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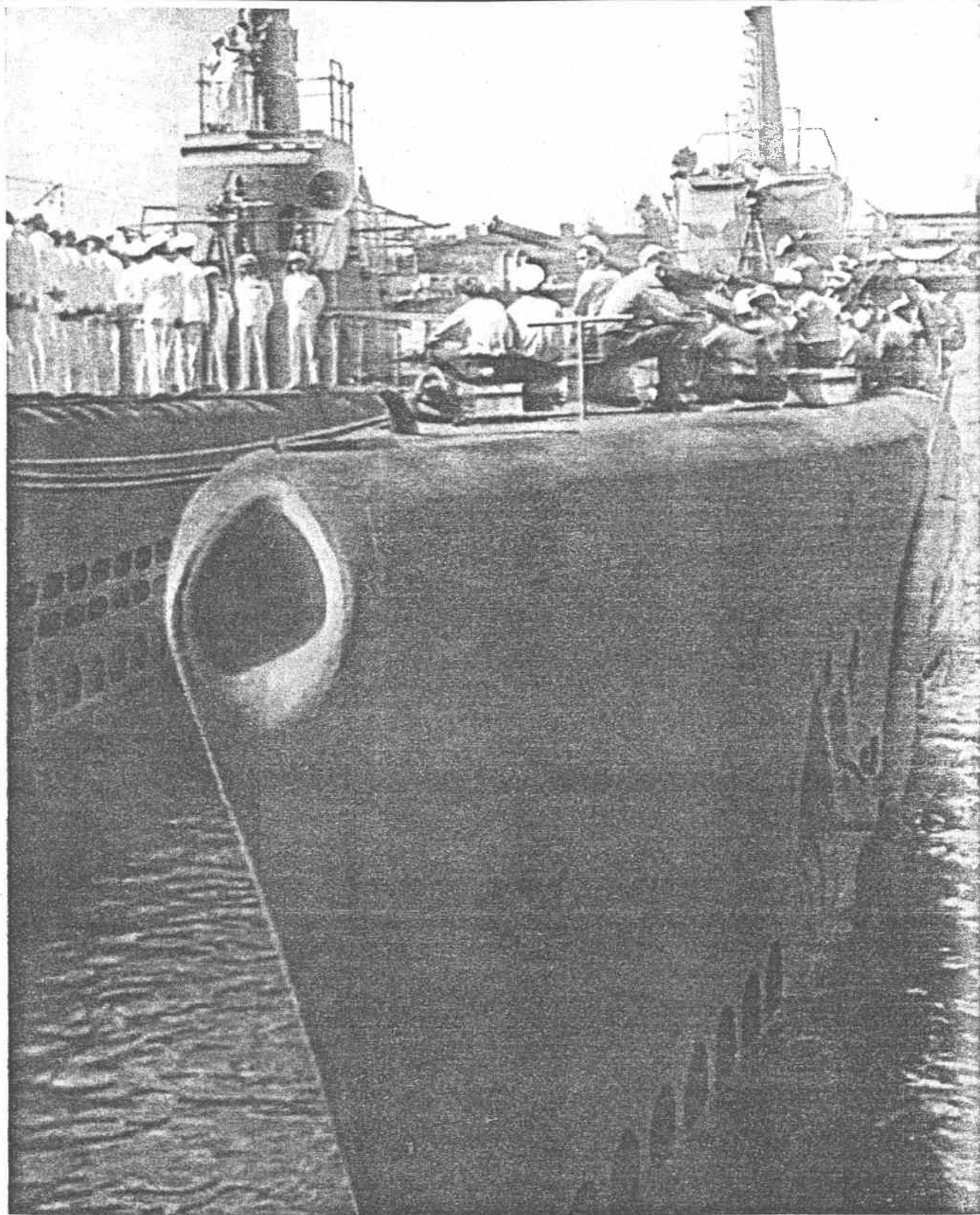
USS POMPON (SS 267) SHIPS ORDERS

