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ADMIRALTY FLEET ORDER

"ON ARRIVAL" INFORMATION FOR SHIPS VISITING GIBRALTAR

ADMIRALTY, S.W.1,
17th February, 1944.

The following Order having been approved by My Lords Commissioners of the Admiralty is hereby promulgated for information and guidance and necessary action.

By Command of Their Lordships,

J. V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft (See A.F.O. 494/44.)

NOTE :—The scale of distribution is approximately half that shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

915.—“On Arrival” Information for Ships visiting Gibraltar

(M. 0305/44.—17 Feb. 1944.)

In view of the large numbers of ships visiting Gibraltar the following orders issued by Flag Officer, Gibraltar and Mediterranean Approaches, to ships on arrival are promulgated for information:—

The following resume of local orders is promulgated for information. Full sets of orders will not normally be issued to ships remaining for less than one week.

2. Local Authorities.—

Authority.	Office.	Remarks.
Flag Officer, Gibraltar and Mediterranean Approaches.	The Tower ...	Administers direct ships other than those referred to below.
Commodore Superintendent	The Tower ...	In charge of Dockyard.
Captain (D) ...	The Tower ...	Administers destroyers and below, including visiting ships and landing craft.
S.O. Submarines ...	Area Combined Headquarters.	Administers submarines, including visiting ships.
Base Accountant Officer	Immediately North of Naval Officers' Pavilion.	—

3. *Official Calls.*—The Flag Officer does not wish Commanding Officers to wait on him unless the service requires, but will be glad to see any Commanding Officer who so desires.

4. *Berthing.*—When berthing, green flag or light marks position of standard compass. Ships are to out brows, single up and coil down wires neatly on the jetty as convenient before sailing. When casting off, eyes of wires are to be eased out on the bight of a heaving line and *not* let go from inboard.

Hurricane hawsers are obtainable on application to the Commodore Superintendent.

Once a ship is berthed, the Commanding Officer is responsible for her safety.

Safety of brows, dockside stanchions and chains in the vicinity of brows are the Commanding Officer's responsibility.

5. *Notice for Steam.*—The normal notice for steam in harbour is four hours.

On entering harbour, ships are to revert automatically to four hours notice for steam, subject to requirements for moving under own power after oiling, and if orders are not received for shorter notice.

When defects necessitate longer notice for steam, ships are to report by signal to F.O.G.M.A. and Commodore Superintendent and, in the case of destroyers and below, to Captain (D), Gibraltar.

SUPPLIES.

6. *General.*—Ships calling at Gibraltar must bear in mind that stores and provisions there are primarily for the use of ships working permanently on the Mediterranean Station. Thus, ships proceeding to United Kingdom should not top up with items not essential to seagoing efficiency. (See also paragraph 10 regarding purchases on shore.)

(a) *Destroyers and below.*—On arrival in harbour ships are to be complete with fuel, ammunition, fresh provisions and canteen stores so as to be in all respects ready for sea. This need not be done when it is known that a ship will boiler clean.

The following standardised procedure is invariably to be used for drawing fresh provisions:—

(i) As soon as V/S touch is gained with Port War Signal Station, the senior officer of ships entering harbour is to report by signal to Commodore Superintendent, Gibraltar (R), Captain (D) the amount of fresh provisions required by ships in company.

This signal is to take the following form:—

C.S. Gib. (R) Captain (D) from “Wishart”

Read in 7 columns

Ship	Bread	Beef	Mutton	Butter	Potatoes	Other
“Wishart” ...	440	600	300	340	1,000	Yeast 1 Marrow 200
“Verity” ...	600	200	700	150	2,000	Onions 100

T.O.O. 1650.

(ii) Captain (D) will send necessary transport for working parties as soon as berths are known and transport commitments permit.

(b) *Ships larger than destroyers.*—Demands are to be made to the Commodore Superintendent.

7. *Requests for Dockyard Services.*—All signals relating to Dockyard services, e.g. defects, stores, etc. are to be addressed to the Commodore Superintendent and *not* to the department concerned. Destroyers and below should repeat signals to Captain (D), Gibraltar.

These signals are to be telephoned direct to Civil Secretary's Office, telephone number Dockyard “Z”. This line is manned day and night. Ships not on the telephone should pass to Commodore Superintendent via Dockyard Tower Signal Station.

