Inf Regt should have been aware of the conditions set out in the adverse report on maintenance of the G-pr A tk eqpt, and that they should have brought the state of affairs indicated to your notice.

/JHT

Frank Davane
Col
Brigadier,
Deputy Chief of Staff.

1606

SUBJECT: REE INFORMATION

British Tankment, O(AD) General,
HQ STAFF Army.

Tele No: Lightning 98.

112/6(AD).

21 Jun 45.

12 JUN 45 000 LBN 100 G2

Copy to: HQ 2 Dist

Copy to: G-4 Staff

22015

G-1. Sec

G-2. Sec

1. In inspection of the 6-yr A tank held by 60 Int Regt and Speciale
Int Regt has been recently completed.

2. A summary of the detailed report is given below:-

(a) Documentation - on all eqpts was deficient. The only unit
that was able to produce documents was in complete ignorance as to
the procedure for compiling them and consequently the Information
Officer was unable to obtain any info regarding the previous
history of the eqpt.

(b) Maintenance - in all cases leaves a lot to be desired and in
several instances it was obvious that no attention had been made
to clean or lubricate the eqpts for several weeks prior to the
inspection.
Unit personnel have made no attempt to adjust brakes or handle
locking brackets, the latter causing unnecessary wear to the
elevating gears and pinions.
No periodical check has been made to ensure tightness of bolts,
nuts etc, in consequence of which several minor components
have been lost and unnecessary wear and tear has resulted.

(c) Wear Inspection - owing to eqpts being towed by Ilford Gantry,
spades and bulldozer brackets all require close attention.
All eqpts can be brought to Class I standards by 2nd Line repair
(1st Line Reps) and a repair and overhaul programme (for all eqpts
requiring close attention) should be arranged by 000 Units in
consultation with G-4 Staff, LBN 100.
It is also the responsibility of 000 Units to ensure that all
eqpts requiring close attention are promptly dealt with and that
action should be checked by the SFC HQ (G-4 Staff) in a subsequent
inspection - the date of this inspection to be fixed by the staff.

3. The above indicates an unsatisfactory state of the eqpt. Will you
please take immediate action to rectify this state of affairs.

1. An inspection of the 6-yr A & B type held by 63 Int Regt and Spentale Int Regt has been recently completed.

2. A summary of the detailed report is given below:

- (a) Documentation - on all types was representative. The only unit that was able to produce documents was in complete ignorance as to the procedure for supplying them and consequently the inspection section was unable to obtain any data regarding the maintenance history of the type.
- (b) Maintenance - in all cases leaves a lot to be desired and in several instances it was obvious that no attempt had been made to clean or lubricate the engine for several months prior to the inspection. Unit personnel have made no attempt to adjust brakes on crawler locking brackets, the latter causing unnecessary wear to the elevating gears and pinions. No periodic check has been made to ensure tightness of bolts, studs, nuts etc, in consequence of which several minor components have been lost and unnecessary wear and tear has resulted.

- (c) Wear Attention - owing to engine being tested by Lloyd Garrison, spades and handspike brackets all require shop attention. All engines can be brought to Class I standards by and have reports (to Int Regt) and a repair and overhaul programme (for all units requiring shop attention) should be arranged by 63 Int Regt in consultation with CMC HQ LONDON. It is also the responsibility of 63 Int Regt to ensure that all engine requiring unit attention are promptly dealt with and that action should be checked by the 63 Int Regt (Gen's Staff) in a subsequent inspection - the date of this inspection to be fixed by the unit.

3. The above indicates an unsatisfactory state of the engine. Will you please take immediate action to rectify this state of affairs.

4. A report will be rendered to HQ 2 District by 10 Jan 55, under which you can send the Group will be, showing what action has been taken to improve maintenance and bring the documentation and records up to date.

1111
10 Dec 54
Geny Chief of Staff

Subject:- SA Inspection -
LEGHANO Gruppo

CM2 HQ Legnano

Copy to:- GSO I ✓
 DAA & DMG
 DADOS
 Trg Major (68 Inf Regt)
 (Spec Inf Regt)

SC RAME
 52 British Liaison Unit
 CMF
 Ref No:- EMB/6/37.

Date:- 2 June 45

60/8

With further ref to our EMB/6/16 dated 30 May 45.