COMPARTMENT RIGGING CHECK OFF LIST

DIVING AND SURFACING PROCEEDURES

LT. COMDR. S.H.GIMBER USN, JULY 1944

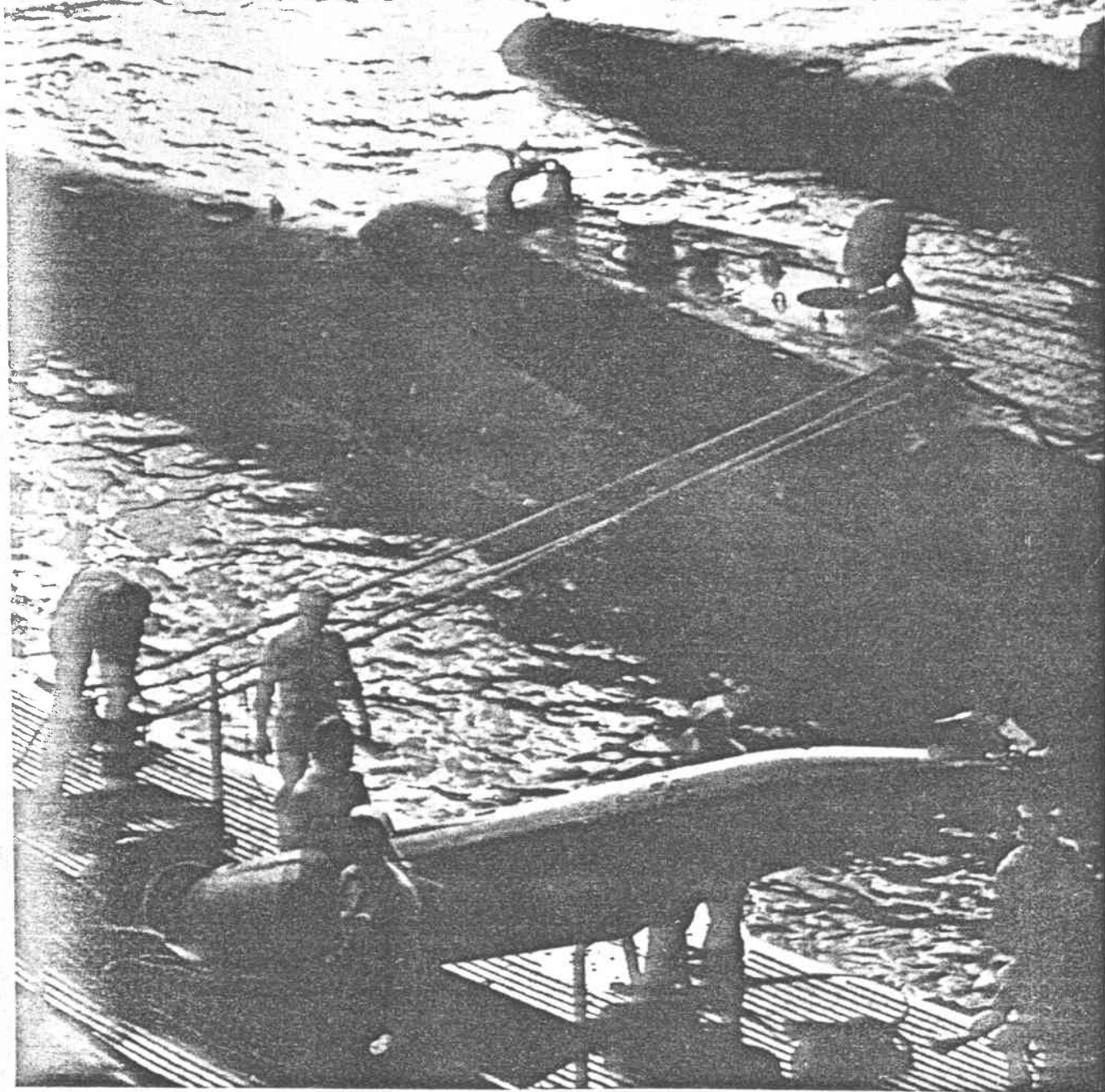
Lt. J. O. Paine USNR

