

ROUTING SLIP

TO

Mr. C. Taff
Room 630

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

Attached are summaries of cases
to be reviewed at the next Survey
Board meeting to take place at
10:00 a.m. on Tuesday, 1 May 1962,
in Room 610.

*Meeting attended
1 May 62
JL*

DATE

FROM

25/4/62

B. Halbert

75
Comment made or marking

Case No. 208. Damage to Stolen ONUO Vehicle 691, 703 and 707, VW cars, Leopoldville.

The following ONUO vehicles were stolen and have since been recovered, all of them in a damaged condition.

ONUO 691, driven by Mr. L.A.M. Beeson, Audit and Inspection Service, was stolen on 30 April 1961 from outside the Kreglinger building. Mr. Beeson stated that he had locked the vehicle. It was found on 6 May 1961 in possession of a Mr. Vridag. The vehicle has been repaired at a cost of 14,920 GP.

ONUO 703, driven by Major J.D. Rue, Canadian, Logistics Section, was stolen on 1/2 May 1961, from the parking area under the Residence Sabena "B". Major Rue stated that he had locked the vehicle. It was found in Limete on 12 May 1961. The vehicle was repaired at a cost of 7,640 GP.

ONUO 707, driven by Mr. R. Yamin, Personnel Section, was stolen on 4 April 1961, near the Mayumbe building. Mr. Yamin stated that he had locked the vehicle. It was stolen by a Mr. Van der Bosch and his accomplices and found in Minza on 12 May 1961. The vehicle was repaired at a cost of 2,277 GP.

Since the damage in all three cases is not the fault of the ONUO drivers concerned, the Board recommended that the Organisation absorb the cost of the repairs (25,137 GP).

Case No. 402. ONUC 768, VW car. ONUC-owned, driven by Hans K. Mshu(ITU), Leopoldville, 21 December 1961, 0300 hours.

When the above case was presented to the 28th Survey Board meeting on 2 March 1962, the estimated cost of repairing vehicle ONUC 768 was 29,540 GF. The vehicle was re-examined by Bifoo Garage and an additional estimated of 1,125 GF was submitted.

The Board took note of the additional repair work involved. It recommended that the driver be assessed the added cost of repairs (1,125 GF) inasmuch as he was to blame for the accident.

Case No. 506, Write-Off of Vehicles ONUC 613, VW car, ONUC-owned, and ONUC 7832, Mercedes Benz truck, ONUC-owned, Gemena/Lisala.

These vehicles were issued to the UAR Battalion at Gemena in October 1960.

1) ONUC 613, VW car/light, ONUC-owned. This vehicle was taken over by the Malayan Special Force. It was later seized by the AEC, Gemena. E. M. M.

2) ONUC 7832, Mercedes Benz truck, ONUC-owned.

In two ~~memoranda~~ memoranda dated 14 August 1961 and 28 March 1962 from the Senior Ordnance Officer, it was established that a sub-unit of the Malayan Special Force was sent to Gemena/Lisala in early February 1961 in order to take over UN stores from the UAR Battalion prior to their departure. Due to the lack of facilities, the sub-unit was unable to recover ONUC 7832 which had broken down between Lisala and Gemena. The vehicle was then abandoned. By a memorandum dated 28 March 1962, the Chief Logistics Officer also advised that it was uneconomical to recover the vehicle as it can be presumed that the vehicle has been stripped and its actual value is now less than the cost of recovery.

Under the circumstances, the Board requested that U.N. Headquarters, New York, approval be obtained to write-off these vehicles (ONUC 613, VW car light, Engine No. 3358596, Chassis No. 281763, cost \$1,600, and ONUC 7832, Mercedes Benz truck, Engine No. ~~321-919-055229~~ 321-919-055229, Chassis No. 322-057-010987, cost \$6,800).

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Case No. 507. Theft of ONUC Vehicle 630, VW car, 24 March 1961, Leopoldville.

This theft was reported to the Property Survey Board on 2 March 1962 at its 28th Meeting. It was withdrawn at the time as the auditors requested the verification of the fact that the vehicle had been securely locked before it was stolen.

A memorandum dated 6 December 1961, reference C/ADM/430/3, from the Chief of General Services stated that the Volkswagen vehicle No. 630, Engine No. 3818815, Chassis No. 3108684, valued at \$1500, and assigned to the Transport car pool, had been stolen on 24 March 1961 and in spite of every effort by the ONUC Security Office as well as the ONUC Military Police, it has not been recovered.

Further investigation of the matter reveals that this vehicle was assigned at the time of the theft to Mr. C. Salem, travel officer, international staff member, who has subsequently left ONUC.

Although there is no written report available on this case, various persons questioned on the matter including Mr. Millares of the Local Transportation Unit and Mr. Wasser of the General Services, corroborate the fact that prior to his departure Mr. Salem had stated that the vehicle No. 630 had been securely locked and parked in front of the Sabena "A" building on the night that it was stolen. Mr. Wasser observed that this vehicle was not equipped with a steering wheel lock and that therefore stealing of same even when locked would not be a problem for the professional car thieves. Mr. Wasser further stated that whenever a ONUC car had been stolen (a) staff members advised, without exception, that the cars had been securely locked and (b) that these statements have been always corroborated whenever the stolen cars had been found.

In view of the above explanations the Board recommended that the vehicle be written off and removed from ONUC records as proposed by the Chief of General Services.

Case No. 508. ONUC 673, VW, ONUC-Owned, driven by Mr. D. Norman (International Staff) and ONUC 615, VW, ONUC-Owned, driven by Mr. R.I. Millares (International Staff), Leopoldville, 19 August 1961, 1200 hours.

The driver of ONUC 673 stated that while he was proceeding forward from the Royal parking area, the right rear fender of his vehicle scraped the left front fender of ONUC 615. The estimated cost of repairing the damage due to this accident to ONUC 673 is 1,771 CF and that of repairing ONUC 615 is 1,500 CF.

The Military Police report states that the driver of ONUC 673 was to blame for the accident.

accepted

The Board agreed with the opinion of the Military Police and inasmuch as the driver did not exercise sufficient care/recommended that the driver of ONUC 673, Mr. D. Norman, be assessed 3,271 CF for the repairs of ONUC 673 and ONUC 615.

boards prefer "agree" ✓

Case No. 509. Theft of two wheels, ONUC 681, VW car, ONUC-owned, driven by Mohamed Boussafara (ONUC expert, Public Administration), Leopoldville, 9 February 1962.