1. The possible causes given in the AIA's Adv Report on above have been thoroughly investigated with the following results:-
 - (a) Supply of Cleaning Material
 All Coy & Regts have been adequately supplied with this material and Equipment.
 - (b) Trg Instruction in Care & Maintenance
 A copy of Trg Major's (68 Inf Regt) comments are attached and from this it will be seen that the fault lies entirely with the Regt personnel who before and since the termination of hostilities in ITALY appear to have completely disregarded the care and maintenance of SA and have made no attempt to maintain the necessary high standard of maintenance by weekly Unit Inspection of SA in Gns.
2. The AIA's Inspection is still proceeding but so far very little improvement has been noted and it is urged that firm and immediate action should be taken to ensure that there is an immediate improvement in the maintenance.

P.H. Nelson, SC RAME

1004

Subject: Advance Report on Small Arms
Inspection - LEGNANO Gruppo.

52 British Liaison Unit,
C.M.F.
ORD/9/1
31 May 1945.

S.O. R.E.M.E.,
52 B.L.U.

Reference your EME/6/16 dated 30 May 1945, and attached
Advance Report.

1. An investigation has been made by this office into the causes
from the Regt's point of view, of the high E.L.R. percentage of
Small Arms within the Gruppo, and it has been confirmed that
cleaning materials as detailed within the Report, have always been
available for issue and that all demands from Units have been
met.

W.P.J.

H

Capt.

(W.P.J. SMITH)
for D.A.D.O.S. 52 B.L.U.

Copy to: CME HQ Legnano Gruppo.
GSG I, 52 B.L.U.
DAA & QMG 52 B.L.U.
Trg Major (68 Inf Regt)
" " (Spec Inf Regt)

1003

Subject:- Advance Report on Small Arms
Inspection - LEGHANO GRUPPO.

CIR HQ Legnano Gruppo

Copy to:- GSO I ✓
DIA & QMG
DADOS
Trg Major (68 Inf Regt)
" " (Spec Inf Regt)

100 6/8
SC ROME
52 British Liaison Unit
GMP

Ref No:- YMR/6/16.

Date:- 30 May 45

1. A complete inspection of all LEGHANO Gruppo Small Arms by an AIA is now in progress and it will be seen from his advanced report (attached) that the results of this inspection are most alarming and serious in that up to now 20% of Rifles and 50% of Thompson Machine Carbines inspected have been found IIR due to improper care and maintenance.
2. The apparent causes of this extremely poor care and maintenance are detailed in the AIA's report but as this is from the "Ragts point of view" this advanced copy is being circulated for action by all concerned so that the true position can be verified before his final report is submitted to DMR AFHQ

PH. Nelson SC ROME

1602

ADVANCE REPORT ON LEHANG CRUPEO SMALL ARMS & MACHINE GUNS

General Condition:-

Poor.

Percentage of MGR:-

Rifles 20%

Carbines Thompson. At least 50%.

Reason for excessive MGR:-

Lack of care and attention.
Barrels badly corroded, Rifling indistinct.

Causes (Possible):-

1. Shortage of Pullthroughs.
2. Pullthroughs issued without weights.
3. Shortage of Oil M.80 or Oil 'A'
4. Shortage of Plantelette.
5. Contents of Holdalls Bren Deficient (see AFG.1098/1000)
6. Lack of instruction in cleaning.
7. Lack of supervision in cleaning.

Remedy (Suggested)

Indistinct
Indistinct
Indistinct

1. Immediate examination of all Pullthroughs.
Measure:-
(a) Each pullthrough has weight assembled.
(b) One pullthrough is available to each rifle and Carbine Thompson.

2. Immediate check of all Bottles Oil.
Measure distribution as for Rifle & Thompson.
3. Submit demand for all deficiencies under headings as under.

VACS Section B.1

BA 6320 Bottle Oil Mk V (Assd) 1 per rifle & Carbine.

CR (BA 0517 Pullthrough Single Mk IV A-1 -do-
(BA 0515 " " IV B-1 -do-

4. Demands to be submitted for Oil M.80 or Oil 'A' as per AFG.1098-1000.
5. Demands to be submitted for Plantelette as per AFG.1098-1000.
6. Demands to be submitted for contents of Holdalls Bren as detailed in AFG.1098-1000. At present these holdalls contain only one spare barrel and no cleaning material whatever.
7. Small Arms Inspections, under Unit arrangements at least weekly.
8. Adequate instruction and supervision for cleaning.