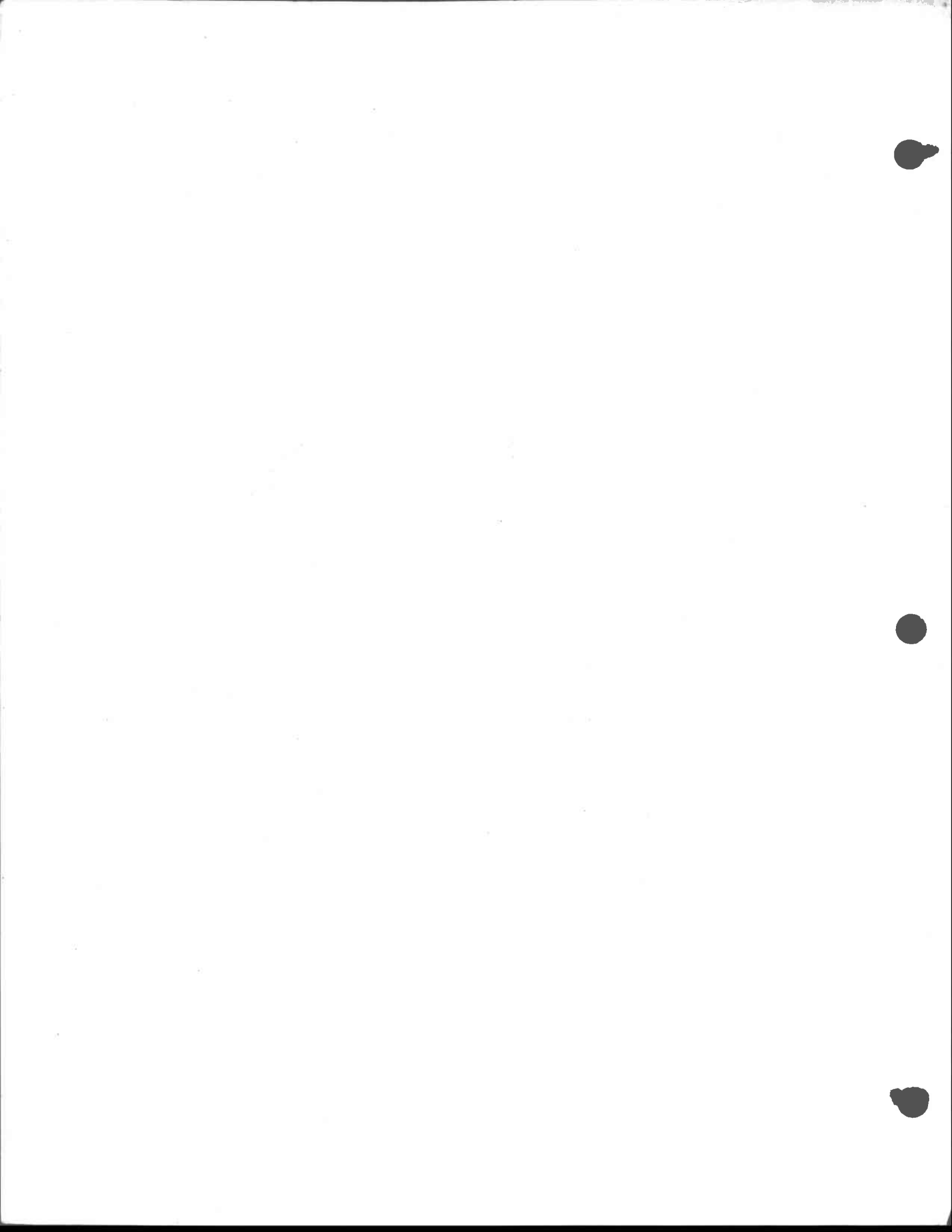


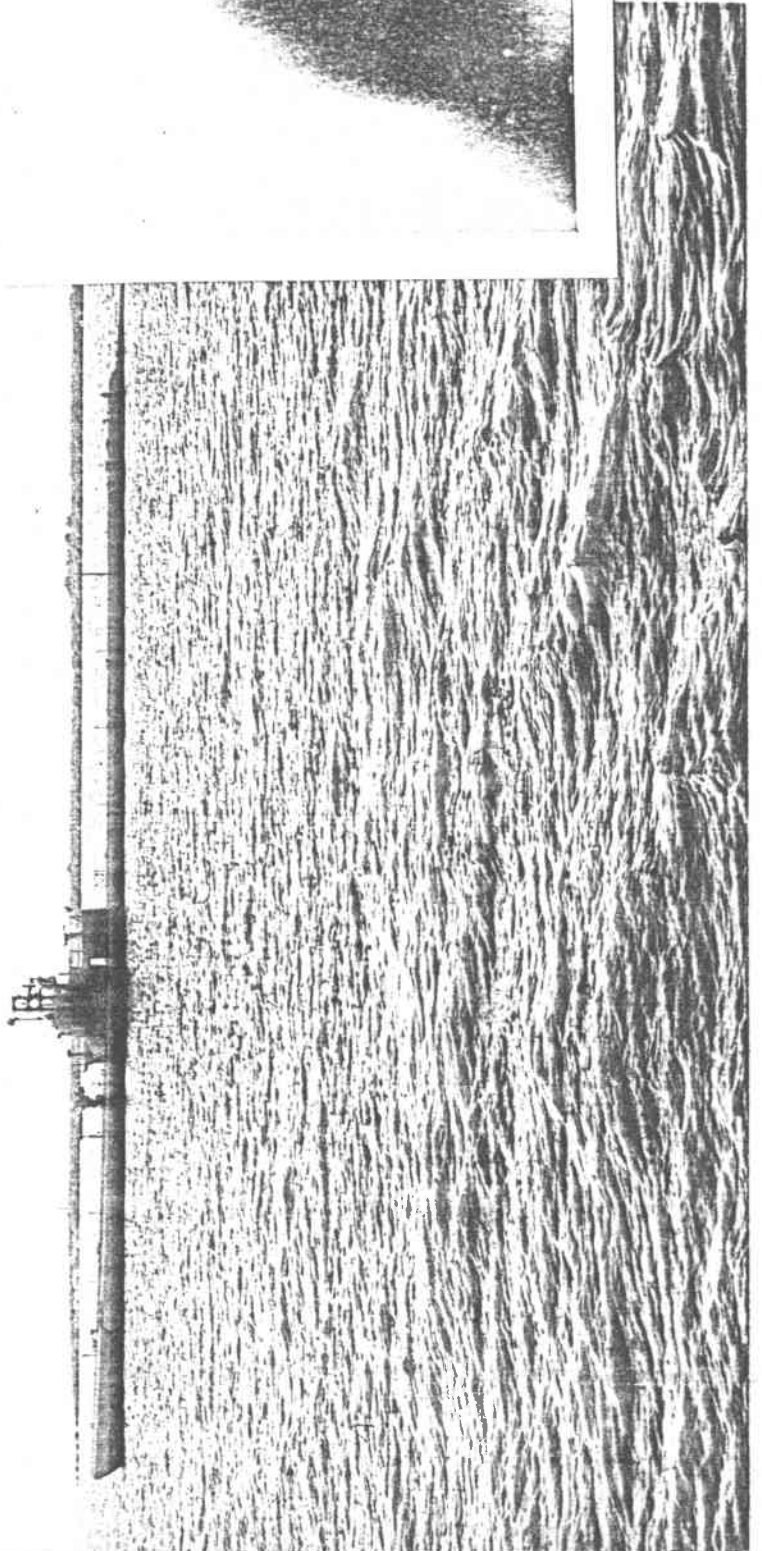
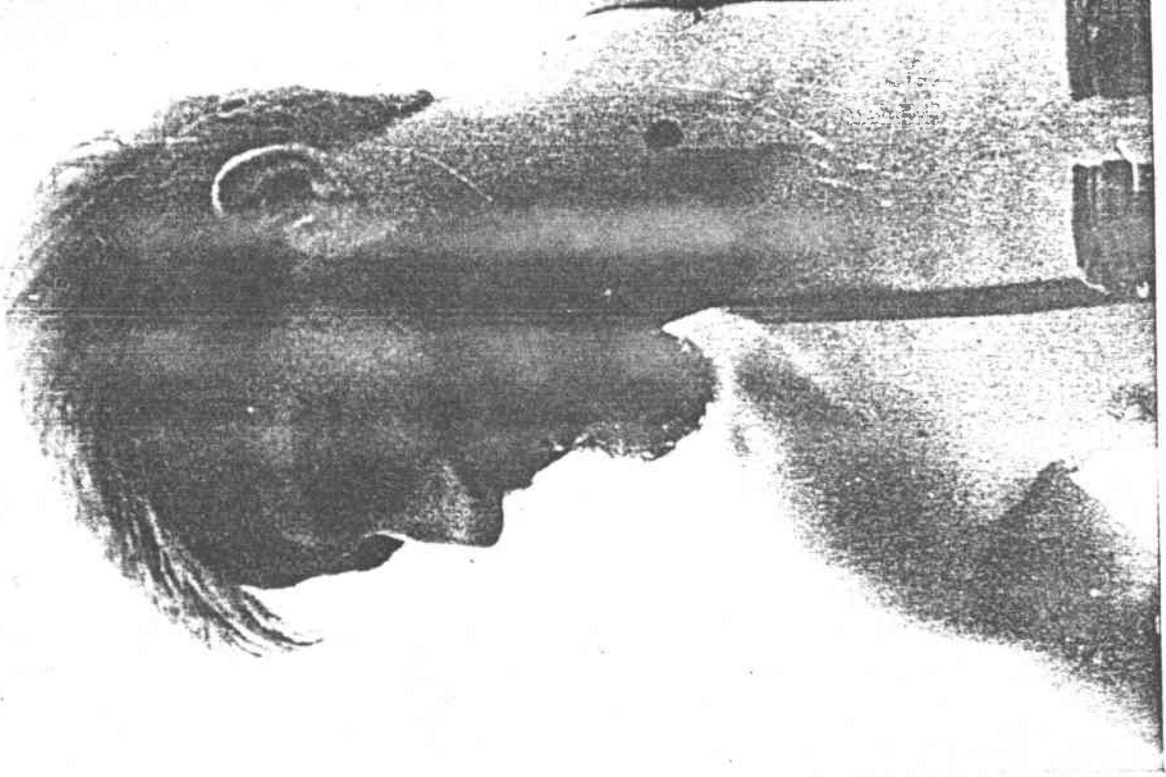
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