The ONUC driver stated that on the evening of 9 February 1962 he parked his vehicle in the parking area of the Hotel du Pool where he lives. He further stated that the parking area was fenced in and under the surveillance of the hotel night watchman. However, next morning the ONUC driver noticed that the two front wheels had been stolen.

The incident was reported to the Congolese Police and to ONUC Security Officer. The latter conducted an investigation.

After examining the case file, the Board felt that the driver could not be held responsible for the loss. It was recommended that the wheels, valued at 6,500 CF be written off.

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Case No. 510. ONUC 704, VW car, ONUC-owned, driven by C.J. Garayannis (International Staff), Leopoldville, 8 September 1961, 1030 hours.

The ONUC driver stated that he left his car parked on Ave. Paul Hauguer. When he returned he found the car damaged. The estimated cost of repairing the vehicle is 3,029 CF.

On the basis of available information, the Board felt the ONUC driver was not responsible for the damage.

It was noted, however, that the ONUC driver failed to report the accident to the Military Police until the following day.

should be immediately -
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Case No. 511. ONUC 709, VW car, ONUC-owned, driven by Captain G.M. Willard (Norwegian, JMK Section, ONUC HQ), Leopoldville, 1 December 1961, 2300 hours.

The ONUC driver reported that it had been raining heavily. As he proceeded to turn right from Avenue Nkisi into Avenue Greindl, the car skidded, went out of control and hit a tree. The ONUC driver stated that bad steering mechanism contributed to the accident. The Military Police report corroborates this statement.

A Court of Inquiry was held on 9 January 1962 to inquire into the circumstances of the accident. The report of the Court stated inter alia that the ground surface was wet and slippery; that because of bumps on the road chances of speeding at the site of the accident are small; that the vehicle skidded at the corner because of the wet surface of the road.

However, the Force Commander, in March 1962, did not agree with the findings of the Court as the driver of the vehicle was aware of the steering defect and the slippery surface of the road and failed to exercise control over the vehicle. He held Captain G.M. Willard responsible for the accident and for not reporting the incident immediately. The Force Commander recommended that the loss (cost of repairs) of ONUC vehicle No. 709 be borne by Captain G.M. Willard and that the question be submitted to ONUC Property Survey Board.

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The Board agreed with the recommendations of the Force Commander that Captain G.E. Willard was responsible for the accident. It was noted however that CHUS 709 had been repaired by Garage Olivant, Leopoldville, at no cost for CHUS.

The Board recommended that the Chief Logistics Officer should investigate the discrepancy in this case, namely the estimate of 15,105 CF by the DIFCO Garage and the fact that the Garage Olivant had repaired the damages at no cost.

Case No. 512. Damage to Vehicle ONUC 758, VW car, ONUC-3mod, Leopoldville.

An estimate for 3,829 CF has been received from Bifoo Garage for the repair of vehicle ONUC 758.

According to Major Sharif Khan, to whom the vehicle is at present assigned, the Transport Office records show that some damage was just noticed in June/July 1961. At that time the vehicle was assigned to Capt. D. Singh of Movement Control, who has since left the Congo.

Since it was not possible to assess responsibility for the damage, the Board recommended that ONUC absorb the cost of the repairs (3,829 CF).

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Case No. 513, ONUC 782 (Old No. 126), VW car, ONUC-owned, driven by Gerard Etienne (WHO), Leopoldville, 5 September 1961, morning.

The ONUC driver stated that he used the car on the morning of 5 September 1961, sent it to the garage for washing and then lent it to Mr. Vagan (WHO). When he used the car again at 1230 hours, he noticed it had been damaged. The car reportedly had been damaged by unknown persons while parked outside the Post Office. The estimated cost of repairing the vehicle is 3,856 GP.

No assessment of responsibility has been made by the Military Police due to lack of evidence.

On the basis of the available information, the Board felt that the ONUC driver could not be held responsible for the damage.

Case No. 514. ONUC 603, Simba, ONUC-owned, driven by Andre Balasumba (Congolese local employee), Leopoldville, 20 November 1961, 1515 hours.

When the ONUC vehicle stopped at a traffic light at the intersection of Ave. Lippins and Ave. Falcke, a civilian vehicle (operated by Martin Finga) side-swiped his vehicle when trying to pass on the right side.

The Deputy Provost Marshal considers the civilian driver to blame for the accident. The revised estimated cost of repairing the vehicle is 6,164 GP.

The Insurance Company has recovered 6,164 GP from the civilian driver.

The Board found the ONUC driver not responsible for the accident.

Case No. 515. ONUC 820, Simca sedan, ONUC-owned, driven by Cpl "Ethiopian Commander" (3rd Coy, 8th Ethiopian Battalion), Kitona, 14 November 1961, 0940 hours.

The ONUC vehicle was damaged, to the extent of 3,000 CP, in an accident on 14 November 1961. No police report has been received and the Kitona Base Administrator says that it is impossible to obtain a statement from the driver or any other information on this case.

Following the Board's earlier ruling that the (UNUC) Contingent or civilian driver be assessed 50 per cent of the cost of repairs for failing to report damage to an ONUC vehicle in accordance with standing instructions on this subject, the Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of 1,500 CP from the Contingent's Government.

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Echelon?

Case No. 516. ONUC 859 (Old No. 55), Ford Anglia, ONUC-owned, driven by R.C. Wilson (International Staff), Leopoldville, 23 October 1961, 1600 hours.

On 23 October 1961, the ONUC driver reported an accident to the Administrative and Finance Unit of Civilian Operations. He states that he was parking the car at the Semois Building and that, as he was concentrating on avoiding the car alongside he struck a pillar on the other side.

The Military Police were not notified. The estimated cost of repairing the ONUC vehicle is 2,958 CF.

The Board found the ONUC driver responsible for the accident as he failed to exercise sufficient caution in handling his vehicle and recommended that he be assessed 1,476 CF toward the cost of repairs.

Full amount
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Case No. 517. ONUC 955, V4 car, ONUC-owned, driven by Dr. J. Wlaskowski (WHO), Bukavu, 23 January 1962, 1310 hours.

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 (states that he)
 As the ONUC driver was travelling at about 30 k.p.h. from the Bomulo Hospital to the commercial centre of Kintana, his vehicle skidded on the wet road. He braked and the car struck a tree at the side of the road.