1601

Remedy (Suggested)

7. Lack of supervision in cleaning.

1. Immediate examination of all Pullthroughs.
Ensure:-
(a) Each pullthrough has weight assembled.
(b) One pullthrough is available to each rifle and Carbine Thompson.
2. Immediate check of all Bottles Oil.
Ensures distribution as for Rifle & Thompson.
3. Submit demand for all deficiencies under headings as under.
VACS Section 3.1
BA 6520 Bottle Oil & V (Assd) 1 per rifle & Carbine.
OR (BA 0517 Pullthrough Single & IV 1 -do-
(BA 0516 " " IV B- 1 -do-
4. Demands to be submitted for Oil E 30 or Oil 'A' as per AFG.1098-1000.
5. Demands to be submitted for Flannelette as per AFG.1098-1000.
6. Demands to be submitted for contents of Holbells Bran as detailed in AFG.1098-1000.
At present these holbells contain only one spare barrel and no cleaning material whatever.
7. Small Arms Inspections, under Unit arrangements at least weekly.
8. Adequate instruction and supervision of cleaning.

Lieut AIA
Att 52 B.L.U.

SECRETSubject: Repair of r EqpBritish Ind. Cent (REME Branch),
Rear HQ Fifth Army C M F

Phone: Lightning Rear 175

ME5A/6C/101

29 Apr 45.

Copy to
REME 52 PLU
G30 I 52 PLUCopy to: DAA & QM 52 PLU
OC 5 Army Tps Wksp REMERef REME/5/29 dated 25 Apr 45.

1. Please keep me fully informed regarding the replacement of the 25 pr eqpt. If any difficulty is encountered please report situation to me.
2. The repairs carried out in Mech Engr Wksp should go no further than 2nd Ech repairs.

5 Army Tps Wksp is now in BOLOGNA, location has already been signalled to you and you can now regard this wksp as backing the LIGNERO Gruppe for the present.
3. As other REME wksp are called fwd you can apply to the one that is best situated geographically for assistance.
4. You should take personal contact with Os C as soon as locations become known and also with DADMS 215 Sub Area (Major BAUMANN).

(R & HEST)

COLONEL
D D M E

1600

Subject: Repair & Maintenance of
25-Pdr Equipment.

53 RMA 52 HLU

Ref No: RMA/5/29.

Date: 25 Nov 45

53 RMA 52 HLU

53 RMA 52 HLU

OSO 1 52 HLU

Copy to: The Major RA

53 RMA 5 HLU

1. The attached list give details of 25 of the above 30pts received for repair by 43 30pts during the period 5 - 22 Apr 45.

2. These repairs represent a very high percentage (80%) of the 30pts held by the GUPPO and have all been due to the extremely worn condition of these guns which are only suitable for practice purposes.

3. The British Gun Section temporarily attached to the 30pts have now been withdrawn and it will therefore be impossible to continue to cope with a similar 30pt load.

4. The whole question has been discussed with HQ 5 Army and it has been recommended that all guns found to be worn to such an extent as to make further repair work uneconomical should be 30pt and replacements obtained.

5. This in reality will mean a complete replacement of above 30pts but the stocks of 25-Pdr 30pts at present available should easily cope with this and it is intended to effect this replacement in the shortest possible period.

6. It is intended to arrange a complete inspection of all 25-Pdr 30pts and from this draw up a programme of replacement, the most worn 30pts to be exchanged immediately.

The Major RA

This is in accordance with our previous instruction. It would appear from the number of repairs per Group given below that Groups 1 & 4 should be first on the list for inspection. Could you please draw up a programme for these inspections and advise me when they can commence. The technical personnel required for these inspections are now available.

1099

Distribution of Repair Load

Group No

No of Repairs

2. These repairs represent a very high percentage (80%) of the repairs held by the GUNPO and have all been due to the extremely worn condition of these guns which are only suitable for practice purposes.
3. The British Gun Section temporarily attached to the MGs have now been withdrawn and it will therefore be impossible to continue to cope with a similar gun load.
4. The whole question has been discussed with DML 3 Army and it has been recommended that all guns found to be worn to such an extent as to make further repair work uneconomical should be sold and replacements obtained.
5. This in reality will mean a complete replacement of above MGs but the stocks of 25-Pdr MGs at present available should easily cope with this and it is intended to effect this replacement in the shortest possible period.
6. It is intended to arrange a complete inspection of all 25-Pdr MGs and from this draw up a programme of replacement, the most worn MGs to be exchanged immediately.