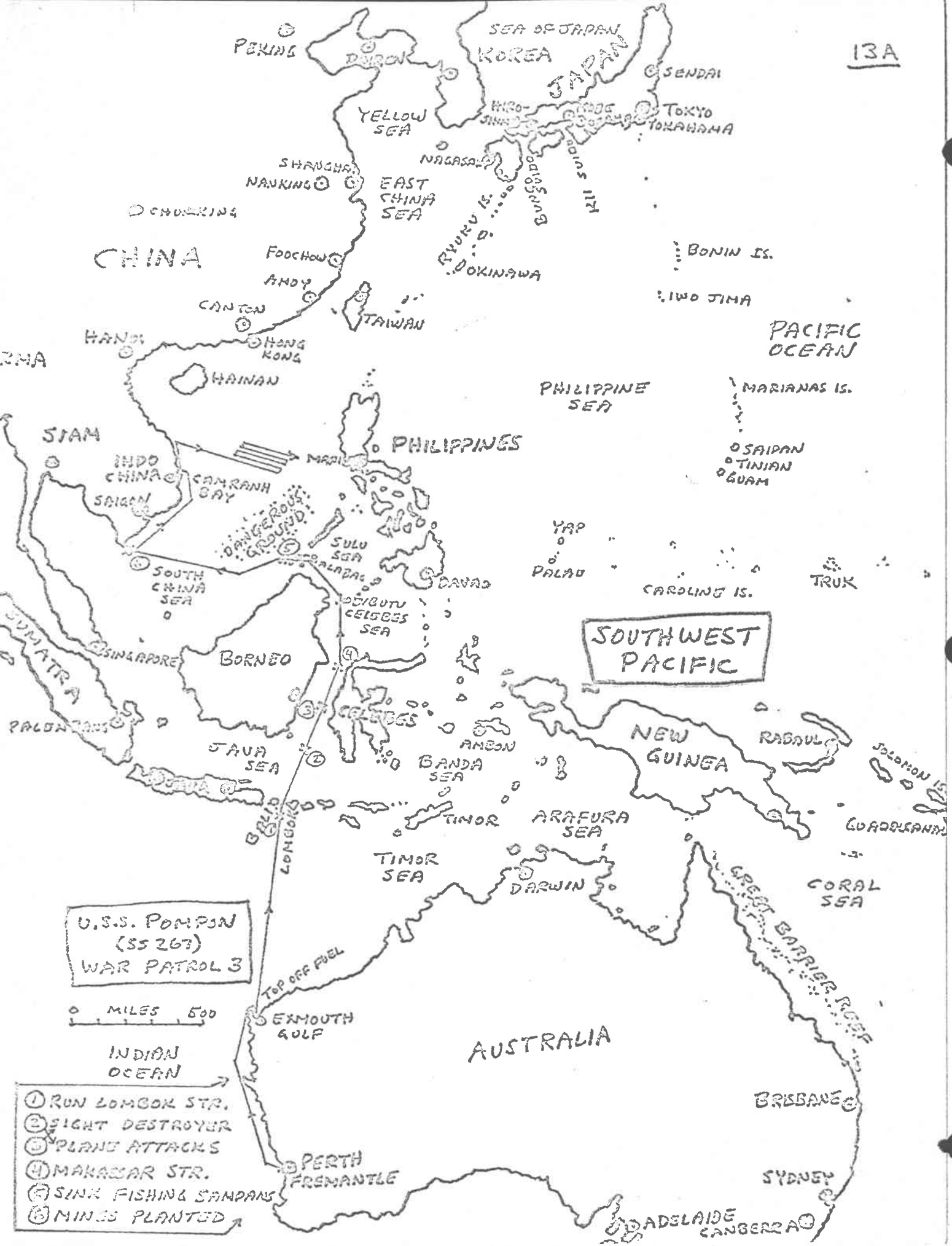
USS POMPON (SS 267) SHIPS ORDERS
COMPARTMENT RIGGING CHECK OFF LIST
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Lt. J. O. Paine USNR









