

ONUC  
LEOPOLDVILLE

ONUC LOCAL SURVEY BOARD  
Minutes of 36th Meeting  
Held on 16 November 1962

PRESENT:

Mr A. Marx, Deputy Chief Administrative Officer  
(Chairman)  
Lt Col B. Lindeblad, Judge Advocate General  
Mr B. Kaplan, Chief, General Services  
Mr R.D. Eldred, Deputy Chief, Audit and Inspection Service  
Captain Baye Wondmu, Military Personnel  
Mr B. Halbert, Secretary, Property Survey Board

The meeting convened at 3.00 p.m. in room 610, Royal.

The Board examined 19 cases and made the following recommendations.

Case No. ONUC/SB/343. ONUC 8137, Bedford truck, ONUC-owned, driven by Pte. P. O'Callaghan (HQ Coy 34th Irish Battalion) Elisabethville, 17 May 1961, 1515 hours

As the ONUC driver was nearing an intersection on the airport road, he overtook a civilian truck and collided with a bulldozer, which was in the process of turning left. The ONUC vehicle was repaired at a cost of 8,200 C.frs.

On the basis of the accident report prepared jointly by the Senior Logistics Officer, the Transport Officer and the Co-ordinator of Transport and Accommodation, E'ville, the Board agreed that the ONUC driver was to blame for the accident as he overtook a vehicle when it was unsafe to do so.

The Board recommended that:

- (a) the case be referred to the Force Commander in order that the matter may be brought to the attention of the Contingent for appropriate disciplinary action;
- (b) the case be referred to Headquarters, New York, for consideration of the possible recovery of cost of repairs (8,200 C.frs) from the Irish Government.



Case No. ONUC/SB/410 Rev.1. ONUC 3025, Willys Jeep, ONUC-owned, driven by Sgt. John Winter Borup (Danish, Movement Control), Bukavu, 16 September 1961, 2030 hours

When the case was presented to the Board at its 28th meeting on 2 March 1962, the file contained a recommendation that the vehicle be repaired. It has since been determined that repairs would not be economical, and the Chief Logistics Officer requested in a memorandum of 3 October 1962 (HQ ONUC (LOGS) 4611/21 EME that ONUC 3025 be written off and sold as scrap.

The Board recommended that vehicle ONUC 3025, Willys Jeep PU, engine No. P118207, chassis No 21865, cost \$2,750, be written off and sold as scrap, as requested by the Chief Logistics Officer.

Case No. ONUC/SB/523 Rev.1. ONUC 3031, Willys pick-up, ONUC-owned, driven by Cpl. J. Phelan (Irish Contingent, "A" Coy, 1st Infantry Group), Kamina, 4 October 1961, 1700 hours

When the above case was presented to the 31st meeting on 1 May 1962 it was understood that the vehicle would be repaired following the accident.

It was subsequently found that the repairs would not be economical, and as a result the Chief Logistics Officer recommended by memo of 2 April 1962 (HQ ONUC (LOGS) 511/29 EME) that ONUC 3031 be written off and cannibalized and that serviceable components and spare parts be recovered and re-used by ONUC Workshop, Kamina,

The Board recommended that:

- (a) the case be referred to Headquarters, New York, for the possible recovery of the cost of the vehicle from the Contingent's Government, and not the cost of repairs (19,700 C.frs), as suggested in the previous minute on this case;
- (b) the vehicle, ONUC 3031, Willys Jeep pick-up 6-226, chassis No 22.235, engine No 121242, be written off and cannibalized, as proposed by the Chief Logistics Officer.



Case No. ONUC/SB/614. ONUC 218, Willys Jeep, ONUC-owned, driven by Pte. H. Etugah (1 Ghana Regt), Luluabourg, 21 December 1960, 1415 hours

In an attempt to learn how to drive, Pte H. Etugah took vehicle ONUC 218 and ran into the pillar of a house. He had no authorisation to use the vehicle and no driver's licence.

The estimated cost of repairing ONUC 218 was 39,444 C.frs and the damage to the house amounted to 72,796 C.frs. ONUC's insurance policy does not provide third party liability coverage when the ONUC driver does not hold a driving permit.

On the basis of the Proceedings of a Court of Inquiry held to investigate the accident, the Board agreed that the ONUC driver was to blame for the accident as he was not authorised to use the vehicle and did not hold a driving permit. It was noted that disciplinary action was taken against Pte Etugah.

The Board recommended that the case be referred to Headquarters, New York, for consideration of the possible recovery from the Ghanaian Government of:

- (a) the cost of repairs of ONUC 218 (39,344 C.frs)
- (b) the compensation (72,796 C.frs) paid to the owner of the damaged building (Case No. 0078).

Case No. ONUC/SB/615. ONUC No. nil, Taunus, Pick-up, engine No. 410874, chassis No. G4BTP410874, ONUC-owned, driven by L/Cpl. P. Gopalaro (Indian Signal Coy), Elisabethville, 10 August 1961, 1145 hours

As the ONUC driver was proceeding along Ave. Saio his vehicle hit the rear of a civilian car which had slowed down on approaching a roundabout. The ONUC vehicle was repaired at a cost of 5,000 K.frs. The insurance company is compensating the third party. On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he was following the civilian car too closely.

The Board recommended that:

- (a) the case be referred to the Force Commander in order that the matter may be brought to the attention of the Contingent for appropriate disciplinary action;



- (b) the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of repairs (5,000 K.frs) from the Indian Government.

Case No. ONUC/SB/617. ONUC 358C, Vauxhall, ONUC-rented, driven by Captain Michael Heffernan (Irish, B Coy 35), Elisabethville, 25 July 1961, 1030 hours

The ONUC driver stated that as he was approaching a level crossing he saw the barrier being lowered. He applied the foot brakes but obtained no response. In view of this, he changed gear and used the hand brake but could not avoid hitting a concrete railing. The estimated cost of repairing the vehicle is 15,000 K.frs.

On the basis of the Military Police Report, the Board agreed that the accident was due to mechanical failure. It was felt that there was no alternative but to recommend that ONUC absorb the cost of repairing the ONUC-rented vehicle (15,000 K.frs).

Case No. ONUC/SB/618. ONUC 477 (old No.14) Lloyd TS, ONUC-owned, driven by 1/Lt. Gosta Lennart Lindh (Swedish Battalion, 4 Coy), Elisabethville, 3 June 1961, 1600 hours

As the ONUC vehicle was proceeding along Ave. Kasenga it was hit by a civilian car.

The Military Legal Officer, Swedish Battalion stated that, having studied the ONUC Traffic accident report and the reports submitted by the Military Police, he was of the opinion that the accident was entirely due to the carelessness of the civilian driver. The ONUC vehicle was repaired at a cost of 10,000 K.frs.

The Board noted that no information could be obtained as to whether the accident had been reported to the insurance company, Elisabethville, and there is no indication that the cost of repairing the ONUC vehicle was recovered from the civilian driver.

On the basis of the various reports on the case the Board agreed that the civilian driver was to blame for the accident. It was noted that the ONUC vehicle was subsequently burnt by Balubas during the Katanga hostilities. The Board recommended that ONUC 477 (formerly No 14) Lloyd TS, engine No 623682, chassis No 6377572, inventory value \$1,125, be written off and removed from ONUC records.



Case No. ONUC/SB/619. ONUC RNA 591, Land Rover, Nigerian vehicle driven by Pte Matthew Mubi (Nigerian, 1 QONR), Luluabourg, 12 February 1962, 2030 hours

The Contingent driver states that as he was proceeding on Ave. Leopold II his vehicle was hit by a civilian car coming from the right on Ave. Lieutenant Cassert. The civilian vehicle failed to yield right of way.

The Contingent vehicle has been repaired by the 1 QONR at a cost of £15.15.0. ONUC's insurance company is attempting to recover the cost of repairs.

On the basis of the Military Police report, the Board agreed that the Contingent driver was not to blame for the accident as he had right of way.

Case No. ONUC/SB/620. ONUC RNA 633, Land Rover, Nigerian property, driven by Pte Leo Kume (Nigerian, 3 QONR), Kamina Base, 18 July 1961, 0800 hours

The Contingent driver reported that as he was proceeding to Base 2 he saw a Land Rover parked on the opposite side of the road with children around it. As he approached, the Land Rover started off in his direction and a child ran from behind it into the path of his vehicle. The driver swerved to the right but the child was hit by the right headlamp of his vehicle and killed.

This accident was reviewed by a Court of Inquiry which found that the Contingent driver was not to blame as the child ran across the road without warning and as the speed of the vehicle was not excessive. The Commanding Officer agreed with the opinion of the Court.

The Base Administrator reached an agreement with the girl's father, in order to prevent riots on the Base and 30,000 C.frs was paid to him which the insurance company agreed to reimburse. The estimated cost of repairing the vehicle is 350 C.frs.

The Board noted that in the opinion of the Kamina Military Police no blame could be attached to the Contingent driver. The Board also took note of the findings of the Court of Inquiry and the opinion of the Commanding Officer and agreed that the Contingent driver was not to be held responsible for the accident. It was recommended that the cost of repairing vehicle RNA 633 (350 C.frs) be absorbed by ONUC.



Case No. ONUC/SB/621. ONUC 669, VW car, ONUC-owned, driven by W/C A.S. Bhawnani (Indian, Air Operations) and ONUC 2118, Willys Jeep, ONUC-owned, assigned to Security Office, Léo, 16 February 1962, 2350 hrs.

As ONUC 669 was being backed from its parking space it struck ONUC 2118. The estimated cost of repairing ONUC 669 is 8,184 C.frs.

The accident was investigated by the Security Office and by the Military Police, who reported that the driver of ONUC 669 refused to report the accident and that he appeared to be under the influence of alcohol.

On the basis of the police report the Board felt that the ONUC driver was to blame for the accident as he was negligent in reversing his vehicle. It was recommended that the case be referred to the Force Commander for appropriate disciplinary action.