TRA Major RA

This is in accordance with our previous instruction. It would appear from the number of repairs per Group given below that Groups 1 & 4 should be first on the list for inspection. Could you please draw up a programme for these inspections and advise me when they can commence. The technical personnel required for these inspections are not available.

10/11/44

Distribution of Repair Load

<u>Group No</u>	<u>No of Repairs</u>
1	12
2	5
3	1
4	7
Total	25

PH. M. M. SC. 11/11/44

GRUPPO DI COMBATTIMENTO "LA ANO"

Mech Eng Workshop

Type	No	Repairs Required	Regt Group No.
25-rdr	11824	Sight	44 Regt Arty Group 1
"	205-32	General Overhaul worn pivot bushes	" " " "
"	9242	General Overhaul worn pivots bushes	" " " "
"	20552	General Overhaul worn pivots bushes	" " " "
"	L.4218	Recuperator Overhaul	" " " "
"	4494	General Overhaul	" " " "
"	L.4354	Recuperator Overhaul	" " " "
"	7177	General Overhaul	" " " "
"	7887	Recuperator Overhaul	" " " "
"	2525	General Overhaul	" " " "
"	11662	General Overhaul worn pivots bushes	" " " "
"	19332	General Overhaul worn pivots bushes	" " " "
"	4351	Repairs to cradle and Elevating Gear	" " " "
"	GP 878	Recuperator repacking	" " " "
"	8099	"	" " " "
"	8197	Repairs to LHM and breech block	" " " "
"	9079	Checking Sight Bubbles	" " " "
"	A 253	Repairs to elevating gears	" " " "
"	4215	" " sealing ring and jacket	" " " "
"	8181	Repairs to Recuperator	" " " "
"	7177	"	" " " "
"	60115	HLR Accident (premature)	" " " "
"	2395	General Overhaul	" " " "
"	881	Repairs to Recuperator (packings)	" " " "
"	8189	HLR accident (premature)	" " " "

138

-----000-----

SUBJECT:-- Tentage

Rear HQ.,
52 British Liaison Unit
C.M.

1 April 45

To:-- HQ Legnano

Gruppo di Combattimento

A. 2/6/66

Reference your O3/B15 of 27 Mar 45.

No general demand for tentage for the Gruppo was made in rear areas though certain requests were made while the Gruppo was concentrated in the area Piedimonte D'Ale. The AFHQ ruling at that time was that priority for tentage was (i) Hospital, (ii) Forward Troops, (iii) Troops in mountainous or exposed areas, (iv) Troops in rear areas. Tentage at that time was in extremely short supply and was only available for the first two priorities. Despite this a certain amount of tentage was obtained owing to the exposed area in which the Group was situated, and further tentage through MIA and Italian sources.

At all times the Group was kept informed of the exact situation and the AFHQ ruling on priorities was reported to both Major Terranova and the Chief of Staff. All records are available at this HQ, but there is no demand for tents for the Sezione di Sanita.

On moving to 1 District, the AFHQ ruling through District was that tentage would be issued from Army sources on moving to the Group's forward area. The Group was asked for its tentage demands for all units prior to moving forward and these, based on Army scales, were supplied by Major Terranova. The following figures were given (under O3/647 of 7 March):-

Bivouacs	180 lbs	EPIP	Marquees	1397
2309	263	6	40	

On the 10 March a release was obtained for the following tentage:-

Bivouacs	180 lbs	EPIP	Marquees	Stores Tents
1000	420	10	9	16

On the 12 March a further 600 bivouacs were released

APHQ ruling at that time was that priority for tents was (i) Hospital, (ii) Forward Troops, (iii) Troops in mountainous or exposed areas, (iv) Troops in rear areas. Tentage at that time was in extremely short supply and was only available for the first two priorities. Despite this a certain amount of tentage was obtained owing to the exposed area in which the group was situated, and further tentage through MAIA and Italian sources.

At all times the Group was kept informed of the exact situation and the APHQ ruling on priorities was reported to both Major Terranova and the Chief of Staff. All records are available at this HQ, but there is no demand for tents for the Sezione di Sanita.

