

Mr. Marcella

Room 631

Sunny Boat

1600 hours

Feb 28



discussed  
by S.B. on  
28/2

him

→ file

C/ADM 633 SB

Case No. ONUC S/B

UNUC 3091, Willys Jeep

UNUC-owned, driven by S/Sgt. Bedwedib DHISSA

(Ethiopian Bde Headquarters) Laluebourg,

Stanleyville

2 March 1962, 11 a.m.

The UNUC driver took the vehicle without authorisation. It is noted that he had no driving licence and no driving experience. He struck a termite hill and damaged the vehicle.

The estimated cost of repairing UNUC 3091 was 7,210 C.frs.

A Court of Inquiry was held to investigate the accident. It is noted that disciplinary action was taken against the UNUC driver. On the basis of the evidence, the Board agreed that the UNUC 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 possible recovery of the cost of repairs (7,210 C frs) from the Ethiopian Government.



Case No. CHUC 5/B

CHUC 3084, Willys Jeep,

CHUC-owned, driven by M/Sgt. J.B. JOHNSON

(Danish, Movement Control) Albertville, 1 March

1962, 0720 hours.

The CHUC driver was proceeding too fast for road conditions. The front spring of his vehicle broke and the vehicle fell into a ditch.

The estimated cost of repairing CHUC 3084 was \$21.15.

In the opinion of the Sector Commander, the CHUC driver was to blame for the accident. The Force Commander directed that disciplinary action be taken against him. The Board agreed with the opinion of the Sector Commander and Force Commander and recommended that the case be referred to U.S. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (\$21.15) from the Danish Government.



Case No. ONUC 8/B

ONUC 674, VW car, ONUC-owned,

driven by Sqn/Ldr.H.S.CHAWLA (Indian Air Operations)

Leopoldville, 1 March 1962, 0700 hours.

The ONUC driver had parked his vehicle in the garage of his villa overnight. The following morning he found that a pillar of the garage *apparently had been knocked over by an unknown vehicle* had fallen on the vehicle causing damage to the hood.

The estimated cost of repairing ONUC 674 is 1,298 francs.

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

The Board recommended that ONUC absorb the cost of repairing ONUC 674 (1,298 francs).



Case No. ONUC S/B

ONUC 353, Peugeot, ONUC-owned

driven by Jean KAPENA (Congolese local employee)

and ONUC 344, Peugeot, driven by Johann VAN

OLJEN (International Staff) Leopoldville, 28

February 1962, 0845 hours.

As the driver of ONUC 353 was backing from the parking area at the Royal he struck vehicle 344.

The estimated cost of repairing ONUC 353 was 800 C frs. and that of repairing ONUC 344 was 1400 C frs.

The Board agreed with the Provost Marshall that the driver of ONUC 353 was to blame for the accident, as he did not exercise sufficient caution when backing his vehicle. It was recommended that he be assessed 500 C frs. towards the cost of repairing both vehicles.



Case No. ONUC 8/B

UNUC 8320, Bedford, UNUC-owned

driven by Pte. Daniel PETER (Liberian Contingent)

Luluabourg, 23 February 1962, 0630 hours.

As the UNUC driver approached a roundabout, he proceeded left instead of right and collided with a civilian vehicle.

The estimated cost of repairing the UNUC vehicle was 3,780 francs. The Insurance Company will cover the claim of the third party.

On the basis of the Military Police report, the Board agreed that the UNUC 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 possible recovery of the cost of repairs (3,780 francs) from the Liberian Government.



Case No. OMUC 8/B

OMUC 226 Opel Record,

OMUC-owned, driven by Subedar YOUSAF Mohammad  
(Pakistan Ordnance Coy) Leopoldville, 6 March  
1962, 1000 hours.

Vehicle OMUC 226 was damaged in the parking area of the Royal  
building.

The estimated cost of repairing the OMUC vehicle was 4564 CF.

Based on the Military Police report, the Board agreed that as  
the driver responsible for the accident was unknown there was no  
alternative but to recommend that the cost of repairs (4,564 CF) be absorbed  
by OMUC.



Case No. ONUC S/B

ONUC 8351, Bedford bus,

ONUC-owned, driven by M/MALOBOMBILI (Congolese  
local employee) Leopoldville, 6 March 1962  
1200 hours.

The ONUC vehicle was hit by a civilian vehicle when the  
latter attempted to pass on the right.

The cost of repairing ONUC 8351 (4,700 CF) was recovered  
by the Insurance Company.

Based on the Military Police report, the Board agreed  
that the ONUC driver was not to blame for the accident.



Case No. ONUC S/B

ONUC 1008, VW bus, ONUC-

owned, driven by Joseph BOBANCO (Congolese local employee) Leopoldville, 7 March 1962, 0630 hours.

The ONUC driver without a signal, suddenly turned left into a side street. A civilian vehicle, which was attempting to overtake the ONUC vehicle, braked but failed to avoid a collision.

The estimated cost of repairing the ONUC vehicle was 2135 frs. The Insurance Company was notified.

On the basis of the Military report, the Board agreed that the ONUC driver was to blame for the accident, as he attempted to turn left while he was being overtaken. The Board recommended that he be assessed 500 francs towards the cost of repairing the ONUC vehicle.



Case No. ONUC 8/B

ONU 1059, VW bus,

ONU-owned, driven by Paul MBEMBA (Congolese  
local employee) and ONU 665, VW car, ONU-owned,  
Leopoldville, 7 March 1962, 0820 hours.

The driver of ONU 1059 hit parked vehicle ONU 665.

The estimated cost of repairing ONU 665 was 2966 francs.  
No estimate of repairs was provided by BIFCO for vehicle ONU  
1059, as it was traded in against a new one (SB case No. 648).

On the basis of the Military Police report the Board agreed  
that the driver of ONU 1059 was to blame for the accident.  
It was recommended that he be assessed 500 CF towards the cost  
of repairs.



Case No. CNUC 5/B

CNUC 65, Ford Fairlane,

CNUC-owned, driven by Zephirin NABANBA

(Congolese local employee) Leopoldville

10th March 1962, 2000 hours.

The CNUC driver struck a cement block causing damage to his vehicle.

The estimated cost of repairing the CNUC vehicle was 4,614 francs.

In the opinion of the Deputy Provost Marshall, the CNUC driver was to blame for the accident as he attempted to pass a parked car without checking the clearance. The Board agreed with the opinion of the Deputy Provost Marshal and recommended that the CNUC driver be assessed 500 CF towards the cost of repairing the CNUC vehicle.



Case No. ONUC 3/D

UNUC 2215, Willys Jeep,

UNUC-owned, driven by Cpl. B.E. JERKES (Canadian  
Signals) Luluabourg, 18 March 1962, 0045 hours.

The UNUC driver was proceeding on the road from St. Louis to Luluabourg when, around a curve, he lost control of the vehicle which slid down an embankment into a ditch and turned over. It is noted that in the opinion of the Commander of Lulu Det. 57 Canadian Signal Unit, the accident was considered to have been caused by impaired driving, but there were mitigating circumstances inasmuch as the UNUC driver had been under pressure of work.

The estimated cost of repairing UNUC 2215 was 19500 francs.

It is noted that the UNUC driver was tried by a summary Court. He was fined \$15 and was prohibited from driving a vehicle whilst stationed in Lulu. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (19,500 francs) from the Canadian Government.



Case No. ONUC/SB \_\_\_\_\_ Disposal of Ham and Bacon Declared Unfit  
for ONUC Military Consumption by the Food  
Hygiene Officer, Elisabethville

A quantity of 9,900 lbs of smoked bacon and 7,900 lbs of smoked ham procured in Rhodesia was declared unfit for consumption by ONUC personnel on arrival at the Supply Depot in Elisabethville. The certificate of unfitness was signed by the ONUC Food Hygiene Officer.