The Board further recommended that the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of repairs (8,184 C.frs) from the Contingent's Government.

Case No. ONUC/SB/622. ONUC 1027, VW bus, ONUC-owned, driven by Sgt. P.C. Leite (Brazilian, ATB), Leopoldville, 14 April 1961, 1830 hours

The ONUC driver was proceeding East on Ave. Kabambare and failed to yield right of way to a civilian vehicle coming from the right, on Ave. Bangala. As a result of the collision the ONUC vehicle was completely wrecked. At the time of the accident the ONUC vehicle was travelling through an unsafe area according to Tunisian Brigade operation Instruction No.1. The vehicle was later cannibalized.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he ignored the stop sign and failed to yield right of way. It was recommended that:

- (a) the case be referred to the Force Commander in order that the matter may be brought to the attention of the Contingent for appropriate disciplinary action;
- (b) the vehicle ONUC 1027, VW bus, engine No. 3.471 752, chassis No. 551.736, be written off and removed from ONUC records
- (c) the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$1,900) from the Brazilian Government.

Case No. ONUC/SB/623. ONUC 1069 (old No 13) VW bus, ONUC-owned, driven by Sgt. Echeverria (Argentine, ATB, N'djili), Léo, 15 July 1961, 1200 hrs

The ONUC driver was proceeding from N'Djili to Leopoldville when he attempted to pass a civilian vehicle. By cutting in too sharply after overtaking, he lost control of his bus which overturned twice.

The Military Police reported the ONUC vehicle to be a total loss. In a memo dated 21 June 1962 (HQ ONUC(LOGS)541-EME) the Chief Logistics Officer recommended that the vehicle be sold. The Board agreed with the opinion of the Military Police that the ONUC driver was to blame for the accident as he was not in control of his vehicle while overtaking.



The Board recommended that:

- (a) the case be referred to the Force Commander in order that the matter may be brought to the attention of the Contingent for appropriate disciplinary action;
- (b) the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of vehicle (\$1,900) from the Contingent's Government;
- (c) the vehicle ONUC 1069 (formerly No.13) VW bus, engine No. 3,528.472, chassis No. 603483, be written off and sold in accordance with UN financial regulations.

Case No. ONUC/SB/624. ONUC 1403, Dodge truck, ONUC-owned, driven by Albert P. Merz (U.S. Liaison Officer, ONUC Movement Control), Leopoldville, 31 January 1962, 1210 hours

The ONUC driver reported that as he attempted to pass a TCL bus an unknown vehicle coming from the opposite direction made a U turn causing him to apply his brakes. As a result his vehicle skidded and hit the left side of the TCL bus. When the ONUC vehicle had come to a halt another civilian vehicle struck the rear of ONUC 1403. The estimated cost of repairing the ONUC vehicle is 14,175 C.frs.

The accident was investigated by the Military Police and the Congolese Police. ONUC's insurance company was informed of the accident.

The Board agreed with the opinion of the Military Police that the civilian driver was responsible for the accident.

Case No. ONUC/SB/625. ONUC 1907, Ford Taunus, ONUC-owned, driven by Sgt. L.E. Salomonsson (Swedish Battalion), Elisabethville, 2 August 1961, 0015 hours

As the ONUC driver was making a right-turn he collided with a parked car. The estimated cost of repairing the ONUC vehicle was 5,000 K.frs. and that of repairing the civilian vehicle was 10,224 K.frs.

The Military Police and the civilian police investigated the accident. The insurance company refused to meet the cost of repairing the civilian car as Sgt. Salomonsson's blood test made after the accident revealed that he had been under the influence of alcohol. The Board noted that no claim has been received from the owner of the private vehicle.



On the basis of the evidence contained in the case file the Board agreed that the ONUC driver was to blame for the accident.

The Board recommended that:

- (a) the case be referred to the Force Commander in order that the matter may be brought to the attention of the Contingent for appropriate disciplinary action;
- (b) the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of repairs (5,000 K.frs) from the Contingent's Government.

Case No. ONUC/SB/626. ONUC T.2175, VW car, ONUC-rented, driven by W/O W.A. Arnell (VIII Swedish Battalion) Elisabethville, 13 September 1960

The ONUC driver collided with a civilian bus at the intersection of Aves. Tanganyika and Leopold II. The accident was investigated by the Congolese Police who consider the ONUC driver to blame for the accident as he did not yield right of way. According to the statement he gave to the Congolese Police, the ONUC driver did not see the civilian bus. The estimated cost of repairing ONUC vehicle T.2175 was 9,000 C.frs.

The Board found the ONUC driver responsible for the accident. It was recommended that:

- (a) the case be referred to the Force Commander in order that the matter may be brought to the attention of the Contingent for appropriate action;
- (b) the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of repairs of ONUC T.2175 (9,000 C.frs) from the Contingent's Government.

Case No. ONUC/SB/627. ONUC 3027, Willys Jeep, ONUC-owned, involved in an unreported accident prior to February 1961

Vehicle ONUC 3027 was involved in an unreported accident, prior to February 1961, while it was on charge to the Royal Moroccan Force in the Congo.



An invoice for 30,703 C.frs covering the cost of repairs to ONUC 3027 was received from Maternaco Congo. The accident report could not be traced.

Due to lack of clear-cut procedures regarding the reporting of accidents at that time, the Board recommended that ONUC absorb the cost of repairs.

Case No. ONUC/SB/629. ONUC 3164, UNICEF Willys station-wagon, driven by Dr. Floreal Quintana (WHO), Mushenge, 24 April 1961, 1100 hours

The ONUC driver was proceeding from Mweka to Mushenge when his station wagon collided with a civilian vehicle, coming from the opposite direction, at a bend of the road. The accident was not investigated by the Military Police or the civilian police. As it was not reported by Dr. Quintana until 15 February 1962, the insurance company refused the case due to the delay in reporting the accident.

The cost of repairing ONUC 3164 (8,000 C.frs) was paid by Dr. Quintana. No assessment of responsibility was made by the Deputy Provost Marshal in view of lack of information on the case.

The Board recommended that Dr. Quintana should bear the cost of repairs of the ONUC vehicle as he failed to report the accident as required by standing regulations. It was noted that no claim had been received from the owner of the private vehicle.

Case No. ONUC/SB/630. ONUC 6003, Ford truck, ONUC-owned, driven by Kizito Kalala (Congolese local employee), Kamina, 3 June 1961, 1700 hours

The ONUC driver was on his way from Kaminaville to the Base with about 20 passengers and luggage. 500 meters beyond the Hotel Welcome, the ONUC truck began to sway and finally turned over twice, killing two and injuring eleven of the passengers. The vehicle, which was being used for private purposes without authorization, was damaged beyond economical repair.

The case was reviewed by the Court of the District of Haut-Lomani which found the driver guilty of driving dangerously



whilst on charge of an overloaded vehicle, thereby causing the death of two persons and bodily harm to eleven others. He was sentenced to ten months hard labour with fines totalling 325 C.frs.

The insurance company reserved their position as regards third party claims on the grounds that ONUC is not legally responsible for the accident. No claims have as yet been made against ONUC by the third parties involved.

The Chief Logistics Officer proposed on 2 April 1962 (HQ ONUC (LOGS) 511/29 EME) that ONUC 6003 be cannibalized and that serviceable major components and spare parts be recovered and used by ONUC workshop, Kamina.

The Board found that the ONUC driver was fully to blame for the accident but agreed that any action to recover a portion of the value of the vehicle would be of no avail inasmuch as his services had been terminated.

The Board recommended that vehicle ONUC 6003, Ford truck, engine No. 11716, chassis No P3H1A BX11716, cost \$2,000, be written off and cannibalized as proposed by the Chief Logistics Officer.

Case No. ONUC/SB/631. ONUC 7912, Mercedes truck, 7 ton, ONUC-owned driven by Pte Ali Kano (Nigerian 2 Bn, QONR) Goma, 31 July 1961, 1100 hours

The ONUC driver was proceeding in convoy from Goma to Bukav. While righting the steering wheel to keep the truck off the edge of the road, he was struck on the back by a 44 gallon drum of petrol and lost control of the vehicle which fell into Lake Kivu. The vehicle could not be recovered.

According to the Proceedings of a Court of Inquiry held to investigate the accident, the ONUC driver stated that the steering of ONUC 7912 was defective; however, this was denied by witnesses. In the opinion of the Commanding Officer, the ONUC driver should be given the benefit of the doubt as he had been suffering from fatigue and as steering trouble might have developed on the road. The Commanding Officer felt that





the ONUC driver was not to blame for the loss of the vehicle. However, in the opinion of the Brigade Commander Pte Ali Kano was not driving with due care and attention and he should be assessed 2,000 C.frs towards the loss of the vehicle.

The Board took note of the opinion of the Brigade Commander. It was recommended that:

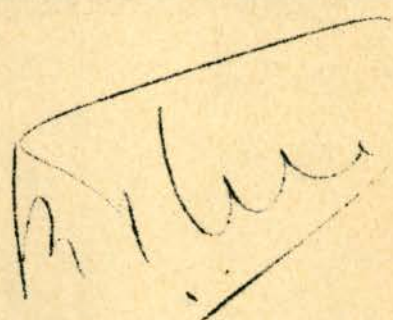
- (a) the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$6,200) from the Nigerian Government;
- (b) the vehicle ONUC 7912, Mercedes truck 7-ton, chassis No. 322-025-9502515, engine No. 321-980-9516172, and one drum of petrol valued at \$35.00, be written off.

The meeting rose at 5.15 p.m.

  
Chairman

  
Secretary, Property Survey Board

Approved:

  
Chief Administrative Officer



# ROUTING SLIP

TO

Mr. C. Taff, Room 630  
Royal

APPROVAL	NOTE AND RETURN
SEE ME, PLEASE	YOUR COMMENTS
YOUR SIGNATURE	YOUR INFORMATION
NOTE AND FILE	FOR ACTION

36th Meeting

Attached are summaries of cases  
to be reviewed at the next  
ONUC ~~Survey Board~~ meeting to  
take place at 3.00 p.m. on  
Friday 16 November 1962, in  
Room 612.