The Deputy Provost Marshal considers the ONUC driver to blame for the accident. The ONUC vehicle was repaired at a cost of 2,700 CF.

The Board found the ONUC driver responsible for the accident as he did not have control of his vehicle. It recommended that he be assessed 850 CF towards the cost of the repairs.

Accepted.

Case No. 518. ONUC 958, VW car, ONUC-owned, driven by George Leopardi (International Staff), Bukavu, 22 October 1961, 2100 hours.

The ONUC driver states that, as he was proceeding along a priority road at 60 k.p.h., a gendarmerie truck came in from a minor road on his right at an excessive speed. He swerved to the left to avoid the truck and ran onto the island in the middle of the road, but was unable to avoid the collision.

The Deputy Provost Marshal considers the gendarmerie driver to blame for the accident as he failed to yield the right of way. The vehicle has been repaired at a cost of 6,500 GP. X

On the basis of the available evidence, the Board felt that the ONUC driver could not be held responsible for the accident. It recommended that ONUC absorb the cost of the repairs as we are unable to recover this from the gendarmerie.

Case No. 519. ONUC 999, VII car, ONUC-owned, driven by Luis Lamenzis (International Staff), Leopoldville, 16 December 1961, 0815 hours.

The ONUC vehicle was damaged by an unknown vehicle while it was parked near the Sacré Coeur School.

The Deputy Provost Marshal considers the unknown driver to blame for the accident. The estimated cost of repairing the ONUC vehicle is 2,002 GP.

On the basis of the available evidence, the Board felt that the ONUC driver could not be held responsible for the accident. It recommended that ONUC absorb the cost of the repairs.

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Case No. 520. ONUC 962, VW car, ONUC-owned, driven by Etienne Dups (FAO),
Leopoldville, 26 October 1961, 2100 hours.

The ONUC driver stated that as he was proceeding along Avo. Josephine Charlotte, a civilian vehicle came on his left, at great speed, from another street. He swerved to the right and hit a stone. The driver further stated that he notified the Military Police after a certain delay. However, the Military Police found no trace of a report.

The vehicle was repaired at a cost of 15,990 CF.

The accident report prepared by the Office of General Services indicates that before the accident the ONUC vehicle No. 962 had been driven at 80 k.p.h. which is considered as excessive. This is further corroborated by the fact that according to Mr. Dups' own statement a car (which apparently did not stop and cannot be traced) coming from a street on the left side, had missed his attention until too close and had forced him to make a sudden turn to the right and to hit a stone on the curb with a very heavy impact, as indicated by the damages.

In view of the above, the Board recommended that the ONUC driver be assessed 50% of the cost of repairs to the vehicle ONUC 962 (7,995 CF).

Case No. 521. (Malayan)
 ONUC ED 1759, Ford Armoured Car, Contingent-Owned, driven
 by Trooper James Roche (34th Irish Battalion), Elisabethville, 10 May 1961, 1530 hours

XXX As the ONUC driver was making a left turn from the main airport road
 to the Sabena villas, his vehicle was struck by a civilian car which was attempting
 to overtake him. He stated that he had looked to see if the road was clear
 before turning.

The estimated cost of repairing the Contingent vehicle was 800 CF. The
 Insurance Company agreed to compensate the civilian driver.

On the basis of the Congolese Military Police report and the report of the
 Chief Logistics Officer, Elisabethville, the Board felt that the ONUC driver was
 to blame for the accident as he failed to signal his intention to turn.

The Board recommended that the case be referred to U.N. Headquarters, New York,
 for consideration of the possible recovery of the cost of repairing the vehicle
 (800 CF) from the Contingent's Government. It was noted that the 34th Irish
 Battalion had already left the Congo.

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Case No. 522. ONUC 1901, Fargo Power Wagon, ONUC-owned, driven by LAC Mark Jones (Canadian Air Force), Leopoldville, 11 March 1961, 1115 hours.

The ONUC vehicle turned left from Ave. des Petroles onto Ave. Georges Bousin and, in trying to avoid a truck parked in the middle of the roadway, collided with a civilian truck (operated by Victor Mella). The vehicle has been repaired at a cost of 11,327 GP. The Insurance Company has agreed to compensate the other party.

On the basis of the Military Police report, the Board found the ONUC driver responsible for the accident. It noted that the civilian driver is being compensated by the Insurance Company.

The Board recommended that the case be referred to the Force Commander for appropriate disciplinary action. It also recommended that the case be referred to New York Headquarters for consideration of the possible recovery of the cost of the repairs from the Contingent's Government (11,327 GP).

Case No. 523. 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.

The ONUC driver parked his vehicle near the dry rations store-room on the Base. When the regular driver returned to the vehicle, he found Cpl. Phelan in the driver's seat. The ONUC driver permitted Cpl. Phelan to drive, and when the latter tried to park the vehicle he accelerated instead of braking and crashed into a wall.

The Base Provost Marshall considers Cpl. Phelan to blame for the accident as he was not an authorized driver and did not have a valid driving licence.

The estimated cost of repairing the ONUC vehicle is 19,700 CF.

The Board found both Cpl. Phelan and Private O'Leary (assigned driver) responsible for the accident - the former as (1) he had no licence, and (2) he was not authorized to move the vehicle; and the latter because he allowed an unauthorized person to drive his vehicle. The Board 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 (19,700 CF) from the Contingent's Government.

Case No. 524. ONUC 98364, Bedford bus, ONUC-owned, driven by Bernard Betu (Congolese local employee), and ONUC 98339, Bedford bus, ONUC-owned, driven by Kabisha Indecent (Congolese local employee), Kamina Base, 28 April 1961.

The ONUC driver, Mr. Bernard Betu, stated that he was taking 4 children from Ntobo to school. As he was stopping, another bus, ONUC 98339, coming from the rear, hit his bus. However, Mr. Kabisha Indecent, driver of bus No. 98339 stated that as he had stopped to help 2 children leave his bus, he saw bus No. 98364 stop in front of him, then reverse until it hit his bus. A witness confirmed this statement.

The accident was investigated by the Military Police who found Mr. Bernard Betu, driver of bus No. 98364, responsible for the accident. It was reported also that

Mr. Betu did not have a driving licence. The estimated cost of repairing ONUC 98339 is 680 CF.

After examining the case file, the Board felt that ONUC driver, Mr. Bernard Betu, was responsible for the accident. Inasmuch as Mr. Betu was no longer in Kamina Base, the Board recommended that the cost of repairs (680 CF) be absorbed by ONUC.