Defects requiring Dockyard assistance should be signalled to the Commodore Superintendent before arrival and a berth in the Dockyard requested. This applies to *urgent* defects affecting fighting and seagoing efficiency.

A/S and Radar Defects.—Signals requesting the services of the Port A/S or Radar staffs should be addressed to Flag Officer, Gibraltar and Mediterranean Approaches, (R) Captain (D), Gibraltar. Such signals should quote the type of apparatus defective and, if possible, give brief details of defects.

A/S and Radar stores not urgently required for making good defects should be obtained from the Naval Store Office in the usual manner.

Signals requesting ammunition should indicate the berth at which supply is required. They should, wherever practicable, be followed by a command in confirmation which should be sent by hand to N.A.S.O.'s office at North Gate.

8. *Water.*—Stocks at Gibraltar are very limited and all practicable economies are to be exercised. Ships are to limit their demands to the minimum possible compatible with operational requirements.

Ships with distilling machinery are to arrive with all fresh water tanks as full as possible and, if it involves supplies of water from shore, are not to put distilling machinery out of action without the permission of the Flag Officer.

Demands for fresh water are to be based on a daily ration of 50 men per ton of water, i.e. 4½ gallons a man.

Ships on arrival are to forward to the Commodore Superintendent a *written* statement showing:—

(a) Present full complement.

*(b) Full stowage of water.

*(c) Estimated weekly consumption while in harbour.

*(d) Stocks on board on arrival.

(e) Maximum distilling capacity—

(i) in harbour.

(ii) at sea.

* Separate figures to be given for drinking water and boiling water.

9. It is illegal for individuals to land in Gibraltar with U.K. currency notes or to tender or accept them on shore, but U.K. coins are legal tender. The various currency notes in use on the North African coast are not allowed to be exported from there by individuals.

The above notes are not to be brought ashore by individuals, but are to be changed on board by ships' officers before personnel land. To enable this to be done Gibraltar currency notes are to be obtained in bulk from the Cashier, H.M. Dockyard, Gibraltar, or, if that office is closed, from the Base Accountant Officer, H.M.S. “Cormorant” Pay Office.

10. *Control of Exports.*—Most of the stores at Gibraltar are shipped out from the United Kingdom and it must be obvious that it is very wasteful in valuable cargo space if goods are brought out here merely to be shipped home by visiting ships.

Small quantities of fresh fruit, fresh fish and fresh vegetables for the personal consumption of Naval personnel and their families may be taken out of the Colony without restriction, but export permits are required for all other foodstuffs, clothing, clothes and similar rationed articles.

11. *Leave.*—Ships at two hours' notice or more may give leave at Senior Officer's discretion, until 2245; Chief and Petty Officers until 2300.

Libertymen landed in the Dockyard are to be marched to the dockyard gate by a Petty Officer or Leading Rate. Ships berthed on the South Mole should use South Gate, all other ships using North Gate.

12. *Recall from Leave.*—The following signals are to be displayed should it be necessary to recall officers and men :—

By day—Hoist flag "0" (Nought—the Blue Peter) and shift the colours to the masthead.

By night—Hoist white-red-white lights vertically.

Ships' sirens are not to be sounded.

The local organization for rounding up libertymen will be put in force on request to Flag Officer. Ships concerned are to land a patrol to assist if the recall is made before 1800.

13. *Curfew.*—No one not on duty may be out of doors between 2300 and 0530.

14. *Liquor.*—Complaints are frequently received that the local drinks (Jungle Juice and Merry Merry) are doped. Specimens have been thoroughly analysed on several occasions and show no grounds for these complaints, but there is no doubt that these drinks are extremely potent and, if lapped down like beer, are very harmful. Libertymen should be warned accordingly.

15. *Pay Books and Identity Cards.*—Some form of identity card is to be carried by all personnel landing on duty or otherwise (see also paragraph 39 regarding orderlies).

Losses of S.43A should be reported by signal to "Cormorant" (R) Flag Officer, Gibraltar and Mediterranean Approaches. Any S.43A's found should be sent to "Cormorant."

16. *Leave to Spain.*—Regulations for officers proceeding to Spain are contained in local orders. Ratings belonging to sea-going ships are not allowed to visit Spain.

Shore Patrols

17. Patrols are to be landed as ordered by Flag Officer, Gibraltar and Mediterranean Approaches. It is desirable that only reliable men of good physique should be detailed as members of the patrols. Patrols are to report at the Picket House at 1930 daily and are to return to their ships as ordered by the Officer of the Patrol after leave has expired. All Petty Officers and Leading Hands are to be provided with a whistle.

