

Please yourself
about this

Get up those stairs!
by
"CRUMP"



Taylor, 19th.

SORRY ABOUT THE COVER . . .

It's really about ammunition that I'm going to talk. That's how I got my name!

A large proportion of accidents and prematures can be traced back either to carelessness, laziness or ignorance. The others are either just bad luck or that very rare case of defective ammunition which slips past the inspectors during production.

What can you do about it? I'll be as short and to the point as possible—so just have a look over the page.



THERE really are some good margins for rough handling — but don't ask too much.



“ They're quite safe

until they're fired ”

DON'T ram the nose of a fuze on the breech when loading. Even if it isn't armed you may shear those devices inside which are provided for your safety.

One detachment did it a short time ago — three killed, two wounded.



Don't miss the hole

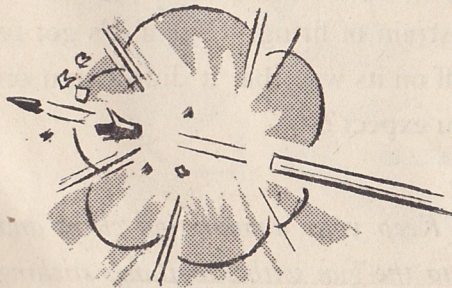
REMEMBER that one bag might have dropped out in the box. It has happened. And then Gunner Bloggins has put back the leather-board cup without bothering to see that it's all there. That has happened too! You can take a fair bet, if this is the case, that you will drop one just nicely among your own troops. There's enough stuff flying around without your making it any worse.



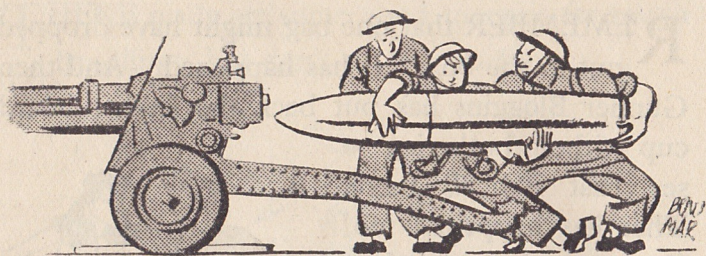
"I never bother to check full charges."

Not Italian.

BE sure that little windshield is on the fuze (you know, the one under the screw cap). If it's not, or if it's damaged, the wind resistance will probably set off the shell just outside the muzzle. Most uncomfortable!



"No windshield? That's O.K., let's risk it."

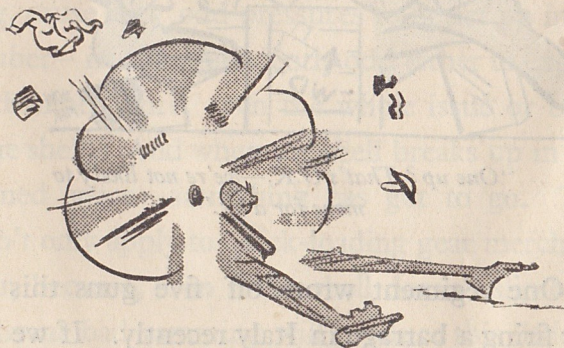


“ That ruddy ‘ Q ’ bloke again.”

A REGIMENT has recently been complaining of over-sized rounds. In fact they managed to get one stuck up the spout. When it was eventually extracted it was found to have $\frac{1}{4}$ -inch thick of gravel in front of the driving band. A shell is just the right size to go up the barrel and, in order to get as much explosive in as possible, is just strong enough (with quite a decent bit for safety) to withstand the terrific strain of firing. But if it's got to get over extra stuff on its way that it didn't sign on for — what can you expect?

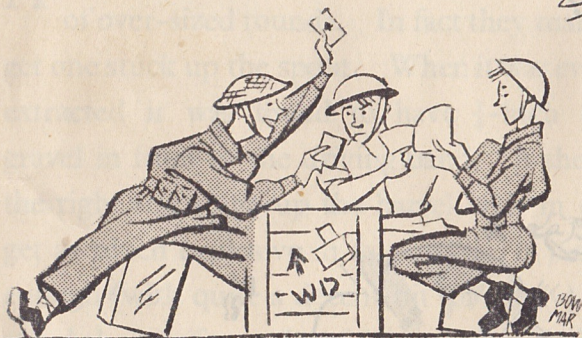
MORAL: Keep your ammunition clean and never let it go into the gun with odd things sticking to it.

REALLY, some folk do some extraordinary things. A very short time ago another regiment had a gun with a jammed round. No ejector projectile available—so the No. 1 got hold of an old rammer and tried belting it out from the front end, hitting the fuze on the point. He killed himself and wounded one of his detachment. Look at a picture of a 119 fuze and see how this could happen. It did, anyway. That regiment won't do it again, but it's rather a costly way of learning, isn't it?