Case No. 525. Write-Off and Sale of 10 Mali Contingent Vehicles

According to a memorandum of 27 September 1961 from the Senior Ordnance Officer and a memorandum dated 7 February 1962 from the Chief Logistics Officer (HQ ONUC 426/4-ORD), the United Nations agreed to purchase 10 vehicles (2½-ton Citroens) from the Mali Contingent when it left the Congo.

No survey was made of these vehicles when the Contingent arrived in the Congo as at that time there was neither an Ordnance unit nor an inspection team in ONUC.

When these vehicles and trailers were turned over to the 5th Battalion of the Queen's Own Nigerian Regiment, at the time the Mali Contingent left the Congo, no survey was made.

In October 1961, following an inspection by the Senior Staff Officer MRE at Kindu, the vehicles were found to be completely unserviceable. As it would not be economical to repair them and cannibalization would serve no purpose as there are no Citroen trucks with ONUC Forces in the Congo, the Chief Logistics Officer recommends in his memorandum of 5 March 1962 (HQ ONUC (LOGS) 426/4-ORD) that they be written off and sold in accordance with United Nations standard procedure.

<u>OHVC No.</u>	<u>Chassis No.</u>	<u>Engine No.</u>
12001	YE 18 767	14802530
12005	YE 18 622	14402371
12006	YE 14 608	14403437
12007	YE 18 803	14403505
12008	YE 14 875	14403568
12013	YE 14 937	14403688
12014	YE 15 149	14403858
12015	YE 18 613	14802337
-	YS 650591	14801903
12009	YS 14830	14403559

The Board agrees with the proposal of the Chief Logistics Officer and recommends that the above vehicles be written off and sold, and OHVC records adjusted accordingly.

Postpone

Case No. 526, Loss of Olivetti Typewriter, ONUC-owned, No. 685232,
19 December 1961.

Henique Brasette, Secretary, reported that on 19 December 1961, the
Olivetti typewriter that she took on a two-day mission to Kitona with
Messrs Chiary and Dumontet was missing from their luggage.

The cost of the Olivetti typewriter was \$53.

The Board having examined the report of the ONUC Investigation Unit
felt that the Secretary was not responsible for the loss and recommended
that the Olivetti typewriter No. 685232 be written off (\$53.00).

It is as Basis

Case No. 527. Loss in Transit of Electronic Multimeter (Lee to Bukavu),
31 May 1961.

One electronic multimeter was lost in transit on 31 May 1961 between Lee to Bukavu. L/Cpl Gumaratnam of the BSF Federation Signal states that on 29 May 1961 he collected this item from Ordnance Depot, Leopoldville, and took it to the 2 Malayan Reece Camp. On 31 May he took it to the airport and put it on the plane, leaving it in charge of an Indian NCO. The plane left Leopoldville at 0400 hours on 1 June 1961. When the plane was unloaded at Goma, the multimeter was found to be missing. L/Cpl Gumaratnam reported the loss to the Movement Control Officer in Goma and to W/O Lanyon of BSF Federation Signal.

The value of this electronic multimeter is \$122.00.

A Court of Inquiry was held on 19 October 1961, and it found the loss due to negligence on the part of L/Cpl Gumaratnam because he made no attempt to check the items after boarding the plane, and because he did not take particular care knowing it was technical equipment. The Court also found that Capt. G.K. Kumar had made no arrangements with Chief Supply Officer, Leopoldville, as to how to dispatch the item to Bukavu and that he had not given proper instructions to L/Cpl Gumaratnam. The Commanding Officer ordered the NCO to pay half the cost of the multimeter (\$56) after the case has been reviewed by the Board.

The Board agreed with the opinion of the Court. It was recommended that

the case be referred to U.N. Headquarters, New York, for recovery of the balance (\$56) from the Government's Government.

Case No. 528. Write-Off of Two Food Consignments (Macaroni, Spaghetti and Peas),
OMUC Supply Depot, Leopoldville.

The Food Hygiene Adviser informed the Senior Supply and Transport Officer on 30 June 1961 (No. 108A/NEB) that on 28 January 1961 he inspected a consignment of macaroni (about 4,500 Kgs.) at the Tunisian Brigade HQ and finding that it was heavily infested with insects declared it to be unfit for human consumption. On the same day, the Food Hygiene Officer inspected a consignment of peas (300 Kgs.) and found that it was also unfit for human consumption because of the existence of insects which had perforated the peas.

On 2 February 1961, the Food Hygiene Adviser informed the Chief Logistics Officer (No. 108A/NEB) that he had inspected a consignment of 1,089 lbs. of spaghetti and 6 tons 20 lbs. of macaroni at the OMUC Supply Depot. On 15 February 1961, the Food Hygiene Adviser recommended that this consignment be destroyed and on 23 February 1961 the OMUC Supply Depot were instructed to destroy it by burning (see Destruction Certificate dated 1 March 1961, reference S-73/38). Similar instructions were given to the Tunisian Brigade to destroy the 4,500 Kgs. of macaroni and 300 Kgs. of peas in their charge.

The Board recommended that these two consignments be written off and OMUC records adjusted accordingly.

6 tons 20 lbs macaroni	\$ 1,346.00
4,500 Kgs. of macaroni	990.00
1,089 lbs. spaghetti	108.90
300 Kgs. of peas	60.00
	<u>2,504.90</u>

Total Value
\$2,504.90

Case No. 529. Loss of 2311 lbs. of frozen lamb, Leopoldville.

A consignment of frozen lamb was handed over by the outgoing Supply Platoon on 21 August 1961. After day to day issues to the troops, the balance on 10 November 1961 was 2311 lbs. short.

The Chief Logistics Officer stated that the loss was due to shrinkage while the meat was in cold storage for three months. The total consignment was 177,680 lbs. The loss represents 1.3 per cent.

The Board recommended that the 2,311 lbs. of frozen lamb (costing \$670.19) be written off and ONUC records adjusted accordingly.

Case No. 530. Write-Off of Food Consignments

1. The Senior Supply and Transport Officer has submitted requests for write-off of the following food items which have been condemned as unfit for human consumption for the respective reasons. The relevant medical certificates, Military Survey Board recommendations and destruction certificates are attached to the requests. The items have already been destroyed.