The Board noted:

- (a) The referenced consignment was despatched by rail on 21/4/62 from Salisbury and was scheduled to arrive in Elisabethville on 26/4/62. Rhodesian Railways confirm that the waggon cleared their system at Sakania as scheduled on 25 April 1962 but was not off-loaded into the cold storage in Elisabethville until 7 May 1962;
- (b) The waggon arrived at Elisabethville on 28 April 1962;
- (c) Instructions were issued to BCK to swap the waggon on the 30 April 1962 (Monday) on ELAKAT's junction-line;
- (d) Tuesday, 1 May 1962, was a holiday;
- (e) The ONUC Traffic Officer, according to his statement of 24 July 1962, states that various contacts were made with BCK to expedite the swap of the waggon, but this was not accomplished until the afternoon of Saturday, 5 May 1962, when the Supply Depot Commander, Major D. Singh, was advised of the arrival. At the same time 20 blocks of ice was put into the wagon to prevent deterioration of the consignment;
- (f) Discharge operations were not commenced until May 7th;
- (g) The Supply Depot Commander was not prepared to accept the consignment because of its condition and informed the Food Hygiene Officer who condemned the consignment;



(h) the vendor refused to accept responsibility for the condition of the consignment as the waggon was not discharged until two weeks after its scheduled date;

(j) The C. and F. Elisabethville was as follows:

Bacon smoked 9,900 lbs at \$0.44 per lb	\$4,356.00
Ham smoked 7,900 lbs at \$0.57 per lb	<u>\$4,503.00</u>
Total	<u>\$8,859.00</u>

(k) Attempts were made to dispose of the consignment by sale locally and the two following offers were received:

(i) Elakat Cold Storage, Elisabethville, at 45 francs per kilo f.o.b. their installations

(ii) Congefrigo, Leopoldville, at 70 francs per kilo C. and F. N'djili Airport

The offer from Congefrigo was accepted and a total was turned over of 14,340 lbs;

(1) The total net weight of ham and bacon shipped by the Vendor was 17,788 lbs. Therefore, a quantity of 3,448 lbs was deficient. The actual loss by shrinkage or other causes cannot be ascertained as the consignment was not weighed on receipt at Elisabethville.

The Board recommended that ONUC records be adjusted to reflect the loss of Bacon and Ham valued at \$1743.10.



The under-mentioned 8 villas were formerly occupied by the Brazilian contingent ATB for the period Jan/Feb 1962 to August 1962.

Landlords' contract numbers and addresses of the villas

Periods of occupation

LV/1	Avenue Hortensias	481	Feb.3rd 1962 to Aug.7th 1962
LV/3	Avenue Ixoras	129	Feb.3rd 1962 to Aug.7th 1962
LV/6	Avenue Zinnias	554	Feb.1st 1962 to Aug.7th 1962
LV/7	Avenue Zinnias	181	Feb.28th 1962 to Aug.8th 1962
LV/23	Avenue Zinnias	329	Feb.5th 1962 to Aug.8th 1962
LV/40	Blvd.Leopoldville III	1609	Feb.1st 1962 to Aug.10th 1962
LV/77	Avenue Zinnias	172	Jan.24th 1962 to Aug.8th 1962
LV/86	Avenue Zinnias	312	Jan.25th 1962 to Aug.8th 1962

The Board noted that:

- (a) the average time of occupancy is 6 months per villa
- (b) the Handing/Taking over inventories signed by the occupants reveal discrepancies, deficient or beyond repair amounting to \$361.34.
- (c) leases and agreements require ONUC to make good such discrepancies.

The Board recommended that the case be referred to U.N.Headquarters, New York, for consideration to be given to the possibility of recovering the full amount from the Brazilian Government.

20/10/62



No. ONUC/SB

Damages to villa located at No. 135 Avenue  
Engels - Congobeton, LEO.

The villa located at No. 135 Avenue Engels, Leopoldville, was occupied by the following military units:

- (a) Malaysian Special Force, NCO Mess - from 12 December 1960 until 18th April 1961.
- (b) Liberian Frontier Force - from 27 April 1961 until 6 May 1961.
- (c) Brigade Tunisienne - from 8 May 1961 until 3 August 1961.
- (d) Swedish Bn - from middle of August 1961 until the end of September or the beginning of October 1961.

The Board noted that:

- (a) damages to, and loss of, property etc. amounted to 30,000 Belgian francs (U.S.\$600) ;
- (b) based on the recommendation of the Chief Accommodation Officer, the Chief Finance Officer reimbursed Societe Congobeton in that sum.
- (c) according to the "etat des lieux" no damage was caused by the Liberian contingent.

The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration to be given to recovering the amounts as stated below from the Contingents' Governments.

Malayan Special Force	20%	U.S.\$ 120.00
Tunisian Brigade	55%	" 330.00
Swedish Bn.	25%	" 150.00



Case No. ONUC/SB

Damages to Safricas Building located at No.

234 Olsen Avenue, Leopoldville.

Safricas Building located at No. 234 Olsen Avenue, Leopoldville, was occupied by the following military units for the periods stated:

Ghana Police	4 October 1960 to 30 November 1961	58 days
Tunisian Bde.	1 December 1960 to 11 May 1961	161 "
Malayan Special Force	12 May 1961 to 7 September 1961	119 "
2 QONR	End September 1961 to Unknown	Balance.

The Board noted that:

- (a) The Chief Accommodation Officer, in his letter MM/RMB/A/182 of 2 February 1963 recommended and requested the payment of \$1500.00 to Safricas for damages caused by the ONUC Military units in occupancy of this building.
- (b) Safricas was reimbursed the sum of \$1500.00 in settlement ,
- (c) the 2 QONR moved out without notifying Accommodation Section.

The Board recommended that:

- (a) as the sum of \$1500.00 was a negotiated figure the 10% per annum depreciation should not apply,
- (b) the case to be referred to U.N. Headquarters, New York, for consideration to be given to the possibility of recovering the sum from the Contingents' Governments in the proportion stated.

Ghana Police	238.38
Tunisian Bde	661.71
Malayan Special Force	489.09
2 QONR	110.82



# ROUTING SLIP

to Mr. Marcella, Legal Adviser,  
Room 631

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

.....th Meeting

Attached resumes are  
for the Survey Board meeting  
to be held at 1600 hours  
Wednesday March 6, 1963.

*Considered by S.B.  
on 5/3/63  
204*

DATE	FROM
5/3/63	H.J. Cross Property Survey Board



Case No. ONUC/SE/\_\_\_\_\_ ONUC 2024, Willys Jeep, ONUC-owned,  
driven by Sgt. M.B. MUNROE (Canadian  
Signals), Stanleyville, 24 March 1962,  
2130 hours

A civilian vehicle coming from the opposite direction at high speed swerved left in an attempt to overtake a parked bus and hit the ONUC vehicle.

The Insurance Company has recovered \$689.89 from the third party in settlement of the cost of repairs.

Based on the opinion of the Detachment Commander, 57 Canadian Signals Unit, the Board agreed that the civilian driver was to blame for the accident as he overtook a parked bus when the road was not clear of traffic.



Case No. ONUC/SE/\_\_\_\_\_ ONUC 1422, Dodge, 1 ton P.U. ONUC-owned,  
driven by P/O K.P. SHARMA (Indian, Indian  
Air Force) Leopoldville, 3 May 1962,  
1100 hours

The ONUC driver lost control of his vehicle when the front wheel went off the road into loose sand. The vehicle struck a fire hydrant.