DATE

14.11.62

FROM

B. Halbert  
Property Survey Board



(2)

Case ONUC/SB n2223 - ONUC 2 ~~Times~~ Bus, ONUC-rented, driven by Edward ZALAMPETE (congolese local staff) Leopoldville, 26 February 1961, 0400 hrs.

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The ONUC driver reported that he was following a Congolese Police Jeep on Ave. Josephine Charlotte when, without a signal, the jeep suddenly stopped. The ONUC driver applied his brakes and turned his wheels sharply to the left but collided with the left rear end of the jeep. The ONUC driver had no driving permit. He was subsequently found guilty by a Congolese Court and he was sentenced to pay a fine of 750.C.F. A passenger in the ONUC-rented vehicle, Mrs. Marie AYAYALA, suffered a fracture of the femur and was hospitalized.

The estimated cost of repairing the ONUC-rented vehicle was 65,000 CF. It was not repaired and was later returned to CEEBAC. CEEBAC proposed inter alia that ONUC, ~~and~~ under <sup>a</sup> general agreement covering rented vehicles, purchase the damaged bus (ONUC 2) and pay the cost of Insurance until 1 December 1961. The Insurance Company refused to accept liability in this case on the grounds that the ONUC driver had no licence.

The Board noted that the ONUC driver has resigned from ONUC.

The Board felt it had no alternative but to recommend that ONUC absorb the cost of any financial settlement with CEEBAC in respect of the rented ~~Times~~ Bus (ONUC2).



Case n°543. ONUC 8I57, Bedford Truck, ONUC-owned, driven by Pte.P.O' Callaghan, (HQ Coy 34th Irish Battalion) Elisabethville, 17 May 1961, 1515 hrs.

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As the ONUC driver was ~~starting~~<sup>nearing</sup> an intersection on the airport road, he overtook a civilian truck and collided with a bulldozer, which was in the process of turning left.

The ONUC vehicle was repaired at a cost of \$200 C.R.

On the basis of the accident report prepared jointly by the Chief Logistics Officer, E'Ville, the Transport officer and the Coordinator, of Transport and Accommodation, E'Ville, the Board agreed that the ONUC driver was to blame for the accident as he overtook a vehicle when it was unsafe to do so.

The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of cost of repairs (\$200 C.R.) from the Irish Government.



Case n°410/Rev.I - ONUC 3025, Willys Jeep, ONUC-owned driven by Sgt. John Winter BORUP (Danish, Movement Control) Bukavu, 16 September 1961, 20.30. hrs.

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When the case was presented to the Board at its 28th meeting on 2 1962 March, the file contained a recommendation that the vehicle be repaired. It has since been determined that repairs would not be economical. As a result, the Chief Logistics Officer requested in a memorandum of 3 October 1962 (HQ ONUC(LOGS)4611/21 BMB) that ONUC 3025 be written off and sold as scrap.

The Board recommended that vehicle ONUC 3025, Willys Jeep PU, engine n° P II8207, chassis n°2I865, cost 3.2.750 be written off and sold as scrap, as requested by the Chief Logistics Officer.



Case n°523/Rev.I - ONUC 3031, Willys Pick-up, ONUC-owned, driven by Cpl. J. Phelen (Irish Contingent, A Coy, 1st Infantry Group), Kamina, 4 October 1961, 1700 hrs.

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When the above case was presented to the 31st meeting on 1 May 1962 it was understood that the vehicle would be repaired following the accident.

It was subsequently found that the repairs would not be economical, and as a result the Chief Logistics Officer recommended by memo of 2 April 1962 (HQ ONUC(LOGS)511/29 EWE) that ONUC 3031 be written off and cannibalized and that serviceable components and spare parts be recovered and re-used by ONUC Workshop, Kamina.

The Board felt that the case should be referred to UN Headquarters, New York, for the possible recovery of the cost of the vehicle (\$2,750) from the ~~(ARILIXEN)~~ Contingent's Government instead of the cost of repairs (\$19,700) as suggested in the previous presentation of this case. The Board <sup>for the</sup> recommended that vehicle ONUC 3031, Willys Jeep pick-up 6-226, chassis n°22.235, engine n°I2I242, be written off and cannibalized as proposed by the Chief Logistics officer.



CASE NO ONUC/SB614. ONUC 218, Willys Jeep, ONUC-owned, driven by Pte H. BTUGAH (I Ghana Regt) Luluabourg, 21 December 1960, 1415 hours.

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In an attempt to learn how to drive, Pte H. Etugah took vehicle ONUC 218 and ran into the pillar of a house. It is noted that he had no authorization to use the vehicle and no driver's licence.

The estimated cost of repairing ONUC 218 was 33,444 G.P. The damage caused to the house amounted to 72,796 G.P. The Insurance Company refused to accept liability as the accident was not reported within the specified time limit.

On the basis of the Proceedings of a Court of Inquiry held to investigate the accident the Board agreed that the ONUC driver was to blame for the accident as he was negligent, unable and unauthorized to drive. It is noted that disciplinary action was taken against Pte Etugah.

The Board recommended that the case be referred to UN Headquarters New York, for consideration of the possible recovery from the Ghanaian Government of:

- 1) the cost of repairs, of ONUC 218 (33,344 G.P.)
- 2) The compensation ~~xx~~(72,796 G.P.) paid to the owner of the damaged building as recommended by the Claims Board (Case no 0078).



CASE N° ONUC/SB 615. ONUC n° nil, Taunus, Pickup; engine n° 410874, chassis n° G4BTP410874, ONUC-owned, driven by L/Cpl. P. GOPALARO (Indian Signal Coy), Elisabethville, 10 August 1961, 1145 hrs.

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As the ONUC driver was proceeding along Ave? Saio his vehicle hit the rear of a civilian car which had slowed down, on approaching a roundabout.

The ONUC vehicle was repaired at a cost of 5000 K.F. The Insurance Company is compensating the third party.

On the basis of the Military Police report, the Board agreed that the ONUC driver was solely to blame for the accident as he was following the civilian car too closely. It was recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (5,000 K.F.) from the Indian Government.



Case n° 616. ONUC I4 (S.5255) Chevrolet Sedan 1957, ONUC-owned, driven by the Greek helicopter crew, Elisabethville, 1961.

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The above vehicle was purchased by ONUC on 31 July 1962. In October 1961, the vehicle was in the Verfaillie Garage, its engine having been burnt out while it was on charge of a Greek helicopter crew. Attempts to obtain the names of this crew through military channels, were without results. After the vehicle had been repaired, it was assigned to ICAO's but was seized by the Gendarmerie, on 5 December 1961. It was never recovered.

The Senior Staff Officer EWE states that the approximate cost of repairing the engine was 40,000 C.F.

On the basis of the available evidence, the Board felt that the Greek helicopter crew should be held responsible for the damage to the engine of the ONUC vehicle.

It was recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (40,000 C.F.) from the Greek Government.

On the basis of a request made by the Senior Administrative Officer, Elisabethville, the Board recommended that vehicle ONUC I4 (S.5255), Chevrolet Sedan 1957, chassis n° VC57TI36874, engine n° T1115AB, cost 81,000 K.F.) (\$1.620) be written off and removed from ONUC records.



358 C

CASE NO ONUC/SB 617. ONUC 358 C, Vauxhall, ONUC-rented, driven by Captain Michael HEFFERNAN (Irish, B Coy 35) Elizabethtown, 25 July 1961, 1030 hours.

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The ONUC driver stated that as he was approaching a level crossing he saw the barrier being lowered. He applied the foot brakes but got no response. He changed gear, used the hand brake and brought the vehicle to a halt but could not avoid hitting a concrete railing.

The ~~xxxxx~~ estimated cost of repairing the vehicle is 15,000 K.F.

On the basis of the Military Police Report the Board agreed that the accident was due to mechanic failure. It was felt that there was no alternative but to recommend that ONUC absorb the cost of repairing the ONUC-rented vehicle (15,000 K.F.).



CASE H#ONUC/SB 618. ONUC 477 (Old n#14) Lloyd TS, Onuc-owned, driven by I/Lt. Gosta Lennart LINDE (Swedish Battalion, 4 Coy) Elisabethville, 3 June 1961, 1600 hours.

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As the ONUC vehicle was proceeding along Ave. Kasenga it was hit by a civilian car.

Having studied the ONUC Traffic accident report and the reports submitted by the Military Police, Major Einar MALMBERG, Legal Officer Swedish Battalion, stated that the accident was due entirely to the carelessness of the civilian driver.

The ONUC vehicle was repaired at a cost of 10,000 K.F. There is no indication that the accident was reported to the Insurance Company, Elisabethville.

On the basis of the various reports on the case the Board agreed that the civilian driver was to blame for the accident.

It was noted that no information could be obtained as to whether the accident had been reported to the Insurance Company. There is no indication that the cost of repairing the ONUC vehicle was recovered from the Civilian driver.



Case No 619 ONUC RMA 591, Land Rover, Nigerian vehicle  
driven by Pte Matthew Mabi (Nigerian, 1 QONR)  
Muluabourg, 12 February 1962, 2030 hours

The Contingent driver states that as he was proceeding on Ave. Leopold II his vehicle was hit by a civilian driver coming from the right on Ave. Lieutenant Cassart. The civilian failed to yield right of way.

The Contingent vehicle has been repaired by the 1 QONR at a cost of £15.15.0. ONUC's insurance company is attempting to recover the cost of repairs.

On the basis of the Military Police report, the Board agreed that the Contingent driver was not to blame for the accident.



CASE No ONUC/BB 620, ONUC RNA 633, Land Rover, Nigerian Property, driven by Pte Leo KUNE (Nigerian, 3 QONR), Kamina Base, 18 July 1961, 0800 hours.