<u>Certificate No.</u>	<u>Date</u>	<u>Item</u>	<u>Cost</u>
CS/3	11 Aug. 1961	550 lbs. lamb with bone 150 lbs. lamb halal 260 lbs. beef halal	\$ 268.40
		(Spoilt, foul odor, soft, discoloured)	
S.73/50	29 March 1961	2,133 lbs. 5 oz. tin milk	255.96
		(Tins damaged, bulged, rusty)	
S.73/6	2 Dec. 1961	2,934 lbs. 7 oz. Tomato tin 175 lbs. Carrots tin 34 lbs. 8 oz. Apple tin 41 lbs. 11 oz. Pears tin 222 lbs. 14 oz. Tomato juice 28 lbs. 12 oz. Orange juice 634 lbs. 8 oz. Pears tin 45 lbs. Tea 105 lbs. 2 oz. Milk tin evap. 171 lbs. Milk powder 234 lbs. 11½ oz. Milk tin evap. 94 lbs. 14 oz. Orange/Grape juice 69 lbs. Pineapple juice 142 lbs. 8 oz. Tomato tin 8 lbs. Raspberry jam tin 6 lbs. Orange/Grape juice (concn.) 13 lbs. 2 oz. Carrots tin 381 lbs. 8 oz. Peas tin 99 lbs. 6 oz. Cauliflower tin 38 lbs. 4 oz. Beans tin 72 lbs. Onion dehydrated 168 lbs. Mixed Vegetables tin 440 lbs. 8 oz. Cauliflower tin 17 lbs. 4 oz. Apple tin 72 lbs. 14 oz. Apricot tin 343 lbs. 7½ oz. Milk tin evap.	322.80 10.35 5.17 7.06 26.77 3.73 107.86 25.20 12.61 30.78 28.18 8.48 6.41 15.67 1.12 .54 1.18 41.97 18.98 4.21 41.04 12.46 85.22 2.62 10.94 41.20

(Damaged and deteriorated condition)

<u>Certificate No.</u>	<u>Date</u>	<u>Item</u>	<u>Cost</u>
S/DISC/1	1 May 1961	1,044½ kilos Bread (Bad smell and sour)	\$ 196.91
S/DISC/2	8 May 1961	480 kilos Bread (Bad smell and sour)	182.40
RE/3	18 Aug. 1961	1,997 lbs. Fresh Fruit 2,100 lbs. Yams 990 lbs. Fresh Tomatoes (Fruits over-ripe, yams bad type)	199.70 210.00 166.30
CS/BIS/1	7 Sept. 1961	650 lbs. Lamb with bone non halal (Loss of colour - putrified)	168.00
CS/3	11 Aug. 1961	580 lbs. Lamb with bone non halal 150 lbs. Lamb with bone halal 260 lbs. Beef halal (Loss of colour, putrified, foul smell)	162.40 31.50 65.40
DRY/II/DR/34	26 July 1961	1,183 lbs. 14 oz. Maize 2,707 lbs. Ground Nuts (Eaten up by worms and weavils)	82.87 378.99
			<hr/> \$3,443.39

2. In addition to the above, the following requests have been submitted for authority to write-off food items lost or damaged during transportation within the Congo. The relevant statements giving the reason for loss or damage have been submitted with the discrepancy reports:

<u>Certificate No.</u>	<u>Date</u>	<u>Item</u>	<u>Cost</u>
DR/DRY/122	29 July 1961	2,385½ lbs. Macaroni (Cartons torn and damaged)	\$ 238.02
RD/D/32	25 July 1961	537 lbs. Boneless Beef (Cartons had been tampered with)	311.46
DR/7	30 Aug. 1961	984 lbs. Fresh Tomatoes (Loosely packed and contents smashed and in watery condition)	226.32

<u>Certificate No.</u>	<u>Date</u>	<u>Item</u>	<u>Cost</u>
DRY/1/DR/12	20 Nov. 1961	339½ lbs. Butter Ghee (In leaking condition due to weak tins and rough handling)	\$ 336.10
RD/D/29	27 June 1961	396 lbs. Boneless Beef (Loss in transit)	229.68
RD/D/36	20 July 1961	125 Dinner "C" Rations 75 Supper "C" Rations 75 Breakfast "C" Rations (Pilferage in transit)	81.25 48.75 48.75
RD/D/20	6 April 1961	6 Cartons Supper "C" Rations (loss in transit)	292.50
DR/DRY/120	17 July 1961	1,930 lbs. 5 oz. Milk evap. (Cartons in badly damaged and torn condition)	210.42
OL/DR/1	17 Dec. 1961	565 lbs. Turkey (Pilferage in transit)	169.50
DR/IS/66	15 Dec. 1961	830 lbs. Ground Boneless Beef (Cartons smashed)	373.50
DRY/III/75	28 Dec. 1961	320 lbs. Butter Ghee (Tins badly broken and contents leaking)	316.80
			<u>\$2,883.85</u>

On the basis of supporting documentation, the Board recommended that the items under paragraph (1) and (2) totalling \$6,327.24 be written off and OMUC records adjusted accordingly.

ROUTING SLIP

Comments for the record should not be written on this slip. REFERRAL SHEET PT.108 should be used instead.

TO: Mr. B.H. Vickers, Room 630
Could not attend meeting.

	APPROVAL		YOUR INFORMATION <i>80</i>
	MAY WE CONFER?		AS REQUESTED
	YOUR SIGNATURE		FOR ACTION
	NOTE AND FILE		REPLY FOR MY SIGNATURE
	NOTE AND RETURN		PREPARE DRAFT
	YOUR COMMENTS		ATTACH RELATED PAPERS

Attached are summaries of cases to be reviewed at the next ~~Survey~~ and ~~Claims~~ Board meeting to take place at 8:30 a.m. on ~~Thursday~~, 10 April 1962, in Room 610, Royal.

Tuesday
11.0 am

DATE:

9 April 62

FROM:

B. Halbert

unable to attend

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Case No. 474. ONUC 3; Chevrolet Bel-Air; ONUC-owned, driven by A. Bakala (Congolese local employee); Leopoldville, 13 June 1961, 0030 hours.

As the ONUC driver stopped at an intersection prior to making a left turn, a civilian car (operated by A. Bongange) crashed into the rear of his vehicle.

The Chief of Military Personnel considers the civilian driver to blame for the accident as he was under the influence of alcoholic stimulants. The estimated cost of repairing the ONUC vehicle is 7, 248 CF. The Insurance Company is attempting to recover the cost of repairing the ONUC vehicle.