The estimated cost of repairing ONUC 1422 is 18,500 francs.

No Court of Inquiry was held.

On the basis of the Military Police report, 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 possible recovery of the cost of repairs (18,500 francs) from the Indian Government.



Case No. ONUC/SB/\_\_\_\_\_ ONUC Z 1482, Landrover, Contingent-owned,  
driven by Captain D.B. WADWANI (Malayan, 1st  
Fed. Recce Regt) Goma, 7 April 1962, 0200 hours

As the ONUC driver was reversing his vehicle, he struck a large stone.

The estimated cost of repairing ONUC Z 1482, was 1726 francs.

It is noted that disciplinary action was taken against the ONUC driver in that the C.O. of the 1 Fed. Recce Regt. MSF directed that the driver of the vehicle pay the cost of repairs. On the basis of the evidence, the Board agreed that he was to blame for the accident. 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 from the Malayan Government.



Case No. ONUC S/B

ONUC RNA 620, Landrover

Contingent-owned, driven by Pte. Lazarus ALAPA  
(Nigerian, IQONR), Luluabourg, 16 March 1962  
0930 hours.

As the ONUC driver was proceeding on the airport road he was overtaken by an ambulance following at high speed which struck the ONUC vehicle. It is noted that the driver of the ambulance failed to stop when he caused the accident. The Military Police were able to identify him as Colonel MANSIALA, ANG.

The estimated cost of repairing ONUC RNA 620 is 2,925 francs. The Insurance Company was notified but will be unable to recover any damage since the accident was caused by an ANG officer.

In the opinion of the Deputy Provost Marshal, the ANG driver is to blame for the accident as he tried to overtake the ONUC vehicle on a curve at high speed. The Board agreed there was no alternative but to recommend that ONUC absorb the cost of repairs (2925 francs).



Case No. ONUC 9/B

ONUC 1529 (S-18)

Volkswagon, 1957, car ONUC-owned, driven by  
Major REXFORS, (Swedish Bn) Elisabethville,  
30 March 1962, between 1955 hours and 2050 hours.

The ONUC driver had parked his vehicle in front of Hotel Leo II,  
he had locked it and taken every precaution to ensure its safety.  
When he came back one hour later the vehicle had disappeared.

It is noted that the Civil Police and the Swedish Military Police  
were unable to trace the vehicle. On the basis of the Proceedings  
of a Court of Inquiry, the Board agreed with the opinion of the Force  
Commander that the ONUC driver was not to blame for the loss of the  
vehicle. It was recommended that vehicle ONUC 1529 (S-18) Volkswagon  
car 1957, chassis No. 1 129 964, engine No. 1 357 706, cost 77,000 K francs,  
(\$1540), be written off.



Case No. ONUC/SB \_\_\_\_\_ ONUC 3235, Willys Jeep, UNICEF-owned,  
driven by Guido TOMMASINI (League of Red  
Cross Societies), Luluabourg, 18 May 1962,  
1430 hours

The ONUC driver was attempting to pass a civilian vehicle,  
stopped on the side of the road, when the latter suddenly swerved  
left and collided with the ONUC vehicle.

The Board noted that:

- a) the estimated cost of repairs to ONUC 3235 was 5,000 CF;
- b) the Military Police could make no firm assessment of  
responsibility although the civilian driver appeared to  
have entered the principal road without warning;
- c) the Insurance Company was unable to recover the cost of  
damage from the third party, as it was impossible to prove  
that he was to blame.

The Board felt there was no alternative but to recommend  
that ONUC absorb the cost of repairs.



Case No. ONUC S/D

ONUC 8059, Bedford, ONUC-owned

driven by Pte. Cyril NWABUNKA (Nigerian 3 Nig.Bde)

Lulusabourg, 3 May 1962, 0400 hrs.

On approaching a bend the ONUC driver applied the brake. The road being wet, the vehicle swerved right and hit a tree.

The estimated cost of repairing the ONUC vehicle was 10842 francs.

The Board agreed with the opinion of the Commanding Officer that the ONUC driver was to blame for the accident, as he lost control of the vehicle. It is noted that he was admonished and fined 895 francs. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (10842 francs) from the Nigerian Government.



Case No. ONUC S/B

ONUC 2418, Willys Jeep, ONUC-  
owned, driven by Captain B.P./MURGAI (Indian, 2nd  
Signal Regt), Leopoldville, 24 April 1962, 1010 hours.

As the ONUC driver was proceeding on Ave. de l'Aerodrome, a cyclist coming from a secondary road crossed the street. In spite of his maneuvers, the ONUC driver failed to avoid hitting the cyclist and then struck a tree. It is noted that the cycle had no brakes.

The estimated cost of repairing the ONUC vehicle was 21,973 francs. The Insurance Company was unable to recover the cost of damage from the third party.

On the basis of the Military Police report, and of the Proceedings of a Court of Inquiry, the Board agreed that the cyclist was to blame for the accident as he crossed into the main thoroughfare when unsafe to do so. The Board felt there was no alternative but to recommend that the cost of repairs (21973 francs) be absorbed by ONUC.



Case No. ONUC S/B

ONUC 2247, Willys Jeep

ONUC-owned driven by Sepoy ASHRAF (Pakistani,  
Pakistan Contingent) and ONUC 792, Volkswagon  
ONUC-owned assigned to Mr. A. DUNCAN-SMITH (Local  
staff) Leopoldville 2 May 1962, 1630 hours.

As the driver of ONUC 2247 was attempting to reverse his vehicle from the parking lot of the Royal, he hit vehicle ONUC 792.

The estimated cost of repairing ONUC 792 was 4,400 C.francs.

On the basis of the Proceedings of a Court of Inquiry, and of the Military Police report the Board agreed that the driver of ONUC 2247 was to blame for the accident. It is noted that disciplinary action was taken against the driver of ONUC 2247. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (4,400 francs) from the Pakistan Government.



Case No. \_\_\_\_\_ ONUC 3 1169, Morris MRA/1, 1 ton, Contingent-owned, driven by Pte Che Ya bin UMAT, Regt. No. 8345 (Malayan, D Coy 2 R Malay), Gona, 4 May 1962, 1900 hours

The ONUC driver was taking a driving lesson. As he swerved to the right, the ONUC vehicle tilted on its side.

The estimated cost of repairing the ONUC vehicle was 1890 francs.

The Board, based on the opinion of the Commanding Officer and of the Deputy Provost Marshal, agreed that the ONUC driver was could not be held responsible for the accident as he was under instruction. The Board recommended that the cost of repairing ONUC 31169, (1890 francs) be absorbed by ONUC.



Case No. ONUC S/B

ONUC 958, VW car, ONUC-owned,

driven by Hans HUBER (International staff) Bukavu

8 March 1962, 0900 hours.

The ONUC driver was passing a parked vehicle when a pedestrian attempted to cross the road. He was hit by the ONUC vehicle.

The estimated cost of repairing ONUC 958 was 3921 CF. The Insurance Company was unable to recover damage from the third party.

The Board agreed with the opinion of the Deputy Provost Marshal that the ONUC driver was free of responsibility as the pedestrian ran across the road from behind a parked car. The Board felt there was no alternative but to recommend that ONUC absorb the cost of repairs (3921 CF)



Case No. ONUC S/B

ONUC 819, Sines, ONUC-owned, driven by Theodore GALAKUMBE (Congolese local employee) and ONUC 810, ONUC-owned, Leopoldville, 4 April 1962, 0915 hours.