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The Contingent driver reported that as he was proceeding to Base 2 he saw a Land Rover stopped on the opposite side of the road with children around it. As the Contingent driver approached, the Land Rover started off in his direction. A child ran from behind the vehicle into the path of ONUC RNA 633. The driver swerved to the right but the child was hit by the right lamp of ONUC <sup>RNA</sup> ~~RNA~~ 633 and killed.

This accident was reviewed by a Court of Inquiry which found <sup>that</sup> the Contingent driver was not to blame as the child ran across the road without warning and as the speed of the vehicle was not excessive. The Commanding Officer agreed with the opinion of the Court.

It is noted that the Base Administrator reached an agreement with the girl's father, in order to prevent riot on the Base. An amount of 30,000 C.F. was paid to him which the Insurance Company agreed to reimburse.

The estimated cost of repairing the vehicle is 350 CF.

The Board noted that in the opinion of the Kamina Military Police no blame could be attached to the Contingent driver. The Board also noted the findings of the Court of Inquiry and the opinion of the Commanding Officer and agreed that the Contingent driver was not to be held responsible for the accident. It was recommended <sup>d</sup> that the cost of repairing vehicle RNA 633 (350 C.F.) be absorbed by ONUC.



Case No 621 ONUC 669, VW car, ONUC-owned, driven by W/C A.S. Bhawani (Indian, Air Operations) and ONUC 2118, Jeep Willys, ONUC-owned, assigned to Security Office, Leopoldville, 16 February 1962, 2350 hours

As ONUC 669 was being backed from its parking space it struck ONUC 2118.

The estimated cost of repairing ONUC 669 is 8,184 G.frs.

The accident was investigated by the Security Office and by the Military Police, who reported that the driver of ONUC 669 was under the influence of alcohol and that he refused to report the accident.

On the basis of the police report the Board felt the ONUC driver was to blame for the accident as he was negligent in reversing his vehicle. It recommended that the case be referred to the Force Commander for appropriate disciplinary action. It further recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (8,184 G.frs) from the Contingent's Government.



Case n° 622. ONUC I027, VW Bus, ONUC-~~xxx~~ owned, driven by  
Sgt. P.C. LEITE (Brazilian, ATB) , Leopoldville, 14 Avril 1961, 1830 hrs.

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As the ONUC driver was proceeding East on Ave. Kabambare he failed to give right of way to a civilian vehicle coming from the right, on ~~xxx~~ Ave. Bengala, ~~collided~~. As a result of the collision the ONUC vehicle was completely wrecked. It was later cannibalized. This ONUC vehicle was travelling through a native district which is an unsafe area according to Tunisian Brigade operation Instruction n°1 . Although the trip was authorized it is questionable whether the ONUC vehicle had permission to be in that area.

On the basis of the Military Police report, the Board agreed that the ONUC Driver was to blame for the accident as he ignored the stop sign and failed to yield the right way. It was recommended that the case be referred, to UN Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$1.900) from the Brazilian Government. The Board further recommended that vehicle ONUC I027, VW bus, engine n°3.471 752, chassis n°551.736, be written off and removed from ONUC records.



n° ONUC/SB 623. ONUC I069 (Old n°I3) VW Bus, ONUC-owned  
driven by Sgt. Echeverria (Argentine, ATB, N'Djili), Leopoldville  
15 July 1961, 1200 hours.

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The ONUC driver was proceeding from N'Djili to Leopoldville when  
he attempted to pass a vehicle; cutting in too ~~fast~~ sharply after  
overtaking, he lost control of his bus which overturned twice.

On the basis of the Military Police Report *ok* ONUC vehicle is a  
total loss. By a memo dated 21 June 1962 (HQ ONUC(LOGS)54I-EME) the  
Chief Logistics Officer recommended that the vehicle be sold as is.

The Board agreed with the opinion of the Military Police that the  
ONUC driver was to blame for the accident as he was not in control of  
his vehicle while overtaking :  
It was recommended that:

a) the case be sent to U.N. Headquarters, New York, for the possible  
recovery of the cost of the vehicle (\$1,900.--) from the Contingent's  
Government.

b) ONUC I069 (formerly n°I3) VW bus, engine n°3.528.472 chassis  
n°603483 be written off and disposed/sale, as recommended by the Chief  
Logistics Officer.



Case No 624 ONUC 1403, Dodge truck, ONUC-owned, driven  
by Albert P. Herz (U.S. Liaison Officer,  
ONUC Movement Control), Leopoldville, 31  
January 1962, 1210 hours

The ONUC driver reported that as he attempted to pass a  
TUL bus at an intersection, an unknown vehicle coming from the  
opposite direction made a U turn causing him to apply his brakes.  
As a result his vehicle skidded and hit the left side of the  
TUL bus. When the ONUC vehicle and the TUL bus had come to  
a halt another civilian vehicle struck the rear of ONUC 1403.

The estimated cost of repairing the ONUC vehicle is  
14,175 C.frs.

The accident was investigated by the Military Police and  
the Congolese Police. ONUC's insurance company was informed.

The Board agreed with the opinion of the Military Police  
that the civilian drivers were responsible for the damage to  
ONUC 1403.



CASE # ONUC/SE 625. ONUC 1907, Ford Taunus, ONUC-owned,  
driven by Sgt. L.H. SALOMONSSON, (Swedish Battalion), Elisabethville,  
2 August 1961, 0015 hours.

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As the ONUC driver was making a left-hand turn he collided with  
a parked car.

The estimated cost of repairing the ONUC vehicle was 5,000 K.F. and  
that of repairing the civilian vehicle was 10,224 K.F.

The Military Police and the civilian police investigated the  
accident. It is noted that the Insurance Company refused <sup>to</sup> meet the cost  
of repairing the civilian car as Sgt. Salomonsson's blood test made after  
the accident revealed that he had been under the influence of alcohol.

On the basis of the evidence the Board agreed that the ONUC driver  
was to blame for the accident. It was recommended that the case be  
referred to U.N. Headquarters, New York, for consideration of the pos-  
sible recovery of the cost of repairs (5,000 K.F.) from the Contingent's  
Government.

The Board noted that no claim has been received from the owner of the  
private vehicle.



Case ONUC SB/ 626. ONUC T.2I75, VW. car ONUC-rented driven by  
W/O W.A. ARNELL (VIII Swedish Battalion) Elisabethville, 13 September  
1960.

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The ONUC driver collided with a civilian bus (operated by MATHEO KANAKASI) at the intersection of Aves Tanganyika and Leopold II. The accident was investigated by the Congolese Police who consider the ONUC driver to blame for the accident as he did not yield right of way. According to the statement he gave to the Congolese Police, the ONUC driver did not see the civilian bus.

The estimated cost of repairing ONUC vehicle T.2I75 was 9,000 CF.

The Board found the ONUC driver responsible for the accident. It was recommended that the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of the repairs of ONUC T.2I75 (9,000 CF.) from the Contingent's Government.



Case n° 627. ONUC 3027, Willys Jeep, ONUC-owned, involved in unreported accident prior to February 1961.

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Vehicle ONUC 3027 was involved in a unreported accident, prior to February 1961, while it was on charge to the Royal Moroccan Force in the Congo.

It is noted that an invoice of 30,703 C.F. covering the cost of repairs to ONUC 3027 has been received from Maternaco Congo. It is also noted that no accident report could be traced regarding this vehicle during the period it was assigned to the Royal Moroccan Forces.

Due to the lack of clear cut proceedings regarding the reporting of accidents at that time, the Board recommended that ONUC absorb the cost of repairs (30,703 C.F.).



Case no. ONUC SA 628  
~~L/NK DAYA CHAND~~ (Indian, 2 JAT) Leopoldville, 7 April 1961, 0500 hrs.  
L/NK DAYA CHAND

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As the ONUC Driver was proceeding North on Ave. Leopold III, at 50/60 kph., his vehicle crossed the central concrete parapet, ~~partit~~ partitioning the two lanes of the N'Djili Bridge, skidded some 150 yards and fell on its <sup>left</sup> side. Eight persons were injured and one died in this accident.

The cost of repairing the ONUC vehicle was 54,642 C.F.

On the basis of the Proceedings of a Court of Inquiry which was held to investigate the accident, the Board agreed that the ONUC driver was to blame <sup>he</sup> as was speeding and failed to exercise caution while negotiating the N'Djili bridge. It is noted that the Brigadier Commander, Indian Independent Brigade Group, directed that severe disciplinary action be taken against the ONUC driver. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (54,642 C.F.) from the Indian Government.



CASE No ONUC/SB 627. ONUC 3164, UNICEF Willys Station-Wagon,  
driven by Dr. Floreal QUINTANA (WHO), Mushenge, 24 April 1961, 1100 hrs.

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As the ONUC driver was proceeding <sup>g</sup> from Nweka to Mushenge he collided with a civilian vehicle coming from the opposite direction at a bend of the road. It is noted that the accident was not investigated by the Military Police or the civilian police. It is ~~xxxxxxx~~ also noted that Dr. Quintana failed to report the accident until 15 February 1962. The Insurance Company refused to accept liability as a result of the delay.

The cost of repairing ONUC 3164, (8,000 C.F.) has been paid by Dr. Quintana.

The Deputy Provost Marshal, did not make an assessment of responsibility in ~~ix~~ view of lack of information on the case.

The Board recommended that Dr. Quintana should not be reimbursed for the cost of repairs of the ONUC vehicle as he failed to report the accident as required.

It was noted that no claim <sup>g</sup> had been received from the owner of the private vehicle.



Case n° ONUC/SB 630. ONUC 6003, Ford Truck ONUC-owned, driven by Kizito KALALA (Congolese Local employee), Kamina, 3 June 1961, 1700 hours.

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The ONUC driver was on his way from Kaminaville to the Base with about 20 passengers and luggage. About 500 meters beyond the Hotel Welcome, the ONUC truck began to sway and finally turned over twice, ~~xxx~~ ~~xxxx~~ killing two and injuring eleven of the passengers. The vehicle was being used for private purposes without <sup>the</sup> authorization. The vehicle was damaged beyond economical repair.