The Board found the ONUC driver not responsible for the accident.

o. 485, ONUC 35, Lloyd, ONUC-owned, driven by WO/3 S.L. Norlin (2nd Company, Swedish Battalion), Elisabethville, 22 April 1961, 2120 hours.

The ONUC driver states that, as he was proceeding across an intersection on the Ave. Tanganyika at 30 k.p.h. he collided with a civilian car (operated by Maurice Danson) which was allegedly travelling at 60/70 k.p.h. on the Ave. Frank Churchill. He did not see the priority road sign.

The ONUC vehicle was inspected by RHM and found to be beyond economical repair.

The Congolese Police and the ONUC Officer in Elisabethville found the ONUC driver to blame for the accident.

The Board found that the ONUC driver was responsible for the accident as he failed to yield right of way to the civilian vehicle. It recommended that the case be referred to the Force Commander for appropriate disciplinary action. The Board further recommended that the case be referred to U.N. Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$1,886) from the Contingent's Government.

The Board recommended also that the vehicle (ONUC 35, Lloyd, Chassis No. 6-330012, Engine No. 410906) be written off. It was noted that the vehicle has been cannibalised and that serviceable parts have been used to repair two other vehicles of the same make.

485 • ONUC 9574, Jeep Ambulance, Contingent-Owned, driven by Simula Salvatore (Italian; ONUC Hospital); Albertville, 12 October 1961, 1015 hours.

Congolese
Joseph Kabunga, local ~~ministry~~ employee, in charge of the ambulance, ONUC Hospital, Albertville, stated that as he was waiting for orders outside the Hospital, Pte Simula Salvatore indicated that he had to go to ONUC HQ and that he would drive the vehicle. As Pte Salvatore proceeded to drive, he saw a bus standing on the right. He swerved to the left and the vehicle fell into a ravine killing a Congolese bricklayer, employed by the Department of Public Works. Pte. Salvatore, as per local custom, paid compensation (15,600 RF) to the tribal chief through the Office of the Public Prosecutor. The estimated cost of repairs of the vehicle ONUC 9574 is 1,213 RF.

A Court of Inquiry assembled on 26 October 1961 to investigate the matter and found that ~~the~~ Pte Salvatore did not possess an ONUC driving licence. It held him responsible for the accident. However, in view of the fact that ^{he} had paid a considerable amount of money towards compensation to the family of the deceased, the Court recommended that the cost of damages to the vehicle be borne by ONUC. The Court further recommended that disciplinary action be taken against Pte. Salvatore.

The Force Commander concurred with the opinion of the Court. Having examined the Military Police Report, the opinion of the Court and the orders of the Force

Commander, the Board agreed that Pte Salvatore was responsible for the accident.

The Board recommended that the case be referred to U.S. Headquarters, New York,

for consideration of the possible recovery of the cost of repairs (1,213 MP)

from the Contingent's Government as the vehicle was repaired at CHUC expense.

Case No. 487. GNVG 315 (Old No. 95), Peugeot, GNVG-owned, assigned to Sgt. Niels Axel Gornsen (Danish Liaison Section), Leopoldville, 24 November 1961, 1700 hours.

The GNVG vehicle was damaged while it was parked in the Royal car park.

There was no witness. The estimated cost of repairing the vehicle is 16,369 CF.

On the basis of the available evidence, the Board felt that the GNVG driver could not be held responsible for the damage and it recommended that the cost of the repairs be absorbed by GNVG.

Case No. 488. ONUC 316 (Old No. 96), Peugeot, ONUC-owned, driven by Col. R.C. Lai (International Staff), Leopoldville, 20 December 1961, 2115 hours.

The ONUC driver states that, as he was approaching a bridge on the road from Parc Hombise, a jeep suddenly came out from behind and all of a sudden put on strong headlights. He swerved a little to the right, but the front right wheel caught in the drain running along the road.

An ONUC Security Officer, who was passing, stopped and took the ONUC driver home. He stated that the ONUC driver smelled of alcohol. The Congolese Police who were at the scene stated that the ONUC driver was under the influence of alcohol and fell when he got out of his car. Two Security Officers who spoke with the ONUC driver when he entered the Security Office prior to the accident reported that he seemed to be under the influence of alcohol. Col. Lai in his statement denies having visited the Security Office prior to the accident. Col. Singh of the Indian Hospital examined him an hour after the accident and reports that "there was no sign or symptom of his drinking alcohol". An ONUC Security Officer investigated the accident as no Military Police were available at the time.

The estimated cost of repairing the ONUC vehicle is 11,646 GP.

On the basis of the Military Police report, the Board found the ONUC driver responsible for the accident as he did not have control of his vehicle.

Case No. 489. ONUC 316, Peugeot car, ONUC-owned, driven by Col. R.C. Lai (International Staff), Leopoldville, 12 September 1961, afternoon.

The ONUC driver states that when his vehicle was checked and cleaned on the morning of 12 September 1961, no damage was reported. But that, when he used the vehicle at 5 p.m., he noticed that it had been damaged. He maintains that the damage must have occurred while the vehicle was standing in the parking lot outside the Transport Office. ONUC Transport Office states that this damage was done two months previously and that Mr. Lemli (who is in charge of the cars assigned to the Accommodation Section) had been asked by the Transport Office to report the accident to the Military Police. The matter does not appear to have been reported.

The estimated cost of repairing the ONUC vehicle is 1,200 af.

On the available evidence, the Board felt that the ONUC driver could not be held responsible for the damage to the ONUC vehicle, but that Col. Lai was at fault for not reporting the accident as required by Administrative Circular 84, Add.1 dated 26 June 1961.

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Case No. 490, GNVG 317 (Old No. 97), Peugeot, GNVG-owned, assigned to
Ahmed El Sayed ABLOH (International Staff), Leopoldville, 14 January 1962,
between 2000 and 2300 hours.

While the GNVG vehicle was parked at the site in Kinshasa where the
Belgian Armed Forces Day parade was held, it was struck and damaged by an
unknown vehicle. The vehicle was repaired at a cost of 1,500 CF.

On the basis of the available evidence, the Board felt that the GNVG
driver could not be held responsible for the damage and recommended that the
cost of repairing the GNVG vehicle be absorbed by GNVG.

Case No. 491, ONUC 604, VE car, ONUC-owned, driven by C. Taft (International Staff), Leopoldville, 24 January 1962, 0800 hours.

The driver states that, when he returned to his car which was parked outside the ONUC Post Office, he found the left front fender scratched and dented. No Military Police report is available as they were not notified until the day after the accident.