On moving to 1 District, the APHQ ruling through District was that tentage would be issued from Army sources on moving to the Group's forward area. The Group was asked for its tentage demands for all units prior to moving forward and these, based on Army scales, were supplied by Major Terranova. The following figures were given (under Q3/547 of 7 March):-

<u>Bivouacs</u>	<u>180 lbs</u>	<u>EPF</u>	<u>Marques</u>
2309	362	6	40
			1397

On the 10 March a release was obtained for the following tentage:-

<u>Bivouacs</u>	<u>180 lbs</u>	<u>EPF</u>	<u>Marques</u>	<u>Stairs</u>
1000	420	10	10	16

On the 12 March a further 500 bivouacs were released making a total of 1500. Army requested confirmation at the time of this last release that this met all Gruppo requirements. Major Terranova was consulted and gave the confirmation which was passed to Army on the 14th March.

On arrival at the forward area Major Terranova reported on 13th March that 7 EPF and 42 180 lbs tents were deficient on the Army delivery. This was immediately taken up with Army and on the 20th March a "Q" release was obtained of 51 - 180 lbs tents. No further EPF tents being available at Army. The complementary Qrd release was delayed for almost a week, but at the request of Servizio Igiene,

/5th Army.....

5th Army were pressed for it three times during that period. Servizi were informed as soon as DANCO reported receipt of the ~~release~~ release.

On the 21st March two further IPP tents were released for the Gruppo workshops.

It is not understood why in the letter under reply it is stated the Sezione di Sanita has not received its tentage. The demands of the Gruppo have been submitted every time to Army, releases obtained and the tentage delivered to the Gruppo. Further the Gruppo, through its A/C, confirmed on 14th March that all requirements for tentage at that date were covered by the releases obtained. Since then a deficiency of 42 180 lbs tents has been met and 9 further 180 lbs tents and 2 IPP tents issued against a stated deficiency of 7 512 tents.

If the Sezione di Sanita and other Units have been without tents it would appear to be an internal matter for the Gruppo to take up, as distribution of tentage cannot ^{have been} made on a pro rata basis pending receipt of the deficiencies referred to in the preceding paragraph.

RWB/MS.

Major.
BAGGINS.

Copy to: - GSC I
52 BIN.

52 B.L.U.,
C.M.F.
28 Mar. 45.

17. TYRES '22'.

Issue is being made of Reconditioned Covers of various sizes which have the letters '22' branded in front of the serial number on the sidewall. In addition, a 6" bright green bar will be painted on one bead.

These covers will be used only on non-driving wheels or carried as spares.

As far as possible issues will be restricted to Base and L of C Units.

18. F.A.M.T.O's:

All units are now in possession of scales showing the entitlement of spare parts to be held by the unit. This scale is called a First Aid Mechanical Transport Outfit (FAMTO).

Stores have been issued in accordance with this scale and as the stores are used, units will submit indents on O.F.P. to bring stocks up to entitlement (W/S and O.F.P. will submit ~~indents~~ ^{indents} to DADOS).

Units will not hold stores in excess of FAMTO.

19. L.A.D's.

When a unit has a L.A.D. attached it is the responsibility of the unit to ensure that sufficient spare parts are issued from Unit FAMTO to L.A.D. in order that they can carry out unit repairs.

The stocks issued to L.A.B. will remain part of unit FAMTO and will be taken into consideration when indents are submitted to replenish stocks.

20. Anti Malarial Equipment.

The Scale of Issue of Anti Malarial and Anti Fly Stores is as follows:-

Flit Gun	10% Strength of unit.
Sprayers Hand manney or mysto	1% " "
Veils Mosquito	10% " "
Gauntlets Mosquito	2% " "
Fly Swats	1% " "
Muslin for covering food	20 sq. ft. per 100 men per month.

The initial issue will be made to units without indents.

The above items are bulk stores and replacement demands will be included in bulk indent.

21. Tyres.

Tyres are in very short supply and units will ensure that tyres are properly maintained.

1909

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

All units are now in possession of, scales showing the entitlement of spare parts to be held by the unit. This scale is called a First Aid Mechanical Transport Outfit (FAMTO).

Stores have been issued in accordance with this scale and as the stores are used, units will submit indents on C.F.P. to bring stocks up to entitlement (W/S and C.F.P. will submit ~~indents~~ indents to DADOS).

Units will not hold stores in excess of FAMTO.