The case was reviewed by the Court of the District of Haut-Lomani which found the driver guilty of driving dangerously whilst in charge of an overload <sup>ad</sup> vehicle, thereby causing the death of two persons and bodily harm to eleven others. He was sentenced to ten months hard labour with fines totalling 3250F.

The Insurance Company has refused liability for the settlement of third party claims on the grounds that ONUC is not legally responsible for the accident.

No claims have as yet been made against ONUC by the third parties involved.

The Chief Logistics Officer proposed on 2 April 1962 (HQ ONUC(LOGS) 511/29 EME) that ONUC 6003 be cannibalized and that serviceable major components and spare parts be stocked and used by ONUC workshop, Kamina.

The Board found that the ONUC driver was fully to blame for the accident but agreed that any action to recover a portion of the value of the vehicle would be no avail inasmuch as he was terminated. It was recommended that vehicle ONUC 6003, Ford Truck, engine n°11716, chassis n°P3H1A BX11716, cost 3.2.000, be written off and cannibalized as proposed by the Chief Logistics Officer.



CASE NO: ONUC/BB 631. ONUC 7912, Mercedes truck, 7 ton, ONUC-ownedn driven by Pte ALI KANO (Nigerian, 2bn, QONR) Goma, 31 July 1961, 1100 hrs.

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The ONUC driver was proceeding in convoy from Goma to Bukavu. While righting the steering wheel to keep the truck off the edge of the road, he was struck on the back by a 44 gallon drum of petrol. He lost control of the vehicle which fell into Lake Kivu. The vehicle could not be recovered.

It is noted that a Court of Inquiry was held to investigate the accident. The ONUC driver stated that the steering of ONUC 7912 was defective. This was denied by witnesses. In the opinion of the Commanding Officer, the ONUC driver should be given the benefit of the doubt as he had been suffering from fatigue and as steering trouble might have developed on the road. The Commanding Officer felt that the ONUC driver was not to blame for the loss of the vehicle. However in the opinion of the Brigade Commander Pte ALI KANO was not driving with due care and attention and he should be assessed 2000 C.P. towards the loss of the vehicle.

The Board agreed with the opinion of the Brigade Commander that the ONUC driver was to blame for the accident and recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$5,620.00) from the Nigerian Government. The Board further recommended that U.N. Headquarters, New York, approval be obtained to write off vehicle ONUC 7912, Mercedes Truck 7 ton, chassis n°322-025-9502515, engine n°321-980-9516172, as recommended by the Brigade Commander, and one 44 Gallon drum of petrol valued at \$35.--.



# ROUTING SLIP

TO

Mr. C. Taff,

Room No. 630.

APPROVAL		NOTE AND RETURN
SEE ME, PLEASE		YOUR COMMENTS
YOUR SIGNATURE		YOUR INFORMATION
NOTE AND FILE		FOR ACTION

## 35th Meeting

Attached are summaries of cases to be reviewed at the next ONUG Survey Board meeting to take place at 3. p.m. on Friday 28 Sept 1962, in Room 612.

DATE

27/9/62

FROM

B. Halbert



Case No 585. Loss of two sub-machine guns by 33rd Irish Infantry Bn at Albertville

Two Gustav sub-machine guns, serial numbers 311516 and 312366, were reported missing on 8 January 1961 by members of 'A' Company, 33rd Irish Infantry Battalion then stationed at Albertville. A search by the Unit failed to locate these weapons before repatriation which took place within a few days from that date.

These sub-machine guns were later recovered by the Examining Magistrate in Katanga who issued a Court order on 22 February 1961 for their return by the Court to the Irish Battalion.

When contacted at the beginning of January 1962, the local authorities in Albertville declared that they knew nothing about the weapons. It was maintained that the Katangese authorities had destroyed all records before leaving Albertville.

The Chief Logistics Officer has recommended that consideration be given to the write-off of these two sub-machine guns and that the Irish Government be given credit <sup>for</sup> ~~to~~ the value of the weapons.

The Board took note of the reports regarding the loss of 2 Gustav sub-machine guns Nos. 311516 and 312366 valued at \$30.80 each (total \$61.60).

It was recommended the case be referred to Headquarters, New York, for appropriate action in the event of a reimbursement claim by the Contingent government in respect of national stores and equipment made available for the Congo operation.



Case No 592. Theft of 8 miles telephone wire in the Elisabethville area between 11-12 July 1962

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8 miles of wire laid by Indian, Ethiopian and Irish units for telephone communications was stolen in the Elisabethville area between 11 and 12 July 1962.

The Officer Commanding of Indian Indep. Bde GP. Sig. Coy Elisabethville considered that the wire had been stolen by civilians and recommended write off action as no further inquiry into the loss would bring any fruitful results, due to present conditions prevailing in Elisabethville.

The Chief Ordnance Officer in his letter n° 4436/ORD, Logistics Branch, of 14 August 1962 has recommended that the loss be written off.

The Board noted the circumstances under which the loss occurred and recommended that the telephone wire (cable N° WD-1/TT6145-1607795) valued at \$560.00 be written off and ONUC records adjusted accordingly.



Case No 593. Discrepancy Report N°1140/CRS/BOD of 10 April  
1962 - Loss of 12,400 rolls of toilet tissue

A consignment of 225,000 rolls of Scott Toilet Tissue was shipped by SS "African Glenn" on 11 May 1961 against Shipping Authorization N°1026 dated 23 May 1961, to Leopoldville through Pointe-Noire. ~~The shipment reached Leopoldville via Pointe-Noire.~~

On receipt of the consignment at ONUC Base Ordnance Depot 12,400 rolls of toilet tissue were reported deficient. 30% of the cartons were found in torn condition due to poor packing and rough handling during transit from Pointe-Noire to Brazzaville and Léopoldville.

No claims could be raised against the carrier as the shipment was not insured and facilities did not exist to check the condition of the cargo on arrival in Pointe-Noire.

The Board recommends that ONUC records be adjusted to reflect the loss of 12,400 rolls of Scott Toilet tissue valued at \$1,470.14.



Survey Case No 594. 7 Browning 9mm Pistols, Canadian property.

On 14 July 1960 the Canadian Base Unit Middle East, Rafah, issued 7 Browning 9mm pistols (serial Nos. 7T-6942, 7T-683, 7T-8607, 8T-7385, 4T-2041, 6T-6009 and 8T-9188) to Captain Christofferson prior to his departure from Jerusalem with General Von Horn's advance party to the Congo.

Records indicate that General Von Horn's party arrived in Leopoldville on or about 25 July 1960 and that Major J. Hue, a member of the group, delivered the pistols to the Camp Commandant. These were then issued to military personnel and the signed certificates of receipt were turned over to the acting Logistics Ordnance Officer.

An investigation carried out by the Senior Ordnance Officer has established that 7 pistols were entered on Ordnance records as per RV-2 dated 1 August 1960, and that these items were charged off as per CIV-309 dated 6 September 1960. Due to conditions existing in 1960, receipt/issue documents cannot be located. One of the pistols, serial n° 7T-6942, was subsequently returned and is being held by the Base Ordnance Depot. None of the pistols are held by the Canadian 57 Signal Unit.

Canadian Army Headquarters is requesting return of the pistols to Rafah or payment for these stores.

The Chief Logistics Officer, in his memorandum reference HQ ONUC LOGS 427/1. ORD dated 18 April 1962, requests that the Canadian Government be reimbursed the cost of the pistols as ONUC stocks are too low to permit return of the items to Rafah.

.../.



The Board noted that ONUC was not able to return 7 Browning 9mm ~~pks~~ pistols valued at \$71.25 each (\$498.75) to the Canadian Base Unit Middle East, Rafah, as requested by Canadian Army Headquarters. It was recommended that the case be forwarded to Headquarters, New York, for a decision regarding reimbursement of the cost of the arms to the Canadian Government.



Case No 595. Write-off of food items totalling \$439.71  
condemned as unfit for human consumption

The Senior Supply and Transport Officer in his memorandum No 4302/3/ST dated 3 August 1962 has submitted for write-off a list of food declared unfit for human consumption by Leopoldville, Kamina and Luluabourg Food and Hygiene Officers. It has been certified that these food items were destroyed by burning and burying in the presence of an officer. Medical certificates and destruction certificates, duly endorsed by the Senior Supply and ~~Transport~~ Transport Officer and the Chief Logistics Officer, were attached to the request for write-off. The cause of deterioration was due to either unsatisfactory handling in transit or to climatic effects.

On the basis of supporting documentation, the Board recommends that food items totalling \$439.71 be written off and ONUC records adjusted accordingly.



Case No 596. Discrepancy Report No DRY/I/19 of 21 July 1962 -  
Condemnation of Food supplies valued \$1,784.95  
unfit for human consumption

The Commanding Officer ONUC Supply Depot Elisabethville has submitted a request for write off action on the following food items received from ONUC Base Supply Depot Leopoldville during December 1961 and January 1962. These items, which have already been destroyed, were found in damaged/blown/deteriorated condition and were condemned as unfit for human consumption by Food Hygiene Officer, Leopoldville, on 13 July 1962.

The rule "first in - first out" was reportedly observed.

1300 Nos	C Rations breakfast	845.00
950 Nos	C Rations dinner	617.50
275 Nos	C Rations supper	178.75
364 lbs	Tinned fruit cocktail	65.10
65 1/2 lbs	Tinned milk	78.30
Total:		<u>\$1,784.65</u>

Destruction certificate together with medical certificate duly endorsed by the Senior Supply and Transport Officer and Chief Logistics Officer are attached to the request for write-off action.

On the basis of supporting documentation the Board recommends that the items totalling \$1,784.65 be written off and ONUC records adjusted accordingly.



Case No 597 . Discrepancy Report No FR/L/40 dated 25 July 1961 -  
Loss of 3803 lbs frozen beef totalling \$1,400.25

1649 carcasses of frozen beef weighing 90.812 lbs were shipped from Brisbane, Australia, on the S/S Hector on 7 March 1961 and ~~was~~ transferred on S/S Mayumba at Antwerp.