18. A section of one Petty Officer or Leading Seaman and six ratings is to be landed as detailed by Flag Officer, Gibraltar and Mediterranean Approaches, for duties at the R.N. canteen. They are to report to the Officer of the Watch, "Cormorant," for orders at 1900. At 2130, after the canteen is cleared and closed, they are to patrol Reclamation Road, reporting at the Naval Picket House at 2230.

19. When no cruisers or above are present, other ships in harbour will be detailed by Flag Officer, Gibraltar and Mediterranean Approaches, to provide patrols.

20. The patrol is to arrest any men seen drinking from bottles, and in cases where this is being done elsewhere than in places of refreshment, the patrol should ascertain and inform the Civil Police of the establishment from which the liquor was obtained.

(Note.—While the present shortage of glasses exists, beer may be sold in bottles for consumption on the premises. No bottles must, however, be taken off the premises.)

21. Patrols are not to enter cafes, canteens or military messes unless called upon to do so by the persons in charge thereof.

22. (a) One Warrant Officer is to be landed at 2015 as detailed by Flag Officer, Gibraltar and Mediterranean Approaches, as officer in charge of embarkation patrol. Cruisers and above using "Cormorant" landing for embarking libertymen are to land an embarkation patrol of one Petty Officer and two men at 2015.

(b) They are to ensure that libertymen remain on the roadway and do not go down on to the pontoons until their boat comes alongside. The number of men allowed on any one pontoon should not at time exceed 25.

Uniform

23. White tropical dress may only be worn on board ships and in the Dockyard.

24. When white uniform is being worn :—

(a) After 2000, officers are to wear one of the following :—

(i) No. 5 (Blue monkey jacket and trousers).

(ii) No. 12 (white mess undress).

(iii) White tunic No. 10 dress with blue trousers.

(b) Libertymen returning after 1800 may wear No. 2 or No. 2 negative jumpers.

(c) Dress for patrols is to be No. 2, belts and gaiters, negative jumpers.

25. Plain clothes may only be worn when taking part in games and other athletic exercise. Plain clothes must be worn for visiting Spain.

Communications

26. *Use of V/S at Gibraltar.*—(a) It must be remembered that V/S is liable to interception at Gibraltar and confidential and secret messages should never be sent by this means unless in great urgency. This not only applies to ships in harbour but also to those at sea communicating with the Port War Signal Station.

(b) Ships are to keep V/S or telephone watch in harbour except as laid down in Mediterranean War Communication Orders. When ships with small complements are berthed in groups and their aggregate signal complement is more than five they are to keep continuous V/S or telephone watch.

27. *Telephone Watch in Harbour.*—(a) When a ship is connected to the shore telephone system, she is to report the fact to the Signal Distributing Office, Dockyard Tower.

She is also to report to the Signal Distributing Office before being disconnected.

(b) The Senior Officer of ships using the same telephone is to organise the telephone watches, informing the Signal Distributing Office of the arrangements made and whenever there is any change in these arrangements.

28. *Hand Messages.*—(a) Owing to the undesirability of passing messages by V/S (vide paragraph 27), the importance of frequent and regular collection of hand messages and secret hand messages is stressed.

(b) Orderlies are to collect hand messages daily at 0815, 1230, 1630 and 2030. (See also paragraph 39.) Calling at Tower S.D.O. and Maintenance Captain's Duty Office.

29. *Serial Messages. Major War Vessels.*—The importance of ships taking early opportunity of getting serial messages up-to-date cannot be overstressed. Immediately on arrival, ships should report on the form which is sent on board, the latest numbers of Serial Messages held and the numbers of those known to be missing. In any case of doubt a signal rating is to be sent to the Dockyard Tower S.D.O. with the request for missing numbers. Sufficient foolscap for required copies must be provided.

30. *Messages from H.M. Ships for Transmission.*—(a) Messages for despatch to authorities outside Gibraltar are to be sent in triplicate to the Duty Signal Officer for transmission. One copy will be initialled and returned as receipt. The second copy is returned with time of despatch inserted after transmission is completed.

(b) With the exception of delivery groups, messages are to be ready for despatch; coding and cyphering, as appropriate, are to be done by the ship of origin.

(c) Messages in code or cypher are to be accompanied by a copy of the plain language version which is to be enclosed in a separate envelope marked "Confidential" or "Secret".