Vehicles ONUC 819 and ONUC 810 were parked in the Petit Pont garage. As one of the mechanics was attempting to take ONUC 819 in the shop for repairs he hit vehicle ONUC 810.

The estimated cost of repairing ONUC 819 is 11,550 francs, and that of repairing ONUC 810 is 4212 francs.

On the basis of the Military Police report, the Board agreed that the garage mechanic driving ONUC 819 was to blame for the accident. It was recommended that he be assessed 500 francs towards the cost of repairs of the vehicles.



Case No. ONUC S/B

ONUC 794, VW car, ONUC-owned  
driven by Alphonse KIDIMBU (Congolesse local  
employee) Leopoldville, 17 April 1962, 1600 hours.

The ONUC vehicle was struck while in the parking area of N'djili  
airport.

The estimated cost of repairing the vehicle was 2,100 francs.

On the basis of the Military Police report, the Board agreed  
that the U.N. driver was not to blame for the accident. It was  
recommended that the cost of the repairs be absorbed by the  
Organization.



Case No. ONUC S/B

ONUC 783, VW, ONUC-owned

on charge to LT/ A.L.F. BARBOSA (Brazilian, C-47  
Squadron) Leopoldville, 14 March 1962, 0900 hours.

On 14th March 1962, Lt. BARBOSA noticed that vehicle ONUC 783 had  
been damaged in the parking area.

The estimated cost of repairing the vehicle was 8,927 francs.

On the basis of the Military Police report the Board agreed that the  
ONUC driver was not to blame for the accident as the ONUC vehicle appears  
to have been struck by an unknown vehicle while it was parked. The Board  
recommended that the cost of repairing ONUC 783 (8927 francs) be absorbed  
by ONUC.



Case No. ONUC S/B

ONUC 607, VW car, ONUC-owned,

driven by G. GALLAI (UNESCO, International staff)

Leopoldville, 1 May 1962, 0825 hours.

The ONUC driver hit a motor scooter while attempting to pass.

The estimated cost of repairing ONUC 607 is 15,311 francs. The Insurance Company will cover third party's claims.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he did not take full precautions when overtaking the motor scooter. It was recommended that he be assessed 7.650 francs towards the cost of repairs.



Case No \_\_\_\_\_ ONUC 276, Vauxhall, ONUC-owned, driven by  
B. SYNGELAKIS (International Staff) and  
ONUC 989, VW car, ONUC-owned, driven by  
R. Burbano (International Staff), 20 May  
1962, 0430 hours

Vehicle ONUC 989 was hit by ONUC 276 when the former had  
to stop at an intersection.

The Board noted that the estimated cost of repairs to  
ONUC 276 was 150 KF and that of repairing ONUC 989 was 15,733  
KF.

The Board agreed that, based on the evidence in the case  
file, the driver of ONUC 276 was to blame for the accident as  
he was travelling too close to ONUC 989.

The Board recommended that he be assessed 7942 francs  
towards the cost of repairing both vehicles.



Case No. ONUC 3/3

ONUC 329, Peugeot, ONUC-owned

driven by Gerard MAMPUYA (Congolese local

employee) Leopoldville, 10 March 1962, 1600 hours.

The ONUC driver struck a parked vehicle.

The estimated cost of repairing the ONUC vehicle was 2100 francs.

The Insurance Company was notified.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident. It is noted that he is no longer with ONUC. The Board felt there was no alternative but to recommend that the cost of repairs be absorbed by ONUC (2100 francs.)



Case No. ONUC S/B

ONUC 214, Opel, ONUC-owned

driven by Baile KELLY (International staff)

Leopoldville, 30 March 1962, 0740 hours.

The ONUC driver was backing out of a parking lot when he hit a parked civilian vehicle.

The estimated cost of repairing the ONUC vehicle is 10,000 francs. The Insurance Company was notified.

On the basis of the Military Police report the Board agreed that the ONUC driver was to blame for the accident. It was recommended that he be assessed 5,000 francs towards the cost of repairs of ONUC 214.



Case No. \_\_\_\_\_ ONUC 9, Chevrolet, ONUC-owned, driven  
by A.F. LALAK (U.S. Liaison Movement  
Control), Elisabethville, 7 May 1962,  
0730 hours

The ONUC driver failed to yield right of way to a civilian vehicle coming at high speed on the main road and the vehicles collided.

The estimated cost of repairing ONUC 9 was 2,500 KF. The Insurance Company covered the claim of the third party.

The ONUC driver was fined 750 KF by the Police. The Board, on the basis of the evidence, found the ONUC driver responsible for the accident and recommended that he be assessed 1,250 KF towards the cost of repairs.



Case No ONUC/SR/\_\_\_\_\_ ONUC Chevrolet Viking, 3 ton truck,  
captured vehicle No. Nil, driven by  
Sop/Dvr. PARTIMAN GURUNG (Indian, 210  
Field Workshop Coy), Elisabethville,  
23 April 1962, 0900 hours

The ONUC vehicle, carrying 13 civilian labourers, was proceeding on New Airport Road. In an attempt to avoid a dog, the ONUC driver swerved right and lost control of the vehicle which overturned.

The Board noted that:

- a) one labourer was killed and the others were injured
- b) a bicycle belonging to Mukaie MUKANDA, one of the labourers, was damaged beyond economical repair and a claim was submitted by him, in the amount of 3,500 KF in compensation for his bicycle as ONUC's Insurance policy does not provide coverage for damage to goods transported by ONUC vehicles
- c) a Court of Inquiry held on 26 May 1962 found the ONUC driver free of responsibility
- d) the Commander of the Indian Brigade Group agreed with the opinion of the Court

The Board also agreed that the ONUC driver could not be held responsible for the accident and recommended that:

- i) the case be referred to the Claims Board for consideration of Mukaie MUKANDA's claim
- ii) that the cost of repairs of the ONUC vehicle be absorbed by ONUC.



ONUC 30231

Case No. ONUC/SR/498/Rev.1 - Willys Jeep truck,  
ONUC-owned, driven by Captain Joseph B.  
Sharpe (Liberian Military Operations),  
Leopoldville, 5 December 1961, 2030 hours

Since this case was reviewed by the Survey Board, at its 30th meeting held on 10 April 1962, it was learned that contrary to his statement Captain Sharpe did not hit a lamp post but collided with a civilian vehicle. He failed to declare the name of the civilian driver.

The Insurance Company refused to cover any damage on grounds of late notification and as the ONUC driver had no driving licence. As a result ONUC is faced with a claim from the third party in the amount of 12,882 GP.

The Board recommended that:

- 1) the claim from the third party be referred to the Claims Board for approval;
- 2) the case be referred to UN Headquarters, New York, for consideration of the possible recovery from the Liberian Government of:

- (1) the cost of repairs of the ONUC vehicle (11,472 GP)
- (11) the cost of damage to the civilian vehicle (12,882 GP).



Case No. ONUC/SR/547\_\_\_\_\_ ONUC 852, Anglia, ONUC-owned, driven by  
P. Blok (ICAO) Leopoldville, 29 March 1962,  
1930 hours

The ONUC driver states that he parked his vehicle in the garage, not in gear but with the handbrake applied. The garage floor being off-level, the ONUC driver found one hour later that the vehicle had rolled backwards hitting a concrete corner structure.

The estimated cost of repairing the vehicle is 9,250 CF.

On the basis of the Military Police report, the Board felt that the ONUC driver was to blame for the accident as he failed to secure his vehicle. It was noted that he did not leave his car in gear and by doing so had relied entirely on the handbrake. The Board recommended that the ONUC driver be assessed 500 CF of repairing ONUC 852.