19. L.A.D's.

When a unit has a L.A.D. attached it is the responsibility of the unit to ensure that sufficient spare parts are issued from Unit FAMTO to L.A.D. in order that they can carry out unit repairs.

The stocks issued to L.A.D. will remain part of unit FAMTO and will be taken into consideration when indents are submitted to replenish stocks.

20. Anti Material Equipment.

The Scale of Issue of Anti Material and Anti Fly Stores is as follows:-

Flit Gun	10% Strength of unit.
Sprayers Hand Manney or Mysto	1% " "
Veils Mosquito	10% " "
Gauntlets Mosquito	2% " "
Fly Swats	1% " "
Muslin for covering food	20 sq. ft. per 100 men per month.

The initial issue will be made to units without indents.

The above items are to be stored and replacement demands will be included in back indent.

21. Tyres.

Tyres are in very short supply and units will ensure that tyres are properly maintained. Tyres are being received in DADOS Dump with walls broken and it is obvious that these tyres were run at very low pressure and in some cases while flat. Tyres will only be issued on a one for one basis and all cases of unfair wear and tear will be reported.

22. Returned Stores.

When units have any stores - unserviceable replaced by new issues or surplus to requirements - for return to DADOS Dump, they will not deliver without authority. Items and quantities will be reported to their B.C.W.O. who will give disposal instructions.

Contd.

23. Summer Clothing.

The scale of issue of summer clothing will be as follows:-

Shorts K.D.	2prs.	1.
Trousers KD	"	2.
Shirts Bush		2.
Vests Cotton	"	2.
Boatops	"	1.

Shirts Bush will not be issued to Infantry Troops, who will continue to use Shirts Angola Drab. Infantry Units will ensure that all troops are in possession of American type shirts with collars.

24. Soap.

Soap will be issued to units without indents on the 1st. of each month on the following scale:-

300	prms.	per man per month.
300	"	per bed in General Hospital.
60	Kilos	per Evacuation Hospital.
4	"	per Medical Section.
2	"	per Field Surgical Unit.
500	prms.	per Unit Medical Officer.

Distribution:-

H.Q., 52 B.I.U. ✓
 Ufficio Comandante, C. di C., Legnano.
 Servizio Rear, C. di C., Legnano.
 SQMS Danty.
 SQMS Lyon.
 SQMS Yarrow.

C. W. Gordon
 Major,
 (C.W. Gordon. 199)
 D.A.D.C.B.

Shirts Bush will not be issued to Infantry Troops, who will continue to use shirts Anzola Brib. Infantry Units will issue a that all troops are in possession of American Type shirts with collars.

24. Supp.

Shirts will be issued to units without invents on the lot. of each month on the following scale:-

- 300 grms. per man per month.
- 300 " per bed in General Hospital.
- 50 Kilos per Evacuation Hospital.
- 4 " per Medical Section.
- 2 " per Field Surgical Unit.
- 600 grms. per Unit Medical Officer.

Distribution:-

- H.Q., 52 R.I.D. ✓
- Ufficio Commissariato, G. di C., Legnano.
- Servizi Rear, G. di C., Legnano.
- 44th Denby.
- 84th Lyon.
- 94th Yarrow.

C. C. Gordon
Major,
(C. C. Gordon, A.D.C.)
B.A.D.C.

SECRET

SUBJECT: Plats and 2" mortars52 British Liaison Unit
CMB

28 Mar 45

To: G(DD).,
British Increment
VIII Army

AD/4/88

G.I. *6/3**Al*

The Liaison Group has the following deficiencies on establishment:-

PLATS	37
2" Mortars	48

These have been indicated for many times in the past and AWHB ruled that availability did not result of issue in the Group's former areas, but deficiencies should be made good from Army sources when the Group moved forward.

May the necessary releases now please be made. It is considered by the Group that in its present situation the issue of PLATS is of less importance than of 2" mortars.

Major.
DALLANT.

AD/4/88.

Copies to: G(DD)., 52 BIV.
AD/4/88., 52 BIV.