8 carcasses were shortanded when the shipment was discharged at Pointe Noire. A claim against the carrier was settled in the amount of \$197.17.

When the balance of the cargo arrived at ONUC Base Supply Depot, Leopoldville, in July 1961, a shortage of 3803 lbs was discovered, presumably due to shrinkage during the period the shipment was in transit.

The Board recommends that ONUC records be adjusted to reflect the loss of 3803 lbs of frozen beef totalling \$1,400.25.



Case N° 598. Write off of food stores

The Senior Supply and Transport Officer has requested write off of food items, listed in Supply and Transport memorandum N°4302/3/ST dated 15 August 1962, condemned as unfit for human consumption as per HQ ONUC Food Hygiene medical certificate.

These food stores were condemned due to deterioration resulting from long storage and climatic conditions. The rule "first in - first out" was followed as per destruction certificate issued by ONUC Base Supply Depot.

On the basis of supporting documentation the Board recommends that ONUC records be adjusted to reflect the loss of food supplies valued at \$501.44



Case No 599 Food supplies totalling \$1,985.65 condemned  
as unfit for human consumption

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The Senior Supply and Transport Officer in his memorandum HQ ONUC (LOGS) 217 SUP dated 5 February 1962 has submitted for write-off a list of food items which have been declared unfit for human consumption by Food and Hygiene Officer, HQ ONUC. It has been certified that these food items, which were held by ONUC Base Supply Depot, Léo, were destroyed by burying in the presence of the DSO ONUC Supply Depot as their retention in the Depot was not desirable from hygiene and sanitation point of view. Medical certificates and destruction certificates, the latter certifying observance of the rule "first in first out", duly endorsed by the Senior Supply and Transport Officer and the Chief Logistics Officer, were attached to the request for write-off. According to the Officer Commanding of ONUC Base Supply Depot, Léopoldville, the possible cause of deterioration was due to either unsatisfactory handling in transit or to climatic effects.

On the basis of supporting documentation, the Board recommends that food items totalling \$1,985.65 be written off and ONUC records adjusted accordingly.



Case n° 600. Discrepancy Report n°DR/DRY/I58 - Loss in transit of food supplies between Matadi and ONUC Base Supply Depot, Leopoldville.

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On checking a consignment of food supplies received by ONUC Base Supply Depot through Cenewarran Agency on different dates, certain quantities were found deficient.

According to the Commanding Officer of ONUC Base Supply Depot, the loss is due to pilferage and bad handling at various places. Further more, the supplies were held up at Matadi for a considerable period of time.

The Chief Logistics Officer agreed with the recommendation of the Senior Supply and Transport Officer that the loss be written-off.

No claims have been made against the carrier as the consignment was off loaded during the Matadi crisis in March 1961 and no documents are available to support such action.

The Board recommends that ONUC records be adjusted to reflect the loss of food items valued at \$596.34.



Case No 601 Theft in ONUC Base Ordnance Depot, Léopoldville,  
during the night 21/22 May 1962

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During the night of 21/22 May 1962, the General Stores and Clothing shed, ONUC Base Ordnance Depot Léopoldville, was broken in and a quantity of stores were stolen.

The Congolese civil police caught two former Congolese Base Ordnance Depot employees carrying a quantity of cutlery which was later identified as belonging to the Depot.

The Court of Inquiry Proceedings indicate that the thieves entered the depot through an opening between the top of the wall and the ~~edge~~ edge of the roof.

The Court recommended that the loss be written off since no one amongst the Depot staff (permanent) could be blamed for the theft, and that civilian watchmen be replaced with UN armed guards.

The Commanding Officer ONUC Base Ordnance Depot and the Chief Ordnance Officer agreed with the recommendations of the Court.

The Board recommends that ONUC records be adjusted to reflect the loss of the following items valued at \$1,643.70.



<u>Quantity</u>	<u>Nomenclature</u>	<u>Value</u>
1	Typewriter 18" Roller Olivetti English Key Board (Registered N° 2783892)	US\$ 156.20
1809	Spoons Desert	578.88
1526	Spoons Tea	274.68
312	Knives Table	112.01
1528	Forks Table	488.96
27	Spoons Mustard Plastic	0.81
24	Tumbler Glass 10 1/2 oz	1.80
2	Files Hand 2nd Cut 4 inch Dia	0.60
20	Shirts UN OG	29.80
		<hr/>
		US\$ 1,643.70



Case N° 602      Loss of 984 pillow slips valued at \$300.12  
between Pointe-Noire and Léopoldville

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Out of a total of 20,250 pillow slips ordered from abroad under requisition N° LEO/1-0242/ORD, purchase order N° 1-2700, 984 were lost between Pointe-Noire and Léopoldville Base Ordnance Depot as a result of a number of cases being damaged en route.

As the cargo was not insured, a claim cannot be made against the inland carrier.

The Board recommends that ONUC records be adjusted to reflect the loss of 984 pillow slips valued at \$300.12.



Case n° 603. Loss of Human Plasma and Quinine Sulphate  
Tablets - Discrepancy Report n°30

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A consignment of 130 bottles of quinine sulphate tablets and 70 Sets of human plasma was shipped by Overseas Medical Supply Co., 149 Broadway, New York, aboard s/s African Grove to ONUC Medical Stores Depot, Leopoldville.

Upon Receipt of the shipment one bottle of quinine sulphate tablets and 19 sets of human plasma (normal) were found deficient.

According to the Traffic Unit, ONUC Procurement Section, the consignment was received in good condition at Pointe Noire and subsequent investigation failed to place responsibility for the loss on any of the carriers involved in transporting and delivering the supplies to the Medical Stores Depot. As a result no claim action was initiated.

The Board recommends that ONUC Records be adjusted to reflect the loss of these medical supplies valued at \$466.40.



Case n° 604 . Discrepancy report H-TH/MS/102 01 17 May 1962  
Loss of 3,233 lbs. Lamb non halal valued \$827.64  
due to shrinkage.

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A consignment of 3510 carcasses of frozen lamb non halal weighing 124,882 lbs. was shipped from New York to ONUC Base Supply Depot, Leopoldville, against shipping Authorization Bill n°F/883 of 30 June 1961 and F/901 of 6 July 1961.

The shipment was unloaded from the s/s Mokambo at Boma on 3 August 1961 and arrived at Leopoldville via Matadi on 16 February, 28 February and 18 March 1962, having been held in Boma and Matadi due to lack of cold storage space in Leopoldville at the time.

On checking and weighing the consignment, a net loss of 3,233 lbs. was found, i.e., 2,58% of original shipment.

The loss is due to shrinkage.

A claim could not be pressed against the Carrier due to lack of proof that the loss occurred in transit.

The Chief Logistics Officer agreed with the recommendation of the Senior Supply and Transport Officer that the loss be regularized by Procurement Section.

The Board therefore, recommends that ONUC records be adjusted to reflect the loss of 3,233 lbs. of frozen lamb non halal valued at \$827.64.



Case No. 605

Deterioration of 21,015 lbs of fresh tomatoes during transit between Matadi and Leopoldville

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As per Discrepancy Report No. 1-5819/2/S dated 2 September 1961, 40,000 lbs of fresh tomatoes were shipped from African Farm Supplies, Cape Town, South Africa, by S/S Tshibanga and Hawai-Maru to Matadi where they arrived in good condition during July and August 1961. The item was procured under requisition LEO/1-5819/2/S.

While in transit between Matadi and Leopoldville, 21,015 lbs or 52.54% of the shipment deteriorated.

The Procurement Officer has indicated on the Discrepancy Report that a claim had been <sup>made</sup> against the vendor.

The Board recommends that ONUC records be adjusted to reflect the loss of 21,015 lbs of fresh tomatoes valued at \$2,059.47.



Case No. 606 Loss of 3,740 lbs of frozen chicken during the closure  
of Matadi

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According to Discrepancy Report No. FR/L/39 of 25 July 1961, 31,607 lbs of frozen chicken were shipped from New York by S/S TERVAETE, Belgian African Lines to Matadi. The food stores were procured under requisition LEO/1-5017/S.

The consignment was handled by Otraco during the closure of Matadi.

After carrying out one hundred per cent checking and weighing of the whole consignment in the presence of a board of officers appointed by HQ ONUC (LOCS), a loss of 3,740 lbs was discovered, representing 11.83% of the consignment.

The Chief Logistics Officer has agreed with the recommendation of the Senior Supply and Transport Officer that the loss be regularized, ~~by procurement~~.

As no discrepancies were ascertained during the discharge from the vessel at Matadi, according to the information received from the Procurement Section, no claim action could be taken against the shipping line. ~~The case has been recommended to the Supply Board for action.~~

The Board recommends that ONUC records be adjusted to reflect the loss of 3,740 lbs of frozen chicken valued at \$1,028.50.

The Board noted that a statement has been compiled on ONUC and Contingent losses in Matadi, as a result of ANC action in March 1961, and that the Chief Administrative Officer has requested the Legal Officer to initiate claim against the Central Congolese Government.



Case No. 607 Write-off of food items totalling \$1,098.73 declared unfit for human consumption.

The under mentioned food items have been declared unfit for human consumption by HQ ONUC Food and Hygiene Officer, due to long storage and climatic effects. They have been destroyed by burying as their retention in the ONUC Base Supply Depot Leo was not desirable from hygiene and sanitation point of view.