PEKING

SEA OF JAPAN
KOREA

SENDAI

YELLOW SEA

HIROSHIMA
YOKOHAMA
TOKYO
YOKOHAMA

SHANGHAI
NANKING

EAST CHINA SEA

NAGASAKI

RYUKYU IS.
OKINAWA

BUENOS AIRES ISL.
MIDWAY ISL.

BONIN IS.

IWO JIMA

CHINA

FOOCHOW

ANDY

CANTON

TAIWAN

PACIFIC OCEAN

HANKOW

HANG KONG

HAINAN

PHILIPPINE SEA

MARIANAS IS.

SIAM

PHILIPPINES

SAIPAN
TINIAN
GUAM

INDO CHINA

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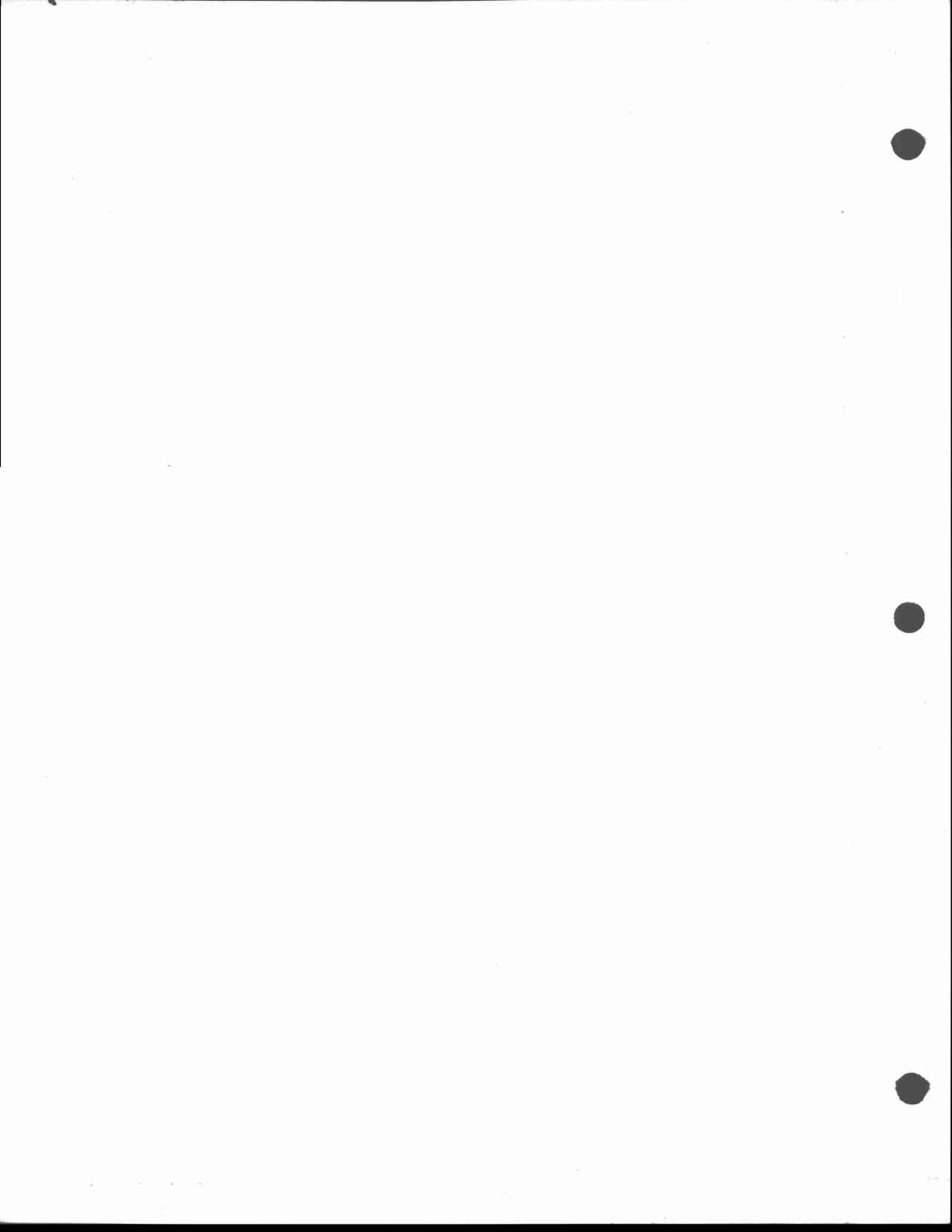
U.S.S. POMPON (SS267)

SHIP'S ORDERS

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U.S.S. POMPON (SS267)

SHIP'S ORDER No. 1.

Subject: Ship's Orders, Promulgation.

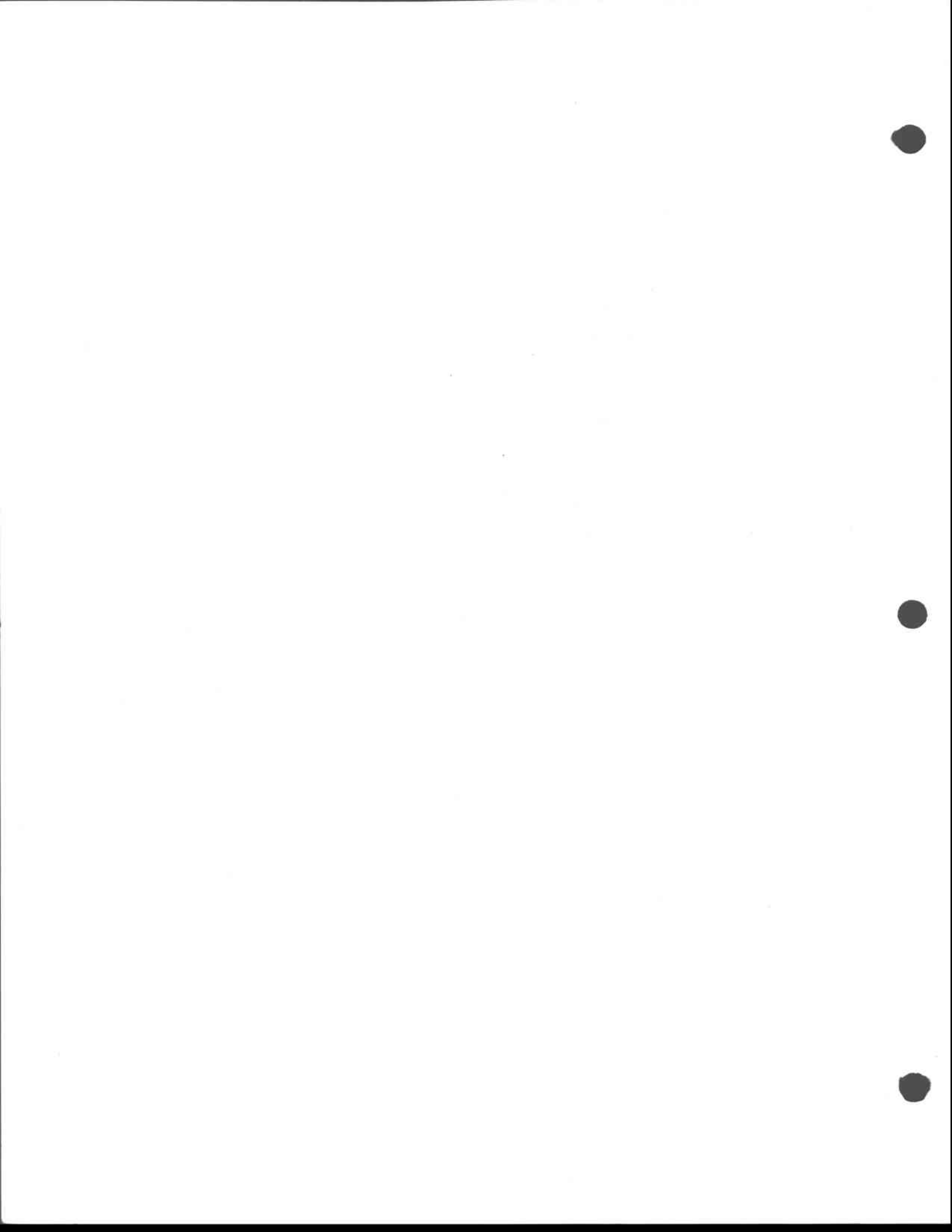
1. There is promulgated herewith a set of orders to be known as "Ship's Orders" which are issued for the guidance of all personnel regularly or temporarily attached to this vessel.