(d) Ships wishing to send concession telegrams should telephone the Duty Signal Officer (A.C.H.Q. 78) for full instructions. It is also possible to telegraph 25 words for 2s. 7½d. by European letter telegram.

31. *Harbour W/T Watch.*—Harbour W/T watch is to be kept in accordance with Mediterranean War Communication Orders.

Destroyers and below may, however, earth aeriels when berthed inside the Admiralty Harbour, provided :—

- (a) That an organisation exists in the ship for setting watch on Port Wave within five minutes of an Air Raid RED warning or other emergency such as a Human Torpedo attack.
- (b) That watch is set on Port Wave when at two hours' notice for steam or less.
- (c) That watch is set on Port Wave two hours before sailing.

32. *Port Wave.*—(a) W/T and R/T are used on the Port Wave and traffic is made as follows :—

- (i) W/T routines for vessels with less than three operators are made at 0000, 0400, 0800, 1800 and 2000 local time. Messages are broadcast and when "X 277" is made on completion of the Routine these vessels may revert to Loudspeaker watch. Messages of an urgent nature which cannot wait for the next routine are passed by R/T.
- (ii) Ships with three or more operators keep continuous watch. Messages are passed by Direct method unless contained in routines as indicated in paragraph (i).
- (b) Port Wave is to be kept as follows :—
 - (i) *In harbour* as indicated in paragraph 32.
 - (ii) *At sea.*—(a) By all vessels operating between the meridians 04° 40' W and 06° 20' W.
 - (b) By major war vessels, in addition to sub-paragraph (a) above, two hours before arrival and one hour after departure.
 - (c) By minor war vessels and those capable of keeping one line only—between the meridians indicated in sub-paragraph (a) above, shifting to station broadcast, *vide* A.F.O. "S" 1/43 on leaving this area.
 - (iii) *Ships on Patrol.*—(a) Destroyer—Continuous W/T watch in addition to single line periods on the broadcast.
 - (b) Corvettes—Continuous W/T watch.
 - (c) Minor war vessels—Continuous W/T watch if three operators are borne, otherwise W/T and R/T as in paragraph (a).

33. *Testing of V/H/F Sets.*—(a) A type 86 V/H/F set is fitted in the Dockyard Signal Tower for testing communications with ships.

(b) Ships wishing to test their equipment should signal Flag Officer, Gibraltar, quoting this paragraph and referring to the following items :—

- (i) Time test is required.
- (ii) Channel to be used.
- (iii) R/T call-sign to be used by ship.

Note.—(1) If 6450 is required to be used great care must be taken not to interfere with R.A.F. on 6440 kc/s.

(2) Dockyard Tower use R/T call sign "Tower."

34. *Radar Calibration Facilities.*—(a) *Index Correction.*—With reference to C.B. 04182, chapter XIII, paragraphs 6 and 8, Algeciras Breakwater gives a distinct signal which can be used to check index error. On passing through either of the harbour entrances, the following ranges should be observed from points 100 yards from the lights at either end of the Detached Mole and when in line with the outer face of the Mole :—

North Entrance—6,212 yards.
South Entrance—6,497 yards.

(b) *High Angle.*—"Y" targets (*vide* C.A.F.O. 1076/42) are available and if required for practice, in accordance with Confidential Gibraltar Memorandum No. 45, they should be stipulated.

35. *Reliefs.*—Applications for reliefs for all ratings, except Communication and Asdic ratings, should be made to H.M.S. "Cormorant" by signal.

Signals for Communication and Asdic ratings should be made to Port Signal Officer and Port A/S Officer respectively, repeated H.M.S. "Cormorant." In the case of an engine room rating this signal should be (R) Captain (E), Captain (D).

36. *Punishments, Detention, etc.*—Warrants for imprisonment or detention are to be forwarded to Flag Officer, Gibraltar, for approval through the authorities shown in paragraph 1 as applicable.

37. Application for admission of ratings to detention is to be addressed to H.M.S. "Cormorant" (R), Flag Officer, Gibraltar and Mediterranean Approaches. Ratings should arrive at H.M.S. "Cormorant" at 1245 daily, Saturdays 1000 (not on Sundays).

When ratings are sent to the Military Detention Barrack, Gibraltar, the following documents should accompany the committal warrant :—

- (a) Copy of conduct sheet made out to date of committal.
- (b) Medical history sheet.
- (c) Kit list.