1394

Appendix 'A' to 52 ALU Signal Memorandum No 2List of Controlled Signal Stores

Apparatus cable-laying	No 2
" "	No 3
" "	No 6
Cable layer Mechanical	No 1
Barrow Drum	
Fullerphones mk IV	
Frames D & P 10 line	
Lamps daylight signalling	Short range
Test frame 20 pair	
" " 40 pair	
All types of switchboards	
All types of telephones	
Telephones Loudspeaking	- all types
Superposing units	- all types
Ladders field telegraph	
" Multi - airline	
Telephone cable	- all types
Batteries Secondary portable	- all types
Batteries dry	- all types
Hydrometers	- all types
Wavometers	- all types
Charging sets	- all types
Reception sets	- all types
Wireless sets or stations	- all types
Generating sets	- all types
Test sets portable	No 2 and all other types
Avometers universal	
Avominors	
Instr testing Bridge Megger	
Resistance Tester	No 3
Circuit testers AC/DC Ferranti	
Taylorometers	
Testers T.M.S.	
Voltmeters 3 v	
Poles tele wood	17 ft
Poles 16 ft Oct	
Sleeves jointing	
Clips pole M.A.	
Bobbins wood	
Jumpers wire	
Patchets and tongs	No 2 or No 3

1392

1592

Test frame 20 pair
 " " 40 pair
 All types of switchboards
 All types of telephones
 Telephones loudspeaking - all types
 Superposing units - all types
 Leaders field telegraph
 " Multi - airline
 Telephone cable - all types
 Batteries Secondary portable - all types
 Batteries dry - all types
 Hydrometers - all types
 Wavometers - all types
 Charging sets - all types
 Reception sets - all types
 Wireless sets or stations - all types
 Generating sets - all types
 Test sets portable No 2 and all other types
 Avometers universal
 Avominors
 Instr testing Bridge Megger
 Resistance Tester No 3
 Circuit testers AC/DC Ferranti
 Taylormeters
 Testers T.M.S.
 Voltmeters 3 v
 Poles tele wood 17 ft
 Poles 16 ft Oct
 Sleeves jointing
 Clips pole LAZ
 Bobbins wood
 Jumper wire
 Ratchets and tongs No 2 or No 3

Cable clco D 3 Single	
Cable clco D 3 Twisted	
Cable clco D 6 Single	
Cable clco D 6 twisted	
Cable clco W 110 Single	
Cable clco W 110 Twisted	
Cable Assault	
Battle Batteries 150/3 v	1390
Battle Batteries 162/3 v	
Bobbins wood	

CONFIDENTIALSubject :- 1st Inf Div. Signal Operation Instructions52 British Liaison Unit
GMP

19 Mar 45

6103/15

Enclosures S.O.I. Items:-

1st Liaison Group	1-2, 17-1, 30-1, 31-6, 31-7.
"G" 52 Bld	17-1, 19-3, 33-13.
Sig Supt	1-2, 17-1, 30-1, 31-6, 31-7.
1st Inf Div	
Sig Supt	1-2, 17-1, 30-1, 31-6, 31-7.
Rear 52 Bld	

1. Attached herewith please find copies as above of 1st Inf Div. S.O.I. items, forwarded for information and necessary action.

2. Please acknowledge on substitute AR A15 below.

1389

Thomson
Captain
S.O. Sigs

T.H./ee

Subject: and [illegible]

to: British Liaison Unit
[illegible]

24 May 45

7/02/45

Dear Sir,
 In a letter dated 14
 May 1945, you were
 informed that the
British Liaison Unit

Copy of British Army - 100 - 100 - 100 dated 21 May 45,
 which is being forwarded for your information.

C. Davis

Colonel
 I.O.M.

1388

100

[illegible]

100

氏名	性別	年齢	職業	住所	備考
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(23)

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1. The proposed increase in the number of units in the 1st and 2nd Divisions of the 1st Cavalry Division is being considered for the purpose of increasing the combat effectiveness of the division.

2. The proposed increase in the number of units in the 1st and 2nd Divisions of the 1st Cavalry Division is being considered for the purpose of increasing the combat effectiveness of the division.

Unit	Current	Proposed	Remarks
1st Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
2nd Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
3rd Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
4th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
5th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
6th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
7th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
8th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
9th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions
10th Cavalry Division	10,000	12,000	Includes 1st and 2nd Divisions

3. The proposed increase in the number of units in the 1st and 2nd Divisions of the 1st Cavalry Division is being considered for the purpose of increasing the combat effectiveness of the division.

4. The proposed increase in the number of units in the 1st and 2nd Divisions of the 1st Cavalry Division is being considered for the purpose of increasing the combat effectiveness of the division.

(Signed) [Signature]
for Lt Gen
[Signature]

1925