Case No ONUC/SB \_\_\_\_\_ ONUC 2-826, Morris, Property of  
the Malayan Contingent, driven by  
Pte M.D. SAAD BIN ACHIN (Malayan,  
2 Royal Malay Regt), Goma, 3 August  
1962, 1130 hours)

As the Contingent driver was proceeding down hill his steering wheel became wobbly. The co-driver pulled it to the left which caused the vehicle to skid and overturn.

The Board noted that:

- a) no Court of Inquiry was held
- b) the Commanding Officer found the Contingent driver free of responsibility
- c) the Chief Logistics Officer recommended (HQ ONUC (LOGS) 4634-EMB, 24 November 1962) that vehicle ONUC 2 826 be sold and written off.

The Board disagreed with the opinion of the Commanding Officer and assessed blame to the Contingent driver, for the accident. It was recommended

- i) that vehicle ONUC 2 826, Morris, 1 ton, chassis No 3365, engine No 6629, cost Malayan \$11,000, be sold and written off
- ii) that compensation to the Contingent Government be restricted to depreciation in the Congo up to the time of the accident.

US \$ 2630



Case No ONUC/SB/\_\_\_\_\_ Disposal of three unserviceable/non-reparable vehicles

The Chief Logistics Officer has requested cannibalization and write-off of the following three vehicles which he considered to be beyond economical repair, due to fair wear and tear; recoverable spare parts and equipment to be used to repair similar vehicles:

National vehicles - property of the Malaysian Contingent

Make and Model	ONUC No	Engine No	Chassis No	Year	Inventory value \$	Location	On charge to	Request Reference	Disposal
Morris water truck	2 1428	SEA/S/11934	5906	--	6,600	S'ville	"C" Sqn 2 REGR	HQ/ONUC(LOCS) 4634-EMR, 26 Nov 1962	Canni- balization
Land Rover	2 1027	151 902 080	152 902 080	--	2,560	A'ville	7 R Malay "C" Coy	HQ ONUC(LOCS) 4634-EMR, 24 Nov 1962	Canniba- lization

ONUC-owned vehicle

Jeep Willys	186	4J257877	425L	1959	2,300	Bukavu	2 Royal Malay	HQ ONUC(LOCS) 4634-EMR, 5 Feb 1963	Canniba- lization
Total cost					\$11,460				

The Board noted that in view of the repatriation of the Malaysian Special Force to their home country on 5/7 March 1963 they requested that authority to write-off these three vehicles be given immediately.

Based on the recommendation of the Chief Logistics Officer, the Board recommended that the three above mentioned vehicles be cannibalized and written-off.



6 March 1963.

The ONUC driver had collided with the civilian truck he was overtaking, when the latter made a left turn.

The Board noted that the Deputy Provost Marshal had not rendered an opinion as to whom was responsible for the accident. However, the BOARD felt that the ONUC driver was not to blame as he was driven within the speed of that part of Léopoldville and irrespective or not, he should have given priority to the ONUC driver.

The Board further took note of the fact that Mr. <sup>Laederach</sup>~~Laederach~~ had been involved in another minor accident a few days previously. No blame could be attached to the driver and the damage could be repaired at no cost.

The insurance Company is endeavouring to recover the cost of repairs from the first party, but recovery is impossible due to the fact that the Congolese Police Report misrepresents the facts of the accident and puts the blame on the other driver.

NW/mm



6 March 1963.

Case No. 181. ONUC 774 VW, ONUC-owned, driven by GERVAIS BUALALA (Local chauffeur) and ONUC 1426 De Soto, ONUC owned, driven by DENIS MPEWA (Congolese Policeman), Léopoldville, 26 May 1961, at 07.55 hrs.

Request was received from BUALALA GERVAIS for a review of case 181 and the decision taken by the Survey Board at its 15th meeting on 18 July 1961.

The Board decided :

a) In view of the fact that Mr. BUALALA had, as a result of a further accident been terminated as a chauffeur with ONUC and at the request of Mr. GARDINER, reemployed as a Messenger after 8 months without work.

b) Neither at the time of his reappointment on 6 March 62, nor since that date had he been advised that he would be liable to pay any part of the cost of repairs to the ONUC vehicle.

c) That the original assessment of 50% or 1,690 C. Frs should be annulled.

NW/mm.



Friday 2.308.41.

considered by S.B.  
on Friday 8/3  
20m

Case No ONUC S/B

ONUC 2281, Willys Jeep,

ONUC-owned, driven by Jose de SOTTA MAYOR (Local  
employee) Cocuilhatville, 5 April 1962, 0330 hours.

As the ONUC driver was proceeding on Ave. de la Mission, a civilian truck coming from the opposite direction forced him off the road. He lost control of his vehicle and struck a tree.

By memo of 9 October 1962, (HQ ONUC (Logs) 4611/39 EME) the Senior Staff Officer EME indicated that vehicle ONUC 2281 was beyond economical repair. He recommended that it be cannibalized and written off.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident. The Board recommended :

- (1) that he be assessed 8200 francs
- (2) that vehicle ONUC 2281, Willys Jeep, M 38A1, chassis No. 79282, engine No. MD 100837, cost \$ 2,300, be cannibalised and written off and that recoverable spare parts and components be used for repair and maintenance of similar vehicles, as requested by the Senior Staff Officer, EME.



Case No. ONUC S/B

ONUC 1077, VW bus, ONUC-owned, driven  
by Sgt. A.E. JEPPESEN (Danish Movement Control) Ndjili,  
Leopoldville, 8 April 1962, 0400 hours.

The ONUC driver was going home from a night club. He lost control of his vehicle which travelled through a ditch and side-swiped two trees.

By memo HQ ONUC (Logs) 541-~~MEM~~ of 6 July 1962, the Chief Logistics Officer recommended that the ONUC vehicle be cannibalized and written off.

On the basis of the Military Police report the Board agreed that the ONUC driver was to blame for the accident as he was not in control of his vehicle and he was driving at an excessive speed. It was recommended:

- (1) that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$1900) from the Danish Government.
- (2) that vehicle ONUC 1077, VW bus, engine No. 352 8404, chassis No. 603 496, cost \$1900, be cannibalized and written off.



Case No. ONUC S/B

ONUC 1077, VW bus, ONUC-

owned, driven by Sgt. C.R. NIELSEN (Danish Movement Control, Ndjili), Leopoldville, 4 April 1962, 1100 hours.

When the ONUC driver was attempting to reverse, his vehicle hit a tree. The estimated cost of repairing the vehicle is 2,000 francs.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he was careless in the handling of his vehicle. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (2,000 francs) from the Contingent's Government.



Case No. ONUC S/B

ONUC 3180, UNICEF

Willys Jeep, driven by Dr. Marc FLEURANT  
(WHO, International staff) Goma, 1 April  
1962, 1730 hours.

The ONUC driver was returning back home to Kyrotshu from Goma where he went both for official and personal purposes. In an attempt to avoid two motorcyclists he swerved left; the vehicle hit a kerbstone and overturned. This accident was fatal to Mrs. Fleurant and Dr. Fleurant was injured. According to Captain Osborne of the Malayan Special Force team who investigated the accident, the vehicle must have been running at a speed of 85/100 kph at time of the impact. It was considered beyond economical repair. The Chief of General Services recommended that it be cannibalized and written off.

The Board agreed with the opinion of the Deputy Provost Marshal that the ONUC driver was to blame for the accident as he was not in control of his vehicle. It was recommended:

- (1) that he be assessed 15,000 CF
- (2) that vehicle ONUC 3180, 1 ton Willys Jeep, 4 x 4, 6-226 SW, engine No. TW 6 L-146304, chassis No. 54168-63875, cost \$3000, be cannibalized and written off.