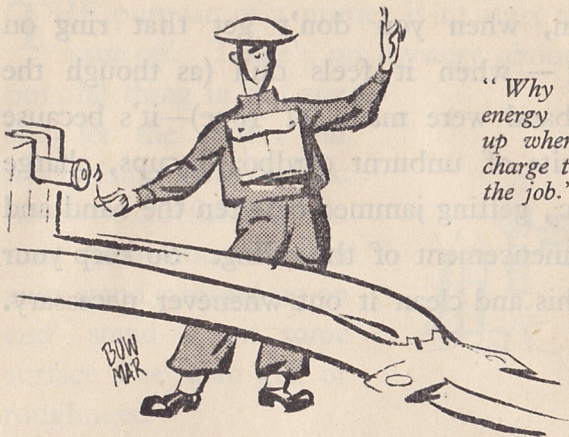
*"A smack on this pole should
do the trick."*

ONLY for a bit tho'! If you've been firing quite a lot and your gun is hot—don't leave one up there when you get "Stand Easy." The heat of the gun may make the T.N.T. leak out of the shell and it may just cook until it goes off all by itself. Or, when you fire next, the charge will set off the stuff that's leaked out and you'll get your gun messed up just the same.



"One up? That's O.K.—we're not likely to move for a bit."

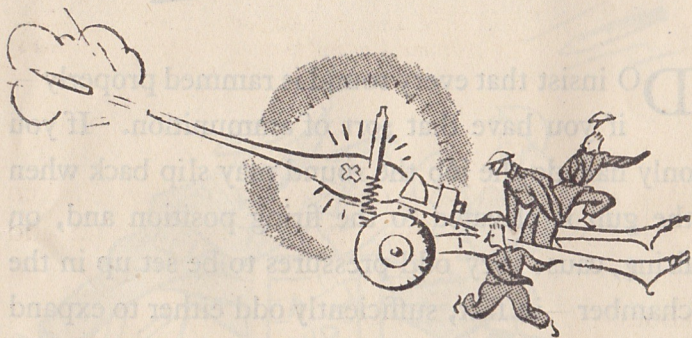
One regiment wrote off five guns this way after firing a barrage in Italy recently. If we keep up this sort of thing we'll be on the defensive again in no time.



“Why waste your energy shoving it up when you’ve a charge that will do the job.”

DO insist that every round is rammed properly — if you have that sort of ammunition. If you only half do the job the round may slip back when the gun is elevated to the firing position and, on firing, cause very odd pressures to be set up in the chamber — in fact, sufficiently odd either to expand the chamber, burst open the whole issue or break up the shell. And when the shell breaks up in that confined space — something has got to go. This doesn't only apply to quick-loading gear merchants either, because, even if the shell doesn't slip back, consistent bad ramming will produce this little bit of extra pressure each time until eventually you produce the same answer.

Often, when you don't get that ring on ramming — when it feels dull (as though the driving band were made of rope)—it's because there's bits of unburnt cardboard cups, charge bags, etc., getting jammed between the band and the commencement of the rifling. So keep your eye on this and clean it out whenever necessary.



If the target is out of range, don't pop in a bit of extra charge to make the shell go further. It's the same story of excessive pressures. Leave it to the blokes who design your gun and ammunition to give you the biggest and safest charge. They are working on improvements all the time.

THE purpose of a primer is to start the whole issue off. There's no mystery about it: you put the thing in the gun and let the striker hit it—nothing more or less. So do be careful how you treat the primer. If you *must* stand a round up on end—stand it on some surface free from grit or roughness.



“I've always stood 'em up like that and I'm still here, aren't I?”

I KNOW that you are busy—very busy—when coming into action. But do look around and make sure about everything. I once saw a gun about to fire on a quick action with a sapling standing proudly in front of the muzzle. Both G.A.Ps. had to be in the rear and the No. 1, who had been concentrating in that direction, hadn't noticed it. He was (and still is) a very good No. 1. Even the best of us can make mistakes if we don't watch out. I don't want to labour this point about people getting killed—but it's because another bloke got killed this way recently that I'm telling you.

I'VE not been telling you what *might* happen. At least one of each of these mistakes—call them what you will—has happened since our armies arrived in Italy. If so much damage can be done in two months, it's surely well worth thinking a little and making sure that you, too, don't slip up.

Here are the points again:

1. *Don't throw your ammunition about—it's made to damage the enemy, not you.*
2. *If you can't get the round into the chamber first go, practice with a dummy round or a piece of wood. But don't bang the fuze on the breech. It will usually be safe—but just in case.*
3. *Make sure that every charge you load (if you have separate ammunition) is complete, dry and in every respect ready.*
4. *Make sure that all your ammunition is clean.*
5. *Don't leave a round in a hot gun—I've told you why.*
6. *Do ram properly—this is probably one of the most important items.*
7. *Check the ammunition—make certain the windshield on the fuze is in order.*

8. *Don't make up your own super-super charges.*
9. *Don't tamper with the primer. Treat it with respect. By the way, if your cartridge case does jam on loading, don't ram it in as you would the shell—take the primer out and do the job properly.*
10. *Always be sure that there's no obstruction in front of your gun—trees, houses, mountains, etc.!*

“**L**ASTLY, but not leastly”—if you have an accident, a premature or some suspicious ammunition, make sure that it is reported with all the markings. There are technical experts around all the time. There is the odd chance that it may be due to faulty ammunition and, if you report it, you will probably be the means of saving several lives.

WE are going to get home again one day,
and the sooner and the more of us the
better — to my mind anyway. What say you?

The End