The Service Certificate, Transfer List and duplicate S.258 are to be sent to H.M.S. "Cormorant".

38. *Orderlies.*—Orderlies, who must carry an identity card and a permit signed by their Commanding Officer, are to call at the Tower on arrival of the ship and one hour before sailing (if time is known). They are also to make routine calls at the following times : 0830, 1230, 1630 and 2030.

Post and Mails

39. Ships' postmen must be in possession of written authority to collect or deliver mails as is laid down in K.R. & A.I., Art. 1095(1).

40. All mails are to be censored on board.

41. All-Sea-Route mails are to be enclosed in double sealed bags or covers, the outer bag or cover being addressed "Censored Letter (or Parcel) Mail from H.M. Ship ———", and the inner bag or cover to show name of ship. Large envelopes may be used to enclose small quantities of sea-route letters.

42. Letter/Parcel Bill (Form S.579c) must accompany all despatches. *See* B.R. 7/41, Part 2(2), ("Censorship & Treatment of Naval Mails in time of War").

43. Information concerning air mail and cables can be obtained at the Fleet Mail Office. There is no Airgraph system operating in Gibraltar.

44. It should be specially noted that it is not permissible to re-export goods which have been imported into Gibraltar from overseas. (*See* paragraph 10.)

45. Parcels are not to exceed 5 lbs. in weight (gross).

Medical

46. *Medical Officers.*—

Medical Liaison Officer, Gibraltar	... } Dockyard Surgery.
Senior Naval Medical Officer, Gibraltar	} King's Bastion Sick Bay
Senior Medical Officer, H.M.S. "Cormorant".	

(Responsible for all ships without Medical Officers).

47. *Medical Transport.*—

- (a) Ambulance : Signal to Dockyard Surgery.
- (b) Cars : Signal to Naval Store Officer.

48. *Medical Stores*—Demands : Medical Liaison Officer, Dockyard.

Ships will be informed by signal when their stores are ready for collection. Transport to be arranged by ship with N.S.O. Longest notice possible of requirements should be given.

49. (a) All service patients will be admitted to the Military Hospital only, except for cases of venereal disease, which will be admitted direct to the Zymotic Hospital.

(b) If in an emergency or in error a patient is sent for admission to the wrong hospital building, he will be examined by a Medical Officer who, if he considers it necessary, will admit the patient to that building. Any subsequent transfer becomes the responsibility of the Military Medical Services.

(c) Out-patients will attend, except where otherwise stated, as follows :—

Department	Day	Location
Surgical	Monday 0930 and 1400 Tuesday 0930 Thursday 1400 Friday 0930	Military Hospital.
Medical	Monday, Wednesday and Friday	Military Hospital.
Ear, Nose and Throat	Monday, Tuesday, Thursday, Friday and Saturday.	Military Hospital.
Ophthalmic	Monday, Tuesday, Thursday, Friday and Saturday.	Military Hospital.
Psychiatric (by ap- pointment).	Monday and Thursday	King George V Hos- pital (Mental Block).
Venereal	All weekdays	Zymotic Hospital.
Skin	Monday, Wednesday and Friday	Zymotic Hospital.
Varicose Veins	Wednesdays 1430	Military Hospital.
Haemorrhoids	Saturdays 0930	Military Hospital.

Officers and female patients will be seen by appointment with the department concerned.

50. *Medical Surveys.*—(a) Outpatient Surveys are held at Military Hospital on Fridays, cases for survey to be at hospital by 1030 accompanied by M.188s in quintuplicate describing cases in full.

(b) Ships which will not be in harbour on that day should discharge their cases to H.M.S. "Cormorant", with papers, to await survey, notifying H.M.S. "Cormorant" by signal.

(c) Permission to send cases for out-patient survey should be by signal to Flag Officer, Gibraltar, repeated Officer Commanding Military Hospital and H.M.S. "Cormorant".

51. *Casualties.*—A.F.O. 3814/43 applies. In cases of doubt, add whether Medical Officer is carried on board.

52. *Dental Treatment.*—There are two Naval Dental Surgeries :—

(a) At western end of the Admiralty Tunnel in H.M. Dockyard (Telephone : Dockyard 385) for use of ships and establishments to the south of the Coastal Force Base including the South Mole.

(b) Near H.M.S. "Cormorant" opposite the Naval Officers' Pavilion (Telephone : Tower) for use of ships and establishments to the north of and including the Coastal Force Base.