Case No. ONUC S/B

ONUC 8351 Bedford bus,

ONUC-owned, driven by M.MALONBILI (Congolese  
local employee) Leopoldville, 30 March 1962  
1300 hours.

A civilian vehicle attempted to pass ONUC 8351, and struck it.

The estimated cost of repairing the ONUC vehicle was 1600 CF.

The Insurance Company is attempting to recover the cost of repairs.

The Board, based on the Military Police report, agreed  
that no blame could be attached to the ONUC driver.

*[Handwritten signature]*



Case No. ONUC S/B

ONUC 317, Peugeot

ONUC-owned, driven by Ahmed ABDOUN (International staff) Leopoldville, 18 March 1962, 2300 hours.

The ONUC driver failed to apply the hand brake when he went to open the back door of his house. The vehicle rolled down an incline and hit a wall.

The estimated cost of repairing the vehicle was 8,347 francs.

On the basis of the Deputy Provost Marshal's report the Board agreed that the ONUC driver was to blame for the accident as he was negligent in the handling of the vehicle. It was recommended that he be assessed 4174 CF towards the cost of repairs.



Case No. ONUC S/B

ONUC 818, Simca, ONUC-owned

driven by Joseph LIENGE (Congolese local employee)  
and ONUC 2073, Willys Jeep, ONUC-owned, driven by  
Lt. Col. DE CAMILLIS (Italian, Air operations)  
Leopoldville, 17 March 1962, 1430 hours.

The driver of ONUC 818 reported to the Security Officer that vehicle ONUC 2073 had caused damage to vehicle ONUC 818 while the latter was parked in the parking area of the Royal. The Security Officer investigated the accident and helped to disentangle the vehicles.

The estimated cost of repairing ONUC 818 was 1310 francs.

On the basis of the Investigation Unit report the Board agreed that the driver of ONUC 2073 was to blame for the accident. 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 (1310 francs) from the Italian Government.



Case No. ONUC S/B

ONUC-1737, Willys Jeep

ONUC-owned, driven by Pte P. KELLY (Sierra  
Leonian Contingent) Kitona, 14 March 1962,  
2345 hours.

As the ONUC driver was proceeding on the road from Kitona to Matadi at 50 KPH, he lost control of the vehicle on loose sand and struck the embankment on the side of the road. It is noted that the brakes had been checked on 13 March and found in good working condition. It is noted also that the hill on which the accident occurred does not permit a speed of more than 40 KPH.

The estimated cost of repairing the vehicle was 54,104 francs.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he was travelling too fast for road conditions. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (54,104 francs) from the Sierra Leonian Government.



Case No. ONUC/SB \_\_\_\_\_ Damage to ONUC 3901 (RU/X 1641), Renault,  
ONUC-owned, on charge to the Irish Battalion,  
Elisabethville, between December 1961 and  
June 1962.

By memo FS/TPT/2-29 dated 22nd June 1962, addressed to the  
Chief of General Services, the Senior Administrative Officer,  
E'ville, indicated that vehicle ONUC 3901 (RU/X1641) had been  
damaged ~~by wear and tear~~ and stripped of some parts while on  
charge to the Irish Battalion, between December 1961 and June  
1962.

The estimated cost of repairing ONUC 3901 was 10,000 KF.

<sup>in 1961</sup>  
The Board felt that in view of the incidents that took  
place at the end of 1961, the Irish Battalion could not be held  
responsible for the loss of some parts and recommended that the  
cost of repairing the ONUC vehicle be absorbed by ONUC.



Case No. ONUC S/B

ONUC 1710, Jeep Willys, ONUC-  
owned, driven by Pte H. WALKER (Liberian)

Luluabourg, 17 December 1961, 1430 hours.

The ONUC driver failed to stop at the stop sign when coming to an intersection and he collided with a civilian bus.

The Insurance Company will cover the third party's claim.

By memo of 11 April 1962, (HQ ONUC (Logs) 511/36 EMB) the Chief Logistics Officer indicated that vehicle ONUC 1710 was beyond economical repair and he recommended that it be cannibalized and written off.

On the basis of the Military Police report and of a Court of Inquiry the Board felt that the ONUC driver was to blame for the accident. It was recommended:

- (1) that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$2,750) from the Liberian Government.
- (2) that vehicle ONUC 1710, Jeep Willys, 1 ton 6-226, chassis No. 55168/22028 engine No. T.122 512, cost \$ 2750, be cannibalized and written off, as recommended by the Chief Logistics Officer.



Case No. ONUC S/B

Damage to ONUC vehicles

608 VW, 614 VW, 1024 VW bus, 9203 VW, *Requidville*

The Chief of General Services advised that the damage caused to the above mentioned vehicles was repaired without General Services or the Military Police having been advised of any accident in which the vehicles were involved. The repairs were carried out without the authorisation of General Services and SSO-EME.

The cost of repairs are as follows: ONUC 608, 2,600 francs; ONUC 614, 1,250 francs; ONUC 1024, 2,500 francs and ONUC 9203, 5,500 francs.

It is noted that ~~drastic~~ measures have been taken by the Chief Logistics Officer and General Services to reduce the number of unreported accidents and clandestine repairs. Under the circumstances the Board agreed there was no alternative but to recommend that ONUC absorb the total cost of repairing the four vehicles (11,850 francs).



Case No. ONUC/SB/616 - ONUC 14 (S5255) Chevrolet Sedan 1957,  
ONUC-owned, driven by a Greek helicopter  
crew, Elisabethville, 1961

The above vehicle was purchased by ONUC on 31 July 1962. In October 1961, the vehicle was in the Verfaille garage, its engine having been burnt out while it was on charge to a Greek helicopter crew. After the vehicle had been repaired, it was assigned to ICAO but was seized by the gendarmerie on 5 December 1961. It was never recovered.

The estimated cost of repairing the engine was 40,000 francs.

Noting that all attempts to obtain through military channels the names of the helicopter crew were without result, the Board recommended that:

- a) the cost of repairs (40,000 frs) be absorbed by ONUC
- b) vehicle ONUC 14 (S.5255), Chevrolet Sedan 1957, Chassis No. V057EL 36874, engine No T 111 5AB, cost 81,000 KF (\$1,620) be written off and removed from ONUC records as requested by the Senior Administrative Officer, Elisabethville.



Case No. ONUC S/B

ONUC 678, VW car, ONUC-owned

in charge to 2/Lt Moriccie (0119 Sqdn, Najili) and

ONUC 8383, Bedford, ONUC-owned, driven by Sgt. D.

SADANA (Indian, UNATE, Najili). Leopoldville, 13 March

1962, 0830 hours.

As the driver of ONUC 8383 was backing out of the parking space at the airport, he hit ONUC 678.

The estimated cost of repairing ONUC 678 was 16015 francs.

On the basis of the Military Police report the Board agreed that the driver of ONUC 8383 was to blame for the accident. 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 (16,015 francs) from the Indian Government.



Case No. ONUC S/B

ONUC LE 4751, Landrover,

Property of the Nigerian Government, driven by  
2 class Constable IKE SYLVESTRE (Nigerian Police)  
Leopoldville, 11th March 1962, 1230 hours.

As the ONUC driver was attempting to make a left hand turn from the right lane of the road, he failed to see a vehicle coming at high speed on the left lane and they collided.