Items	Period of Storage	Quantity	Value
a) Canberry sauce	70 days	87 lbs 12 ozs	\$ 13.92
b) Honey	82 "	10 " 00 "	2.00
c) Tomato juice liquid	85 "	14 " 6 "	1.75
d) Tomato juice liquid	203 "	6 " 00 "	0.72
e) Pineapple juice liquid	78 "	181 " 2 "	16.30
f) Orange/Grape juice liquid	251 "	34 " 18 "	3.08
g) Apple juice liquid	124 "	69 " 00 "	6.21
h) Fruit tinned peaches	77 "	13 " 14 "	2.23
j) Fruit tinned pineapple	77 "	100 " 5 "	15.07
k) Fruit tinned cocktail	109 "	6 " 12 "	1.04
l) Soup dehydrated chicken	200 "	35 " 00 "	8.75
m) Vegetable tinned carrots	76 "	111 " 9 "	11.19
n) Orange/Grape juice concentrated	279 "	36 " 00 "	3.24
o) Tomato tinned	131 "	3624 " 12 "	398.65
p) Orange juice liquid	91 "	14 " 6 "	1.89
q) Salad oil	25 "	10 " 00 "	1.90
r) Soup and gravy base	345 "	16 " 00 "	6.08
s) Milk tinned evaporated	112 "	627 " 2 "	75.99
t) Milk tinned evaporated	116 "	174 " 00 "	23.86
u) 'C' Ration 25 in 1 pack (breakfast)	218 "	Nos 25	48.75
v) - do - supper	198 "	Nos 25	48.75
w) - do - dinner	198 "	Nos 175	341.25
x) 'C' Ration 5 in 1 pack	212 "	Nos 25	45.25
y) 'C' Ration 6 in 1 pack		Nos 6	10.86

\$ 1,098.73

Total quantity received	987,085 lbs
Total quantity condemned	5,429 lbs
Percentage of loss	.55%

The Commanding Officer of the Supply Depot has certified that the rule "first in - First out" was strictly followed.



Case No. 608. Discrepancy Report No. DR/DRY/157 dated 14 August 1961  
Loss of Butter Ghee totalling \$1,894.05.

A consignment of 643 packages of Butter Ghee was received at ONUC Base Supply Depot Leo on 19 July 1961 through Cenewarran Agency with nine packages short. Furthermore, a number of packages were received in broken and leaking condition. The weight of the packages received was 46,249½ lbs against 48,354 lbs invoiced. The net loss was 2,104½ lbs (4.3%)

It appears that the consignment had been subjected to very rough handling while in transit and that it had been held at Matadi for a considerable period due to the closure of the port.

Claim action has been taken against the shipping company for the 9 cases, weighing 648 lbs and valued at \$583.20, missing when the shipment arrived at Matadi.

The balance of the loss, 1456½ lbs was due to the suspension of port operations, transit delays, and damage to the containers.

The Board recommends that ONUC records be adjusted to reflect the loss of 2,104½ lbs of Butter Ghee valued at \$1,894.05.



Medical certificate and destruction certificate, in duplicate, have been submitted by the Senior Supply and Transport Officer with his recommendation for write-off of these condemned food items, duly endorsed by the Chief Logistics Officer.

On the basis of supporting documentation the Board recommends that the above-mentioned items totalling \$1,098.73 be written off and ONUC records adjusted accordingly.



Case No. 609 Explosion at Ammo/Explosive Dump at Kindu  
on 26 July 1962. ('B' Coy 6 R Malay MSF)

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Coy

When the advance party 'B' 6 R Malay MSF arrived at Kindu on 13 July 1961 to take over from 4 R Malay MSF, it was found that the Ammo-Explosive dump was located in the airport itself. On orders from the Commanding Officer, a new dump was built in the middle of the camp. The explosives and ammunition were stored together as a temporary measure until such time as a more suitable place could be found.

On the night of 26 July 1961, the Ammo/Explosive dump exploded. A Court of Inquiry established that the explosion was due to the leakage of No. 80 grenade. The Court found that no one was to be blamed for the explosion but that more care should be exercised in erecting Ammo/Explosive dumps, and that grenades and ammunition should be stored separately.

As a result of the explosion, one member of the Contingent was killed and 8 persons were injured.

In addition, destruction or damage to ONUC, Contingent, Congolese Government and private property is estimated as follows:-

a) ONUC stores and equipment (destroyed)	- \$ 7,939.67
b) Contingent stores and equipment (destroyed)	- \$ 8,116.75
c) Airport Building (damaged)	- \$ 18,891.09
d) Ets Alfio Frères (Explosives on loan to ONUC)	- \$ 696.09
e) CFL - crockery (destroyed)	- \$ 125.00

The Board noted that the Court of Inquiry had found that the cause of the explosion could not be attributed to negligence on the part of the Unit and that the location of the dump in the Camp was a temporary emergency arrangement until more suitable space could be found. It further noted that the Force Commander had recommended that the cost of damage to Airport property be



borne by the ONUC and that compensation be paid to the Malayan Government for the loss of Unit property sustained.

The Board recommends that the case be referred to Headquarters, New York:-

- a) for approval to write-off ONUC stores valued at approximately \$7,939.67, as per Appendix 'A';
- b) for appropriate action in the event of a reimbursement claim by the Malayan Government in respect of national stores and equipment valued at approximately \$8,116.75, as per Exhibit 'A' to the Proceedings of the Court of Inquiry dated 16 September 1961.



<u>QUANTITY</u>	<u>ITEM</u>
13	RESPIRATOR ANTI GASS MK 6"
13	HAVERSACK MK 3
13	CONTAINER MK 3
4	PAD LOCK 1 $\frac{1}{2}$
3	CONTAINER WATER 4 $\frac{1}{2}$ GALLS
25	GOLOK BLADE
25	GOLOK SHEATH
1	POT TEA
1	CABINET FILLING 4/D
8	<del>XXXXXXXXXX</del> TABLE FOLDING
25	BENCHES FOLDING
8	BUCKETS FIRE
30	BED IRON DOUBLE /D
2	BASIN WASHING
3	IRON CHARCOAL
1	KNIFE COOK 8"
6	BROOM SWEEPING 6"
3	BROOM SWEEPING 12"
1	REFRIGERATOR ELEC
6	CHAIRS FOLDING
5	BULBS ELECTRIC
2	BROOM BASS HEAD
1	MACHINE WEIGHING 22 LBS
2	COOKER PART NO I
4	CHOVEL G.S.
4	CARRIER MAN PACK COMPLETE
4	HAVERSACK FIELD DRESSING
4	SCISSORS STRETCHER BARREL
27	LAMP ELECTRIC NO.1
12	BATTERY LAMP ELECTRIC NO.1
11	GUARD WHISTLE



<u>QUANTITY</u>	<u>ITEM</u>
11	WHISTLE INFANTRY MK II
30	TENTAGE I P 180 LBS
4	TENTAGE MURQUEE
7	CONTAINER 6 GALLS
3	PARAT SMALL
4	JUG ALUMINIUM
3	PARAT LARGE
1	LADDEL COOK 17"
51	CAMP COT FOLDING
45	HELMET LINER BLUE
37	HURRICANE LAMPS
7	COMP COY FOLDING COMP BER IN NET MOSQUITO
2	COLEMAN LAMP
1	COOKER 3 BURNER
1	COOKER 3 BURNER OVEN
2	PAN FIRING
1	DISHES 12"
1	<del>XXXXXXXXXX</del> PAN SALICE
8	PLATE DINNER
4	PLATE SOUP
3	PLATE TART
2	SPOON DESSERT
1	FORKS TABLE SMALL
1	BUCKET WASHING RICE
136	BED SHEETS
79	PILLOW SLIP
23	PILLOW KAPOK
34	MATTRESSES SINGLE
36	BLANKET ONUC
5	WIRELESS SET AN/PRC 10
5	HAND SET H 33/PT
4	ANTENNA 271 P/R



<u>QUANTITY</u>	<u>ITEM</u>
2	ANTENNA 272
5	HARNESS ST 120 PR
5	SUSPENDER PACK
5	BAG CW 216 PR
1	MIC HAND GRC 9
1	POWER SUPPLY S. No. 241
1	TRANSMITTER S. 1004
1	RECEIVER S/No 1004
1	BTY LEAD
1	LEAD POWER TO SET
1	KEY GRC 9
1	LOUDSPEAKER
1	AERIAL GRC 9 COMPLETE
4	BTY 12 BOLT VOLT 90 A/H
4 Boxes	DRY BTY FOR C 10
5	RADIO SET AN/PRC-10
5	HANDSET H-33/PT
5	ANTENNA AT 271/PRC
5	ANTENNA AT 272/A/PRC
5	SUSPENDER BELT
5	BAG C.W. 216/PR
1	MIC HAND GRC 9
1	DYNAMOTOR POWER SUPPLY S/NO 241 <del>XXXX</del>
1	RADIO SET GRC 9 TRANSMITTER S/No.1004
1	RADIO SET GRC 9 RECEIVER S/No. 1004
1	CORD CD-1088
1	CORD
1	KEY J 45
1	LOUDSPEAKER LS-203/U
1	ANTENNA AT 102/GRC-9
4	BATTERY 12 V 90 AH
24	BATTERY DRY 279/U
5	HARNESS ST-120/PR



Case No 610 . Write off of <sup>15,698</sup>~~15,698~~ unserviceable dry batteries  
BA 317/U

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Under reference HQ ONUC (LOGS) 480/10-ORD dated 23 December 1961, the Senior Ordnance Officer has recommended that <sup>15,698</sup>~~15,698~~ batteries BA 317/U valued at \$1.73 each be declared surplus and disposed of.

The Chief Signal Officer has advised the ~~Eng~~ Chief Logistics Officer, reference HQ 6601-5-1/SIGS of 30 August 1962, that the great majority of the batteries had not enough life to be tested. Markings on the cases indicate that after November 1959 the batteries required testing before use; their expiry date is shown as 2 December 1960.

It appears that the batteries were shipped from Chateauroux by USAF under Assist letters US/ONUC/38 of 15 August 1960 and US/ONUC/70 of 9 September 1960. It could not be ascertained locally whether the United Nations had been charged for this ~~xxxxxxx~~ item.

The Board noted that since these batteries have no re-sale value, they should be considered as scrap.