2. Ship's Orders are supplementary to regulations, instructions, and orders issued by higher authority and nothing in these orders shall be construed as conflicting with or modifying any of the above directives. Any person noting any differences or conflicting orders shall bring them to the attention of the Commanding Officer.

3. Heads of Departments will issue necessary Departmental Orders and Safety Orders subject to the approval of the Commanding Officer.

4. The Ship's Orders and Organization, signed by the Commanding Officer, shall be kept in the ship's files. Copies of the subject orders and organization will be kept in designated stowages in the crew's mess, control room and in the wardroom. All officers and men are directed to read same within 48 hours after reporting aboard. Compliance with the latter will be indicated by initialling the originals in the ship's office. Any item not thoroughly understood should be clarified by reference to the Executive Officer.

L. W. G. H. J.
Executive Officer, SS267
Commanding



SHIP'S ORDER NO. 2

Subject: Liberty.

1. When in port and liberty has been granted, a man rates liberty:

- (a) If he is not in the duty section.
- (b) His identification card is in his possession.
- (c) He has not been restricted to the ship by the Commanding Officer.

2. Liberty for ratings of the special branch and mess cooks will be granted when their services can be spared, and will be regulated by the Executive Officer.

3. Each member of the crew will be issued an identification card by the Executive Officer. This identification card shall be carried at all times while on liberty. It is each man's responsibility that his card does not fall into the hands of unauthorized persons. If such is found to be the case, the burden of proof will be upon that man to show that he is not liable and subject to disciplinary action together with the other person.

4. Any person found to be in unauthorized possession of another person's identification card will be subject to disciplinary action.

5. If a man loses his identification card, he shall immediately report that fact to the Executive Officer. Loss of two liberties will be the penalty for the first offense. All identification cards will be sighted by the Executive Officer, or by an officer designated by him at least once each month.

6. Exchanging duties will be allowed only in exceptional circumstances or emergencies. Any desired exchange of duties will be made the subject of a request to the Executive Officer, via Division Officer, or in his absence, the Duty Officer. If approved, the change will be entered on the official watch list, and initialed by the officer approving the request. Exchanges will be made rate for rate, or similar stations, and except in emergencies will not be approved after 1100 of the day for which requested.

7. Liberty hours will be prescribed by the Executive Officer in accordance with the liberty regulations of the port and S.O.P.A. When liberty is granted in a port it should be construed to mean permission to visit that city and the surrounding vicinity roughly for a radius of about 30 miles if not specifically designated. If a man should be injured outside this limit without having obtained permission to leave the vicinity of the port, such injury is generally considered NOT IN LINE OF DUTY and hence waives any pension or gratuity which might otherwise accrue.

8. No person will leave the naval district wherein the port is located at which the ship may be, without special permission.

S. H. GIMBER,
Commander, U. S. Navy,
Commanding.



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 3

Subject: Uniform.

1. At sea there is no prescribed uniform. Individuals are expected to be guided by their own common sense, pride in personal cleanliness, and a sense of decency in regard to their shipmates.
2. In port this ship will comply with the existing instructions of the SOPA or Base to which attached. After working hours and during meal hours a complete uniform shall be worn.
3. Watch standers in port as official representatives of the ship, shall be strictly regulated in their manner and appearance.
4. Entering or leaving port all hands shall be in complete uniform.
5. On liberty, all hands are enjoined to conduct themselves in manner and appearance such that they will reflect credit upon themselves and the Naval service. You can be rightfully and jealously proud of the Submarine Service. Do not discredit either yourself or the Service while on liberty by being slovenly in appearance or conduct.

S. H. GIMBER,
Commander, U. S. Navy,
Commanding.



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 4.

Subject: Smoking.

1. Smoking is normally permitted on the surface in all spaces except (1) on the lower flats of the engine room, (2) motor room, (3) in bunks, (4) in battery tanks, (5) in storeroom, refrigeration spaces or magazine, and (6) topside when ship is darkened.

2. Smoking will not be permitted while fueling ship, handling ammunition or in the battery compartments while charging batteries after the finishing rate has been reached. The electrician's mate in charge of charging shall notify the Duty Officer or the Officer-of-the-Deck, who shall cause the smoking lamp to be put out in the battery compartments when the finishing rate is reached.

3. When the magazine hatch is open, no smoking will be permitted in the mess room.

4. While submerged, the smoking lamp will be regulated by the Commanding Officer.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMPON (SS267)

Ship's Order No. 5.

Subject: Visitors.

1. Visiting on board this ship will not be permitted except in the following cases:
 - (a) Personnel of the U.S. Army, Navy, Marine Corps and Coast Guard are permitted aboard at the discretion of the Duty Officer. The Deck Watch will report their arrival to the Duty Officer who will first definitely establish the identity of such visitors and then detail a guide.
 - (b) Officers attached to this ship may accompany guests aboard.
 - (c) Enlisted men of this command may obtain special permission from the Executive Officer to take members of their families aboard ship.

2. Covers will be kept on all fire control equipment, and other instruments while in port. The radio room door shall remain closed to visitors. All hands are cautioned never to discuss with visitors any matter of a confidential nature, such as fire control instruments, sound gear, mine laying gear, and poppet valves.

3. Special instructions will be issued as necessary to provide for the proper identification of navy yard workmen and other authorized persons who will be permitted on board during the period of time this vessel is at a navy yard.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 6.

Subject: Cameras.

1. A ship's Photographer will be designated who shall have custody of the official camera. He shall take photographs only as directed by the Commanding Officer.