In his memo HQ ONUC (Loge) 4611/24 EME, dated 2 October 1962, the Chief Logistics Officer indicated that the vehicle was beyond economical repair and he recommended that it be cannibalized and written off.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he attempted to make a left hand turn when being overtaken. It was recommended:

- (1) that U.N. Headquarters, New York, approval be obtained to cannibalize and write off vehicle ONUC LE 4751, Landrover, chassis No. 152 002 302, engine No. 151 014 109, as it is the property of the Nigerian Contingent.
- (2) that any compensation to the Contingent Government, as a result of writing off the vehicle due to it being damaged beyond economical repair, be restricted to depreciation in the Congo up to the time of the accident.



Case No. ONUC/SB \_\_\_\_\_ ONUC 8351, Bedford bus, ONUC-owned, driven  
by M. MALOBOMBILI (Congolese local employee),  
Leopoldville, 3 March 1962, 1530 hours

While attempting to pass a parked vehicle, ONUC 8351, was hit  
by a civilian car coming from the opposite direction.

The Board noted that:

- a) the civilian driver tried to run away. He was stopped  
by Security but refused to make a statement
- b) the Provost Marshal made no assessment of responsibility  
due to lack of evidence
- c) the estimated cost of repairing ONUC 8351 was 9,100 GP
- d) the Insurance Company had <sup>been unable to</sup> ~~no hope of recovering~~ the cost  
of damage from the third party who contested his responsibility

Based on the case file, the Board felt that the ONUC driver  
could not be blamed for the accident and recommended that ONUC  
absorb the cost of repairs.



Case No. ONUC S/B

ONUC 3152, UNICEF, Willys Jeep

station wagon, driven by Dr. Luc L. COLAS (WHO) Luebo,

17 February 1962, 0800 hours.

As the ONUC driver was proceeding on the road from Luebo, his vehicle  
skidded <sup>and</sup> ~~in a curve~~, he lost control of the vehicle which <sup>ran off the road and</sup> struck a tree.

The estimated cost of repairing ONUC 3152 was 18,000 francs.

The Board agreed with the opinion of the Deputy Provost Marshal that  
the ONUC driver was to blame for the accident as he apparently drove too  
fast for road conditions.

It was recommended that he be assessed 9,000 francs towards the cost  
of repairs, ~~the remainder to be charged to the ONUC Fund.~~



Case No ONUC/SB/ \_\_\_\_\_ ONUC 1068 (old No 8), VW bus, ONUC-owned,  
driven by 1/Lt. G. Sandsbraaten (Norwegian,  
G-47 Squadron, N'djili), Leopoldville, 17  
January 1962, 1350 hours

As the ONUC vehicle was attempting to pass a civilian vehicle, the latter turned into the left lane and struck the ONUC vehicle.

The Board noted that:

- (a) the Deputy Provost Marshal assessed responsibility to the civilian driver,
- (b) the civilian Police assessed responsibility to the ONUC driver
- (c) in the circumstances, the Insurance Company is under obligation to cover the claim of the third party if and when submitted;
- (d) nearly six months had elapsed before the vehicle was returned to Base Ordnance Depot. It had been partly cannibalized and no explanation could be obtained in this respect;
- (e) by memo HQ ONUC (LOGS)541-RME dated 21 May 1962 the Chief Logistics Officer indicated that ONUC 1068 (old No 8) was beyond economical repair and should be cannibalized and written off.

*using the Code de la Route as reference*

The Board agreed with the Deputy Provost Marshal that the ONUC driver was not to blame for the accident and recommended that vehicle ONUC 1068 (old No 8), VW bus, engine No. 3 527 869, Chassis No 603 499, inventory value \$1,900, be cannibalized and written off as requested by the Chief Logistics Officer.



Case No. ONUC S/B

ONUC 875, Anglia, ONUC-owned

assigned to Security office and ONUC 8119, Bedford,

ONUC-owned driven by Pte Samuel ITEOGU (Nigerian, 5 QONR)

Leopoldville, 1 May 1962, 1405 hours.

As the driver of ONUC 8119 was attempting to park his vehicle he collided with ONUC 875 which was parked in the parking lot of the Royal building.

The estimated cost of repairing ONUC 875, is 3,500 francs. *ONUC 8119 undamaged*

*No Court of Inquiry*  
On the basis of the Military Police report, the Board agreed that the driver of ONUC 8119 was to blame for the accident as he misjudged his distance and struck, while reversing, the parked car. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs (3500 francs) from the Nigerian Government.



Case No. ONUC S/B

ONU 2207, Willys Jeep,

ONU-owned, driven by Sgt. B.M.L.TAHAR (Tunisian  
Liaison office), and ONU 627, VW, ONU-owned,  
assigned to Major LOCKWOOD (Canadian Sup, TPT  
Sec.) Leopoldville, 10 March 1962, 1130 hours.

The driver of ONU 2207 struck parked vehicle ONU 627.

The estimated cost of repairing ONU 627 is 9757 francs.

*No Court of Inquiry*  
On the basis of the Military Police report, the Board agreed  
that the driver of ONU 2207 was to blame. 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 (9757 CF) from the  
Tunisian Government.



Case No. ONUC S/B

ONUOC 2149; Willys Jeep

ONUOC-owned, driven by Sgt. U.ANDERSEN (Danish  
Military Police) Leopoldville, 1 April 1962  
0025 hours.

The ONUC driver struck a civilian vehicle which he was  
following too closely.

The estimated cost of repairing the ONUC vehicle was 1,100 francs.

The Insurance Company will cover the damage to the third party.

*No Court of Inquiry*  
The Board agreed with the opinion of the Provost Marshall 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 repairs (1100 francs) from  
the Danish Government.



Case No. ONUC/SB/\_\_\_\_\_ ONUC 1543 (old No. C.205), VW pick-up,  
ONUC-owned, driven by S/Lt. ABEBE  
GUEBREMARIAM (Ethiopian 8th Bn),  
Stanleyville, 15 March 1962, 1100 hours

The driver of ONUC 1543 drove too close to a hedge and this resulted in damage to the right door of the vehicle and to the driving mirror.

The Board noted that:

- a) a Court of Inquiry was held
- b) the Court found the driver negligent and directed that he should be assessed the full cost of repairs
- c) The Brigade Commander endorsed the findings of the Court
- d) cost of repairs totalled 1323 CF

The Board recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering the cost of repairs from the Ethiopian Government.



Case No ONUC/SB/\_\_\_\_\_ ONUC 8350, Bedford bus, ONUC-owned,  
driven by Boniface IKOFO (Congolese local  
employee), Leopoldville, 13 April 1962,  
0640 hours

The ONUC vehicle was struck by a Police vehicle which  
failed to stop at the stop sign before entering the major road.

The Board noted that:

- a) the estimated cost of repairing the ONUC vehicle was 8,300 CF
- b) the Deputy Provost Marshal assessed responsibility to the  
Police driver
- c) the Police driver refused to pay the cost of damage as the  
Insurance Company was unable to obtain the Congolese  
Police report

The Board felt there was no alternative but to recommend  
that ONUC absorb the cost of repairs.



Case No. ONUC S/B

ONUC 2243, Willys Jeep, ONUC-  
owned, driven by Albert DOKOMBA (Congolese local  
employee) Leopoldville, 1 March 1962, 1150 hours.

The ONUC driver was preceding two civilian vehicles. As he was making a left hand turn, the second vehicle behind, in an attempt to pass, collided with the ONUC vehicle.

The estimated cost of repairing ONUC 2243 was 6,925 francs. The Insurance Company is trying to recover the cost of damage from the third party, through litigation.

According to the opinion of the Provost Marshal, the Board agreed that the civilian driver was to blame for the accident as he attempted to pass the ONUC vehicle when it was unsafe to do so.