All classes of dental work can be undertaken. Cases should be sent, as far as possible, by appointment only.

53. *General.*—(a) Telephone H.M.S. "Cormorant" when in doubt.

(b) Cases discharged to H.M.S. "Cormorant" for medical reasons should always be accompanied by an M.188 and S.47.

(c) H.M.S. "Cormorant" has no cot accommodation. All such cases must be sent to hospital.

(d) Sick bay washing (clearly labelled) to be handed in at H.M.S. "Cormorant" on Wednesdays. This is returned a week later.

(e) Attention is drawn to K.R. & A.I., Arts. 783, 1345 and 1404.

The following gear is to accompany all ratings sent to hospital : Hairbrush and comb, shaving gear, tooth brush, clothes brush, boot brush, and one pair of gym shoes if rating possesses them.

In addition for cot cases : One complete suit of uniform clothing is to be sent with cot cases for use on their discharge. All other gear should be listed and sealed and sent to H.M.S. "Cormorant" for safe custody. In infectious cases, all gear should accompany patient to Zymotic Hospital for disinfection.

Power Boats Under Way

54. When inside the harbour, power boats are to proceed at a moderate speed so as not to cause unnecessary wash. All boats approaching the landings at H.M.S. "Cormorant," Ragged Staff, Gun Wharf, King's Stairs and Admiral Superintendent's Steps are to open up the view into the camber before entering.

Boats entering and leaving the boat-slip camber are to proceed in a clockwise direction and berth at 2 and 3 steps, bows to eastward and at Admiral Superintendent Steps, bows to westward.

55. Care is to be taken when approaching the slipway while vessels are being slipped or unslipped. A red flag is hoisted at the corner of King's Stairs during such operations.

56. Power boats are to keep at least 50 yards distance when crossing the bow or stern of a ship moored in Admiralty waters.

57. When a submarine in harbour has a red flag flying, no power boat is to approach within 50 yards of her.

58. Fast motor boats are to observe every possible precaution to ensure the safety of bathers and *all* boats in the vicinity of bathers are to proceed at slow speed.

59. Particular care is to be taken to reduce speed when entering and leaving the Auxiliary Camber in order to prevent wash damaging lighters berthed at Gun Wharf and endangering personnel working in them.

Miscellaneous

60. *Blackout.*—Ships are to be darkened from half an hour after sunset until half an hour before sunrise.

61. Respirators are to be carried by all officers and ratings in ships and shore establishments from 0900 to 1130 on the first Wednesday in each month. At 1100 the sirens will sound the "alarm" and at 1130 the "All Clear." All officers and ratings are to put on their respirators once during that period. Commanding Officers are to ensure that this practice is properly carried out.

The "All Clear" will be sounded for 15 seconds daily at 0800 to test sirens and as a time signal.

62. *Bathing.*—Bathing is prohibited in the harbour between sunset and sunrise when swimmers are liable to be fired on by the patrol boats.

63. *Upper Rock.*—Naval personnel may enter the Upper Rock on production of identity card, but must keep to the roads and comply with any notices prohibiting entry into specified places.

64. *Security.*—The need for extreme caution in the discussion of service matters is to be impressed on all officers and men. There is a large floating population of foreigners and, in particular, barmen, waiters and taxi drivers are often of foreign nationality.

Personnel should be warned that in Gibraltar traffic keeps to the right-hand side of the road, and that motor vehicles are not allowed to sound their horns.

(C.A.F.O. 1076/42 and A.F.O. 3814/43.)

(A.F.Os. 3369/43 and 5177/43 are cancelled.)

Boat owners, and having the boat-owners to be notified by the
direction and berth at 2 and 3 o'clock, being to eastward and at Admiral's
docks, being to westward.

53. Care is to be taken when approaching the wharves with vessels and boats
slipped or unslipped. A red flag is hoisted at the wharves during
operations.

54. Tugs and boats are to be kept at least 50 yards distance when passing the bar
to starboard of the wharves in Admiralty wharves.

55. When a tugboat is required to be kept at the wharves, the powerboat will
approach within 50 yards of her.

56. Tugs and boats are to observe every possible precaution to prevent the
escape of steam and all boats in the vicinity of boats are to proceed at slow speed.

57. Tugs and boats are to be taken to reduce speed when entering and leaving
the Admiralty wharves in order to prevent the escape of steam and to prevent the
wharves being damaged by passing vessels.

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