The Board recommends that the case be referred to Headquarters, New York, for approval of write off of <sup>15,698</sup>~~15,698~~ dry batteries BA 317/U valued at <sup>\$27,157.54</sup>~~\$27,157.54~~.



184  
Case No 611. Losses in transit between Dar-es-Salaam and  
Albertville in respect of Indian Contingent  
Signal Regiment, Leopoldville

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National stores belonging to Indian Contingent Signal  
Regiment were shipped on 14 April 1961 from India on MSTs  
General Le Roy.

On arrival at Mombasa on 21 April 1961, stores were  
unloaded and then, after a day in that port, reloaded on the  
same ship which proceeded to Dar-es-Salaam. There, the stores  
were unloaded in mid-stream, and two days later handed to the  
Unit at Dar-es-Salaam airport.

Some motor transport tools and spares had been left  
behind in Mombasa. These were to be used on motor vehicles  
which were expected to arrive in Mombasa from India. When it  
was decided that vehicles were not to be despatched from India,  
the stores were shipped to Dar-es-Salaam on MSTs Sgt Kimbro  
in the 2nd week of May 1961, and thence by surface transportation  
to Albertville.

After complete survey of stores brought to the Congo  
by the Contingent, the following items were found deficient:

<u>Sl.No</u>		<u>Qty</u>	<u>Price</u>
1	HQ/HB-0408 Skin Chamois leather	4	\$ 9.24
2	LV6/MT14-18487 Cover Outer 500/16	1	18.06
3	LV6/MT14-29234 Road wheel disc 350/16	1	4.83
4	LV6/MT2-NA 283464 Handle bearing Nut Wrench	1	1.17



5	LV6/MT 11-16534 Chain nonskid 600x16	8	\$ 82.32
6	JI/IJA-0603 Shovel GS	2	4.41
7	DI/IDA-0907 Tank mule Mk 4	2	21.42
8	KC/IKC-0110 Towel hand hospital	1	.44
9	CH/ICH-7345 Overall Combination	Prs 2	7.77
10	JI/IJA-0865 Sheets Ground	5	16.01
11	FI/IFA-1826 Hammer Engr ball pana 4 oz	1	1.53
12	FI/IFA-2230 Plier side cutting 6"	4	19.32
13	FI/IFA-2231 Plier side cutting 8"	2	2.04
14	GI-IGA-1658 Padlock IC 4 lever 1 1/4"	1	.22
			<hr/>
Total:			<u>\$188.78</u>

A Board of Inquiry investigated the matter and found that the losses were not due to theft or neglect on the part of the Unit.

The Chief Logistics Officer, in his memorandum HQ ONUC (Logs) 486/5-Ord dated 21 March 1962, agreed with the opinion of the Court of Inquiry and recommended that the losses be borne by ONUC.

The Board noted that the circumstances under which the losses occurred were beyond the control of the Unit. It was recommended ~~that documents~~ that documents relating to losses by Indian Contingent Signal Regiment, valued at \$188.78, be forwarded to Headquarters, New York, for appropriate action, in the event of a reimbursement claim by the Contingent Government.



Case No. 612 Loss of ONUC and Contingent property at  
Kindu as a result of hostile action on  
the part of the ANU

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On the evening of 2 February 1961, drunken ANU soldiers attempted to take possession of 2 vehicles being driven by members of the 5 QONR stationed at Kindu. Following this incident, ANU units attacked 5 QONR installation between 2 and 6 February 1961. As a result of the hostile action, ~~members~~<sup>reported missing</sup> of the 5 QONR were killed and were wounded. In addition, the 5 QONR lost ONUC and National stores and equipment. Members of the Regiment also lost personal effects.

ONUC and Contingent property lost as a result of the incident, as set forth in the Proceedings of the Board of Inquiry dated 25 February and 2 May 1961, are as follows:-

\$46,587 \$4,667.16

ONUC PROPERTY as Appendix "A": ~~Maximum~~ excluding 6 vehicles (one Ethiopian and 5 ex-Mali) and Citroen and Jeep repair equipment which could not be priced owing to lack of information.

NIGERIAN CONTINGENT PROPERTY - As per File No. 4, Flag "D", Appendix "A" to "H", and Flag "E" to the Proceedings of the Board of Inquiry and Annex "A" to RNA/352/8/19/A dated 6 July 1961

valued at £7,615.15.11  
and Contributed Savings of personnel of

11 Platoon B Coy (20,500 C.Frs) £ 146. 8. 0

TOTAL £7,762. 3.11 (\$21,734)

PERSONAL PROPERTY 5 QONR - As per File No. 1 of the Proceedings of the Board of Inquiry of 25 February 1961, and Annex "D" to RNA/352/8/19/A dated 6 July 1961, valued at

\$5,382.15. 7 (\$15,632)

SEDOS (Private) Property - The value of the Sedos material as per File No.1, page 6  
Summary of Evidence: valued at

35,300 C. Frs.



The Proceedings of the Board of Inquiry established that  
out  
the loss of property as set/above, resulted from hostile action  
by the ANU.

In document MMA/352/8/19/4 of 6 July 1961, the General  
Officer Commanding, Royal Nigerian Army, states in paragraph 8 (b)  
that: "It has always been understood from the start of the United  
Nations Congo Operation that Contingents from member countries  
sent to the Congo for military duty, would be returned to their  
parent country in the same state as that in which they left it.  
Military stores, clothing and equipment lost in this incident are  
therefore being reissued to units and individuals concerned, and  
the cost (less any recovered as the result of disciplinary action)  
is being debited to U.N. account held in Nigeria.

The Board noted that loss of Life and Property was the  
result of hostile action by the ANU. It was further noted that  
claims for loss of personal effects, by members of 5 QGNR, valued  
at \$15,632.00 would be dealt with by the Claims Board.

The Board recommends that the case be referred to  
Headquarters, New York:

- a) for approval to write-off QNUS property as per Appendix "A"
- b) for appropriate action with regard to Nigerian Government's  
reimbursement claim in respect of National stores and equipment  
valued at \$21,734.00



- 3 -

APPENDIX "A"

USED STORES AND EQUIPMENT

Vehicles : 5 - Jeeps complete with spare wheels (ex-Mali)

No. 31766

312676

311825

312019

311826

3 - Citroen 2 x 5 Ton (ex-Mali)

No. 341903

342088

342097

1 - 1-Ton ambulance car complete (believed to be  
Ethiopian)

No. 330066

USED SUPPLIES

68 - Ferricarb 40 galls Mali	1240.00
2 - 6 volt jeep batteries	18.62
1 - Spare lamp local purchase	13.00
110 - drums of Petrol	2770.52
10 - 2 pt tin brake fluid	13.00
2 - drums of 44W 40 engine oil	133.72
103 - Beds UNO	543.75
5 - Pillows	4.30
57 - Ponchos	61.25
109 - Plates	38.25
70 - Badge Nigerian pra	8.40
35 - Berets	79.05
84 - UNO caps	31.92
141 - UNO shirts	210.69
132 - UNO trousers	257.00
35 - Plastic Helmet Liners	85.75
83 - UNO Cap Badges	42.00
83 - UNO shirts	74.80

TOTAL 94,087.15



Case n° 4/3. Condemned Food Supplies totalling 32,284.56 -  
Destruction Certificate dated 17 June 1962.

The Senior Supply and Transport Officer with his memorandum n°217/ST of 21 June 1962 has submitted requests for write-off of the following food items which have been declared unfit for human consumption by HQ ONUC Food Hygiene Officer.

The stores were destroyed by burying as their retention in ONUC Base Supply Depot was not desirable from hygiene and sanitation point of view.

<u>Items</u>	<u>Period of storage</u>	<u>Lbs.</u>		<u>Ozs.</u>	<u>Value</u>
Veg. Tinned mixed	38 days	32	-	8	3.61
Veg. Tinned Peas	38 days	299	-	8	32.89
(Bad condition due to either unsatisfactory handling in transit or to climatic effects.)					
Orange/grape juice liquid	296 days	140	-	14	1.26
Tomato juice liquid	200 days	115	-	00	13.89
Apple juice liquid	169 days	74	-	12	6.67
Orange juice liquid	136 days	34	-	8	4.52
Pineapple juice liquid	123 days	595	-	2	53.57
Veg. Tinned mixed	215-123 Days	156	-	00	17.16
Fruit tinned pineapple	124 days	127	-	1	17.79
Veg. Tinned beans	215 days	240	-	00	26.40
Veg. Tinned cauliflower	247 days	43	-	14	8.20
Veg. Tinned carrots	123 days	45	-	15	2.71
Tomatoes tinned	176-211 days	277	-	00	30.47
Canberry sauce	115 days	14	-	10	2.26



Jam tinned raspeberry	I45 days	70	-	00	9.80
Honey	I27- 201 days	77	-	8	15.56
Ground nut oil	218 days	20	-	00	2.80
Pineapple juice concentrated	301 days	706	-	5	63.59
Orange/Grape juice concentrated	323 days	1014	-	00	91.26
Fruit tinned cocktail	154 days	27	-	00	4.32
Milk tinned evaporated	157 days	799	-	5	103.93
Corned mutton	130 days	1	-	8	0.38
Corned beef	68 days	2	-	4	1.06
Beans dried	205 days	17200	-	00	1.720.00
Tamarind	323 days	200	-	00	40.00
Dal moong whole	43 days	76	-	00	6.08
Spaghetti	186 days	40	-	00	3.60
Shredded wheat	171 days	3	-	00	0.87

(deteriorated condition due to long storage and climatic effects.)

Total quantity received : 843,335 lbs.

Quantity damaged : 22,433 lbs.

Percentage of loss : 0.0266%

According to the Commanding Officer of ONUC Base Supply Depot the rule "First in-first out" was strictly followed.

Medical and destruction certificates duly endorsed in duplicate by the Chief Logistics Officer and Senior Supply and Transport Officer have been submitted with the requests.

On the basis of supporting documentation, the Board recommends that the above-mentioned food items totalling \$2,284.56 be written off and ONUC records adjusted accordingly.