The estimated cost of repairing the ONUC vehicle is 1,400 CF.

On the basis of the available information, the Board felt that the ONUC driver could not be held responsible for the accident. It recommended that ONUC absorb the cost of the repairs.

Case No. 492 ONUS 602, VW car, ONUS-owned, driven by Mr. Jacques Béjot (WHO), Leopoldville, 12 July 1961, 2330 hours.

The ONUS driver states that, as he was proceeding along the Avenue Van Gèle at approximately 60 k.p.h. he was blinded by the lights of two cars coming in the opposite direction. He veered to the right and struck a signpost. He lost control of the vehicle, mounted the sidewalk, and struck a tree.

As the accident was not reported until the following morning, the Military Police were unable to make any report. There were no witnesses to the accident. The ONUS vehicle has been repaired at a cost of 29,325 GP.

The Board felt that the ONUS driver was travelling too fast and found that he was at least partly responsible for the accident. It was noted that the accident was not reported as required and the roundabout where the accident occurred has street lamps which allow sufficient visibility to offset the lights of oncoming traffic. The Board recommended that he be assessed one-half the cost of the repairs (14,662 GP).

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Case No. 493. GNUM 755 (Old No. 23), 16 car, GNUM-owned, driven by Mr. A.J. Lalak (US Liaison, US Movement Control), and GNUM 8383, Bedford Truck, GNUM-owned, driver unknown, Leopoldville, 19 October 1961, 2145 hours.

The GNUM vehicle was parked in front of the Rubens building on the Ave. des Aviateurs. An GNUM truck (Zair, Indian military) backed out of a parking space in the centre of the road and struck the rear of the GNUM vehicle, damaging the left rear fender and left rear window. The GNUM driver noted the number of the Bedford truck - GNUM 8383 - which is assigned to AFD at N'djili airport. The Military Police have been unable to trace the other driver and AFD disclaim any knowledge of an accident to this vehicle. The estimated cost of repairs are 3,616 CF plus 579 CF paid by Mr. Lalak when he had the window repaired in order to continue using the vehicle.

On the basis of the Military Police Report, the Chief of Military Personnel states that the GNUM truck driver is to blame for the accident.

The estimated cost of repairing GNUM 755 is 3,616 CF.

The Board found the GNUM truck driver to blame for the accident as he was negligent in backing up his vehicle. The Board noted that all efforts to trace the driver had failed, and recommended that the cost of the repairs be absorbed by GNUM. It was also recommended that Mr. Lalak be reimbursed the 579 CF which he had paid in order to have the car window repaired.

Case No. 694, GSWC 770 (Old No. 122), V8 car, GSWC-owned, driven by Dr. E. Hoesch (Swiss Medical Unit), 24 December 1961 and by Dr. S. Hampini (Swiss Medical Unit), 27 December 1961, Leopoldville.

(1) While the GSWC car was parked at Kintambo Hospital on 24 December 1961, it was struck by an unknown vehicle.

(2) As Dr. Hampini was driving at 90 k.p.h. to the Kintambo Hospital in answer to an emergency call, his left rear tire blew out when he was in front of Camp Reinhardt. The car swayed and turned round damaging the wheel. As the Military Police were not called, no report was made.

The total estimate for repairing the GSWC vehicle is 4,223 CF.

On the evidence available, the Board felt that Dr. Hampini could not be held responsible for the damage to the vehicle. It noted that the Swiss Medical Unit was prepared to pay for the damage sustained on 24 December 1961 (1,396 CF).

The Board also noted that General Services had informed the Swiss Medical Unit that future accidents involving GSWC vehicles must be reported immediately to the Military Police.

No. 495. ONUC 780, Willys jeep, ONUC-owned, driven by Sqr Pannurangan (13 Field Co. Engineers, Indian Independent Brigade) and ONUC 3098, Willys jeep, pick-up, ONUC-owned, driven by 2nd Lt. Salomon, (Air Operations), Albatville, 12 October 1961, 0600 hours.

ONUC 780 was parked outside the barracks in the airport camp. Sqr. Pannurangan drove the vehicle away without permission and without a valid driving licence. As the ONUC driver reversed his vehicle he struck vehicle ONUC 3098 which was approaching behind him.

ONUC 780 was repaired at no cost and ONUC 3098 was repaired at a cost of 6,077 RF.

A Military Court of Enquiry found the driver of ONUC 780 to blame for the damage to ONUC 3098 and assessed him 3,000 RF for the cost of the repairs which have been paid to ONUC. The Court of Enquiry also recommended that the balance of 3,077 RF be paid by the Contingent's Government. The Commanding Officer directed that disciplinary action be taken against the driver.

The Board agreed with the opinion of the Court of Enquiry and the Commanding Officer. It was recommended that the case be referred to U.N. Headquarters, New York, for recovery of 3,077 RF from the Contingent's Government.

Case No. 496, GUSC 321 (Old No. 2), Simca Velette, GUSC-owned, Kulusburg.

An estimate amounting to 43,000 GY for the repair of the above vehicle has been received.

It is thought that the GUSC vehicle was originally purchased for or by the Swisians about 27 August 1960 and then handed over to the Liberians who were responsible for damaging it. It was assigned to Civilian Operations on 26 July 1961 and is now undergoing repairs by Garage Sieja, Kulusburg.

In view of the lack of information concerning the circumstances in which the vehicle was damaged, the Board agreed that it is not possible to determine responsibility for the accident. Under the circumstances, the Board felt there is no alternative but to recommend that GUSC absorb the cost of repairs.

Case No. 497. ONUC 1812, Fargo Power Wagon, ONUC-owned, driven by
Francis Kitenge (Congolese local employee), Bonn, 24 September 1961.

The ONUC driver states that, when making a turn on the Kaidanda Road
which is being repaired, he struck a tree damaging the vehicle. This section
of the road was in a very bad condition.

The estimated cost of repairing the vehicle is 11,354 GP.

The site of the accident was inspected by a member of ONUC's technical
assistance mission who reported that the accident was inevitable in view of
the condition of the road.

On the basis of the available evidence, the Board felt that the ONUC
driver could not be held responsible for the accident.

Case No. 498. GNV 3083, Willys jeep truck, GNV-owned, driven by Capt. Joseph B. Sharpe (Liberian, Military Operations), Leopoldville, 3 December 1961, 2030 hours.