Case No. ONUC/SB/\_\_\_\_\_ Damage to ONUC 797, VW car, ONUC-owned,  
Léopoldville

By his memo of 23 October 1962 the Chief of Transport and Communications indicated that vehicle ONUC 797, on charge to the Hospital Indian Contingent had been involved in an accident which was never reported.

The Board noted that:

- a) following an investigation carried out by Transport and Communications Section it was found that the invoice had been deliberately withheld by the Indian Contingent to escape enquiries;
- b) the cost of repairs of the vehicle amounted to 8,334 CF;
- c) the Chief of Transport and Communications requested that the amount of the invoice be claimed from the Indian Government.

The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Indian Government.



Discrepancy Report No. DR/LB/202 dated 30 November 1962.

Case No. ONUC/SB      Loss of 263 lbs Lamb non-halal due  
to shrinkage.

A consignment of 1137 carcasses (49,560 lbs) of Lamb non halal and 126 carcasses (4764 lbs) of Lamb halal was shipped from United Nations, New York against shipping authorisation Bill No. F 9544 of 18 October 1962. It was received at ONUC Base Supply Depot on 14 October, having been despatched from Matadi - by ordinary wagons.

On unloading, the consignment was examined by the Food Hygiene Officer who found the meat defrozen, and at his request it was removed to the freezer without being weighed. After one month the consignment was weighed and the loss of 1263 lbs of Lamb non halal and 355 lbs of Lamb halal was ascertained.

The loss was due to shrinkage as a result of defreezing.

The Board noted that according to Chief Procurement Officer's letter No.C/ADM/630/Claims dated 6 March 1963, no claim action has been taken against the carrier due to the following reasons:

- (a) the number of carcasses received was correct;
- (b) the use of ordinary wagons was authorised by ONUC;
- (c) the nature of the consignment was perishable.

The Board recommends that ONUC records be adjusted to reflect the loss of lamb valued at \$322.51.



Case No.ONUC/SB

Discrepancy Report No. PR/18/201

dated 30 November 1962 - Loss of 8450 eggs valued at \$338.00.

A consignment of 700 cases containing 252,000 eggs was shipped to ONUC Base Supply Depot from Cape Town, South Africa. It was received on 29 November 1962 in a wagon despatched from Matadi. On unloading and 100% checking 8450 eggs were found broken.

According to Chief Procurement letter No.C/ADM/630/Claims dated 6 March 1963, no claim action has been taken against the carrier as the number of cases received was correct and the nature of the consignment was perishable.

The Board noted that the loss was due to bad handling in transit.

The Board recommends that ONUC records be adjusted to reflect the loss of fresh eggs valued at \$338.



Case No. ONUC/SB

4 Raj.Rif. Indian Independent Brigade  
Group, Elisabethville. Loss of regimental stores - train  
accidents - 20 May 1962 and 26 June 1962.

On 20th May 1962 company group 4 Raj.Rif. was detailed to escort a Baluba refugee train from Elisabethville to Kamina. As the train moved from the refugee camp it separated into two parts which crashed into each other causing injuries to personnel and resulting in damage to ONUC stores amounting to \$137.01 and National stores amounting to 12 Rs. (\$2.52). A Court of Inquiry was held on 30 May 1962.

On 26 June 1962 the company was again detailed to escort a Baluba refugee train from Elisabethville to Kamina. About two hours from Molando the train collided with another train coming from the opposite direction, resulting in injuries to personnel and damage to ONUC stores amounting to \$249.35 and to National stores of 4 Raj Rifles amounting to \$256.23 and of Indian Independent Bde.Group Signal Coy. amounting to \$7.11. A Court of Inquiry was held on 27 August 1962.

The Board noted that ONUC personnel were not responsible for the accident in both instances.

The Board recommended that ONUC records be adjusted to reflect the loss of ONUC stores valued at \$386.36 and that the case be forwarded to Headquarters, New York, for appropriate action regarding reimbursement of the cost of National stores to the Indian Government.



2

Case No. ONUC/SB/223 - ONUC 2, Thames bus, ONUC-rented, driven by Edward ZALAMPETE (Congolese local employee), Leopoldville, 26 February 1961, 0400 hours

The ONUC-rented vehicle collided with a Congolese Police Jeep when the latter without a signal, suddenly stopped.

The Board noted that:

- a) the ONUC driver had no driving permit
- b) he was found guilty by a Congolese Court and fined 750 CF
- c) he resigned from ONUC
- d) a passenger in ONUC 2 was injured
- e) under a hire and purchase contract, the following agreement was reached between ONUC and CEGEAC and approved by UN Headquarters, New York (see AR 132 para 2, 15 November 1962) -

ONUC will purchase for a total amount of 915,000 Belgian francs, seven of the ten buses rented in August and September 1960 from CEGEAC. CEGEAC will take back without charge three vehicles, among which ONUC 2, which had been damaged and returned to their garage in 1961

The Board agreed that the ONUC driver was to blame for the accident and recommended that ~~ONUC 2, Thames bus, Chassis No 59343, engine No 59343, be deleted from ONUC records~~ the records concerning the rental of ONUC 2, Thames bus, Chassis No 59343, engine No 59343, be adjusted.



Case No. ONUC H/D

ONUC 674, VW car, ONUC-owned

driven by Sqn.Ldr. H/S/CHARLA (Indian, Air Operations)

Leopoldville, 10 April 1962, 1225 hours.

The ONUC vehicle was struck by a civilian vehicle backing from a parking area.

The estimated cost of repairing the ONUC vehicle was 3168 CF. The Insurance Company is attempting to recover the cost of repairs from the third party, through litigation.

The Board agreed, based on the Military Police report, that the ONUC driver was free of responsibility.



8410

Case No. ONUC S/B

ONUC 8410, Bedford, ONUC-owned,

driven by Pte. AJAYI KURMINBI (Nigerian, 1 QONR)

Luluabourg, 13 March 1962, 1445 hours.

As the ONUC driver was making a right hand turn, he collided with a civilian vehicle coming from the left.

The estimated cost of repairing the ONUC vehicle was 4722 CF. The Insurance Company will cover the claim of the third party.

The Board, on the basis of the case file, <sup>considered</sup> ~~felt~~ that the ONUC driver was to blame for the accident. It was recommended that the case be referred to New York for consideration of the possible recovery of the cost of repairs from the Nigerian Government



7864

Case No. ONUC S/B

ONUC 7864, Mercedes truck ONUC-

owned, driven by Pte. A.SIDIKI (Sierra Leonean)

Kitena base, 20 April 1962, 0115 hours .

As the ONUC driver attempted to dim his lights on approaching a roundabout, they went out, his vehicle hit the concrete and the tyre blew out.

The estimated cost of repairing the vehicle was 17,300 francs.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident, although the failure of his lights at the time of passing the traffic circle <sup>greatly</sup> contributed/to the incident. The Board recommended that the case be referred to U.N.Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Government of Sierra Leone (17,300 C.frs.)



1811

Case No. ONUC S/B

ONUC 1811, Fargo, 1 ton

ONUC-owned, driven by Cpl. KJOERLAUG IVAR (Norwegian  
Air Supply Ndjili). Leopoldville, 29 April 1962,  
0400 hours.

The ONUC driver was proceeding at 70 kph. On approaching an intersection, in order to avoid hitting three pedestrians who were blocking the road, he swerved sharply left and lost control of his vehicle which fell into a ditch.

The estimated cost of repairing ONUC 1811 was 29550 francs.

The ONUC driver could not produce his driver's licence as it had *allegedly* been stolen from him in Kamina. On the basis of the Military Police report, the Board agreed that the ONUC driver was responsible for the accident as he failed to control his vehicle at a speed not in keeping with his depth of vision. The Board recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Norwegian Government.