2. Personal cameras may be brought on board. While on board they shall at all times remain in the custody of the Commanding Officer.

3. Use of personal cameras ashore shall be in strict compliance with existing regulations of the area in which the ship is based and with due regard for censorship regulations.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 7.

Subject: Unauthorized possession of clothing or property.

1. No member of the crew of this vessel shall have in his possession, except with the permission from proper authority, or incidental to the performance of his duties, any property of the United States of America.

2. No member of the crew of this vessel shall have in his possession, except with permission of the Commanding Officer, any clothing or other property belonging to any other person in the United States Naval Service.

3. Any clothing or other property found loose about the ship by any member of the crew will, upon discovery, be delivered at once to the Duty Officer for disposition.

4. Proper marking of clothing will be regarded as evidence of ownership. Clothing purchased from the effects of deserters must be plainly marked "DC" in red.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 8

Subject: Handling Ammunition and Explosives.

Reference: (a) Art. 972, U.S. Navy Regulations, 1920.
(b) Art. 13A16, Bureau of Ordnance Manual.

1. The Gunnery Officer shall prepare and post in the magazines, torpedo rooms, and small arms locker such excerpts from reference (a) and (b), and any other publications on this subject as may be applicable to this vessel and her armament.

2. The "smoking lamp" shall be out at all times when handling ammunition.

3. The gunner's mate, under the supervision of the Gunnery Officer, shall be in charge of handling ammunition.

4. All privately owned ammunition and firearms must be turned in to the gunnery officer for stowage with the ship's firearms and ammunition. No personal firearms will be allowed on board without permission from the Commanding Officer. Such authorized firearms will be removed from the small arms stowage only with the Commanding Officer's permission.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 9.

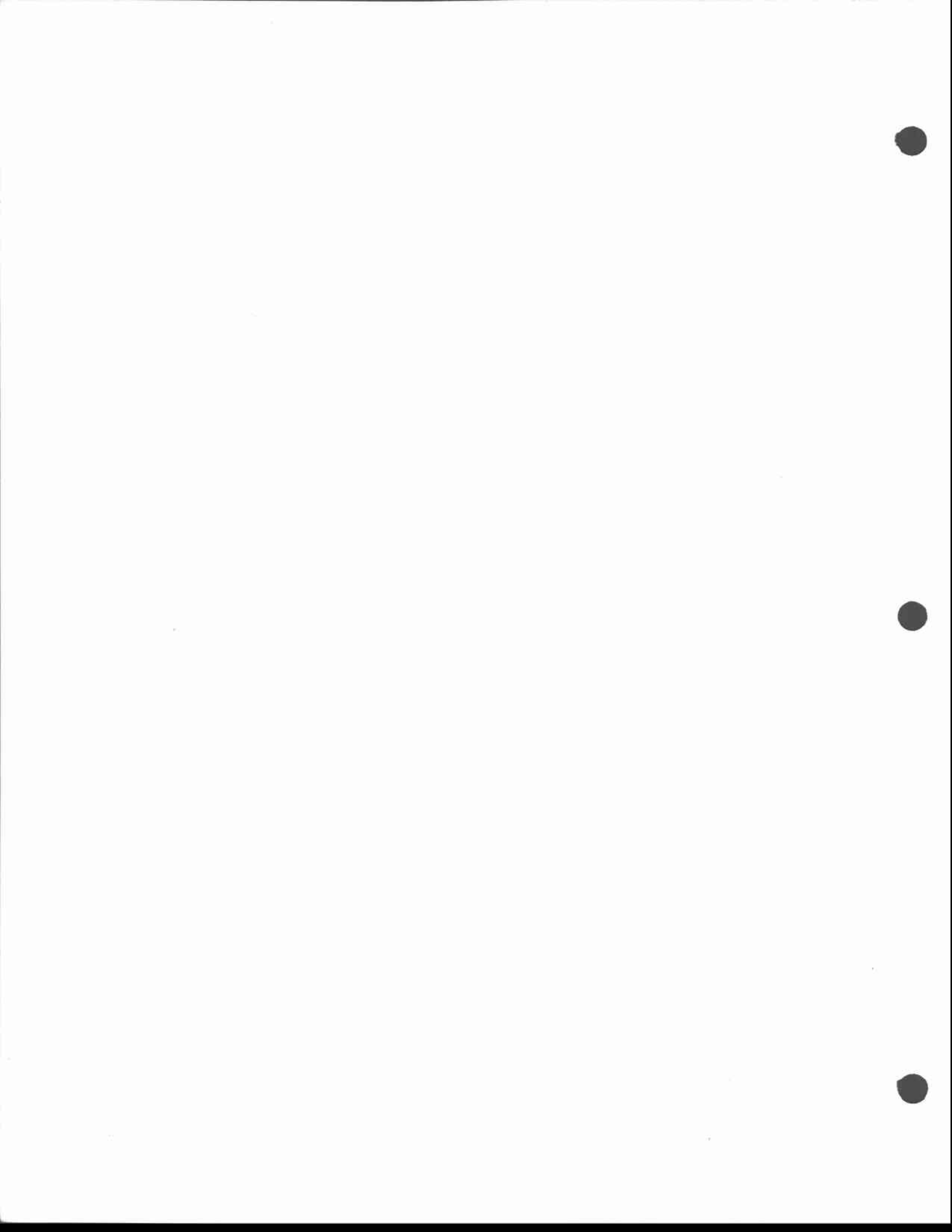
Subject: Ship's Alcohol.

1. The Engineer Officer shall personally witness and supervise the drawing of pure grain alcohol from the tender, or other source of supply, the issuing thereof from the ship's tanks and its use. He shall keep the keys to the ship's alcohol tanks in his personal custody.

2. Ship's pure grain alcohol will be stored only in the tanks provided for that purpose.

3. The Torpedo Officer shall have custody of all torpedo alcohol.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POLPON (SS267)

SHIP'S ORDER No. 10.

Subject: Ship's Office.

1. The ship's Office shall not be entered by anyone except in the course of duly authorized business or duty.

2. The yeoman shall not divulge, or make available any information from the ship's files without authority of the Commanding Officer, Executive Officer or head of departments.