The GNV driver reported that as he was proceeding along the airport road, an civilian vehicle entered the main road from a side street. In attempting to avoid the civilian car, he swerved and lost control of his vehicle which struck a street post. The GNV driver was not in possession of any valid driving licence.

The Deputy Provost Marshal considers the GNV driver to blame for the accident as he did not have control of his vehicle. The estimated cost of repairing the GNV vehicle is 11,472 GF.

On the basis of the available evidence, the Board felt that the GNV driver was responsible for the accident as he was not in proper control of his vehicle and was without a driving licence. It recommended that the case be referred to the Force Commander for appropriate disciplinary action. It also recommended that the case be referred to Headquarters, New York, for consideration of the possible recovery of the cost of the repairs (11,472 GF) from the Liberian Government.

Case No. 499 • GUSC 3314, Minerva Jeep, GUSC-owned, driven by
W/O J Lars Olaf Johansson (Swedish Technical Group), Kila, HAW
1 October 1961, 1200 hours.

When the GUSC driver was on his way from the airport to the Mess at
about 50/60 k.p.h., the left front tire exploded. He lost control of his
vehicle and it struck a refuge in the middle of the road. The passenger
was thrown out of the jeep and slightly injured. The accident was not
reported to the police. The vehicle has been repaired at a cost of \$,500.00.

On the basis of the available evidence, the Board felt that the GUSC
driver could not be held responsible for the accident.

Canibalisation of the vehicle was proposed in Survey Case No. 486,
contained in the minutes of the 29th Meeting held on 9 March 1962.

Case No. 500, GUSC P.3952, VW car, GUSC-rented, driven by Dr. C. Hansen Meritan (WHO), Nakuru, 17 November 1961, 1700 hours.

The GUSC driver states that as he was proceeding at about 45 k.p.h. along the Nakuru-Gene road he braked on entering a curve. The vehicle skidded, turned over and struck the side of a hill. It had been raining and the road surface was slippery.

The Deputy Provost Marshal considers the GUSC driver to blame as he was not in control of his vehicle. The estimated cost of repairing the GUSC vehicle is 1,000 OF.

On the basis of the available evidence, the Board found the GUSC driver responsible for the accident as he had failed to take account of road conditions. It was recommended that he be assessed 900 OF towards the cost of the repairs.

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Case No. 501. GNS 14,318, Ford Anglia, GNS-owned, driven by Col. M. Gill (Commandant, 34th Irish Battalion), Kinsale, 2 April 1961, 0945 hours.

As the GNS driver was proceeding along the Route Royale, his car skidded in a muddy pool. He lost control of the vehicle and it went off the road and struck 3 small trees. The accident was not reported to the Military Police. It came to their attention only when the cost of the repairs was reported by the Ordnance Service.

The vehicle was repaired at a cost of 3,500 GF.

The Board noted that the Irish Liaison Officer, GNS HQ, had informed the Secretary of the Survey Board that the Irish Army HQ, Dublin, was holding the Unit responsible for the cost of repairs (3,500 GF) and that the Secretary, Department of Defense, Dublin, had been notified to make the deduction and reimburse GNS.

Based on information contained in the case file, the Board agreed that the GNS (Contingent) driver was responsible for damage to the vehicle.

Case No. 502, Loss of Projector and Accessories in Albertville,
2 March 1962.

On 2 March 1962, Spr. Palani Velu and Spr. Abel of 13 Field Co.
~~Engineers, Indian Brigade, were taking a projector to give a film showing~~

Engineers, Indian Brigade, were taking a projector to give a film showing
to the 2nd Platoon stationed at the railway station. They stopped at Alcoc
to do some shopping and left the apparatus in their vehicle. When they
returned 20 minutes later, the projector had gone.

A Court of Inquiry, which was held on 3 March 1962, found Spr. Palani
Velu and Spr. Abel responsible for the loss and requested them to pay 75%
(the projector had been in use one year) of the total cost. It also ordered
disciplinary action to be taken against them.

Case No. 503. Write-off of GNUM Stores, 57th Canadian Signal Unit,
Leopoldville.

The Condemnation Board assembled in Leopoldville on 21 July 1961 for
the purpose of surveying GNUM-owned clothing of the 57th Canadian Signal
Unit, Leopoldville.

The Condemnation Board recommended that 77 berets and 156 caps be
destroyed since they were no longer fit for wear. These items were produced
before the Board Officers and were recognised to have been in use since
August 1960.

The Senior Ordnance Officer approved the Condemnation Board Proceedings
in his memorandum R: GNUM (1961) 409/1-GNO, dated 4 September 1961,
addressed to the GNUM Property Survey and Claims Board.

The value of GNUM-owned items to be written off is estimated at
\$127.15.

Case No. 504, Write-Off of GUSC Stores and Equipment, HQ Indian Independent Brigade Group (Camp), Albertville.

The Condensation Board assembled at Albertville on 25 October 1961, for the purpose of surveying National stores and equipment of the HQ Indian Independent Brigade Group (Camp) Albertville as well as GUSC property on charge to the Unit.

The Condensation Board Proceedings were approved by the Senior Ordnance Officer in his memorandum HQ GUSC (1963) 413/60-2nd dated 4 December 1961, addressed to the GUSC Property Survey and Claims Board.

The GUSC Inspection Team established a Certificate of Disposal of stores to the effect that all stores had been rendered unserviceable through fair wear and tear, and had been destroyed with the exception of the items, listed in this Certificate, which should be returned to Base Ordnance Depot, Leopoldville.

The estimated value of GUSC-owned stores and equipment to be written off is \$393.05.

Case No. 505, Write-Off of ONUC Stores and Equipment, Indian Independent Brigade, GP Signal Company, Albertville.

The Condensation Board assembled at Albertville on 25 October 1961 for the purpose of surveying National stores and equipment of the Indian Independent Brigade GP Signal Company as well as ONUC property on charge to the Unit.

The Condensation Board Proceedings were approved by the Senior Ordnance Officer in his memorandum HQ USUC (LOGS) 415/25-ONUC, dated 4 December 1961, addressed to the ONUC Property Survey and Claims Board.

The ONUC Inspection Team established a Certificate of Disposal of Stores to the effect that all stores had been rendered unserviceable through fair wear and tear and had been destroyed with the exception of a few items, listed in this Certificate, which should be returned to Base Ordnance Depot, Leopoldville.

The value of ONUC-owned stores and equipment to be written off is estimated at \$315.20.