3. Any member of the crew of this vessel wishing to refer to any records, such as his own service record, continuous service certificate, or any correspondence pertaining to him shall apply to the Executive Officer. Reasonable requests will be granted.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 11.

Subject: Ship's Library.

1. The library of this vessel is under the cognizance of the Navigator, and the Pharmacist's mate is designated as the librarian.
2. The librarian shall obtain card receipts for all title "B" books, and shall obtain books from the wardroom for the crew.
3. Title "C" books shall be available to all hands at all times.
4. Only one book may be drawn at a time.
5. Magazines will be habitually stowed in magazine racks and not in personal lockers or bunks.

S. H. GIMBER
Commander, U.S. Navy
Commanding



U.S.S. POMFON (SS267)

SHIP'S ORDER No. 12

Subject: Censorship.

1. Censorship will be in accordance with the current Censorship Regulations. Ship's censors under the Chief Censor, Executive Officer, will be thoroughly indoctrinated in the existing regulations. Censors will make every effort to expedite handling of the mail.

2. Pertinent extracts will be published and kept posted for the information of all hands. Information concerning local facilities for cables and long distance telephone calls will be published to all hands as soon as possible upon arrival in port.

3. Censorship is fundamentally a matter of common sense. Don't inconvenience yourself by the lack of it. Observe the censorship rules carefully. Keep yourself and your relatives informed of the proper mail address and cable address of the ship.

S. H. GIMBER,
Commander, U. S. Navy,
Commanding.




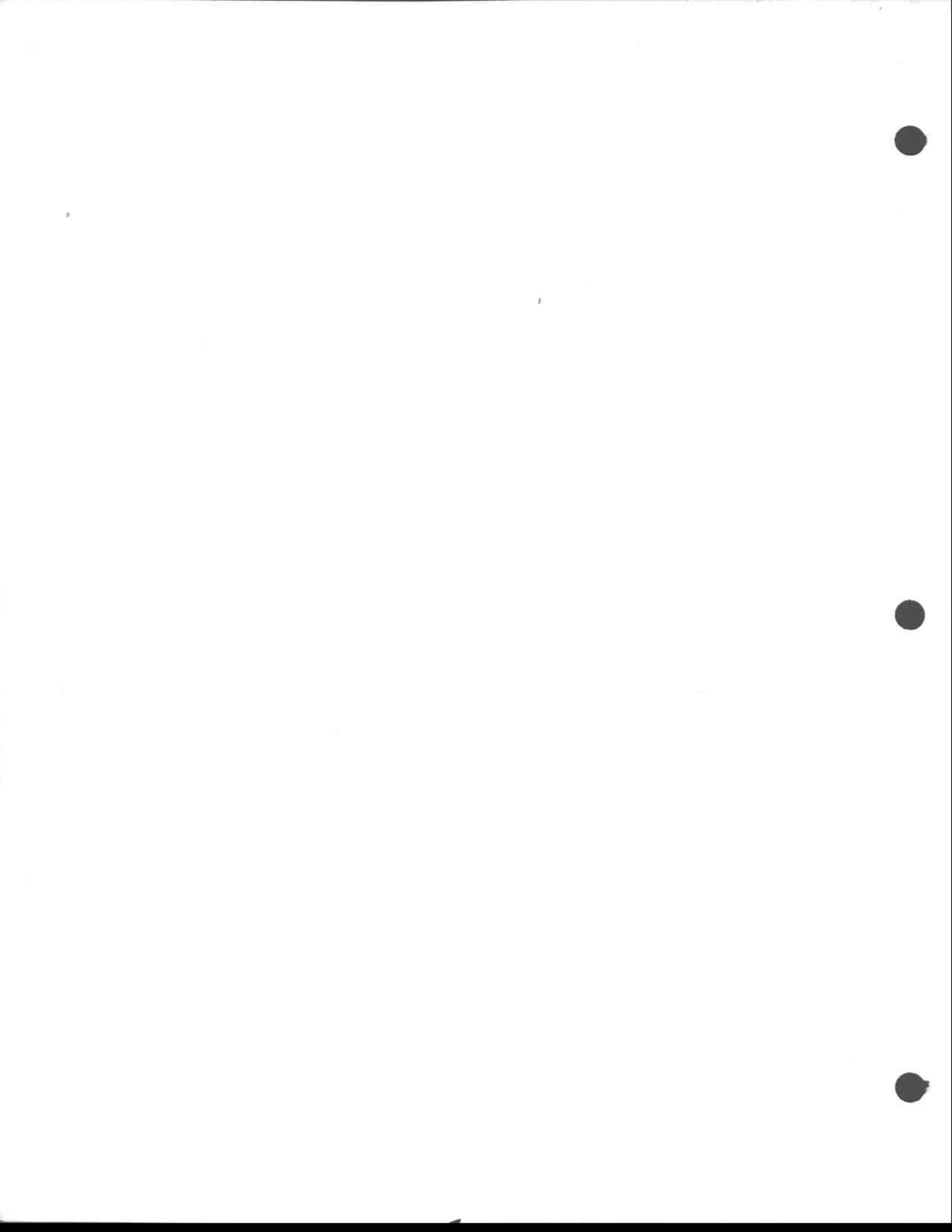
U.S.S. POMPON (SS267)

SHIP'S ORDER NO. 13

Subject: Pumping Bilges and Blowing Sanitary Tanks.

1. Permission shall be obtained from the duty officer (Officer-of-the-Deck underway) to pump bilges or blow sanitary tanks.
2. Bilges will normally be pumped to the expansion tank.
3. When submerged the permission of the Commanding Officer must be obtained before pumping bilges or discharging anything overboard.
4. The Oil Pollution Act shall be made a part of the Engineering Department Orders of this ship and all hands will comply with its provisions. In granting permission to pump bilges the Duty Officer shall designate discharge to sea or to the expansion tank.
5. Upon completion of pumping bilges or blowing sanitary tanks, this fact will be reported to the Duty Officer or Officer-of-the-Deck.


S. H. GIMBER,
Commander, U. S. Navy,
Commanding.



U.S.S. POMPON (SS267)

SHIP'S ORDER No. 14

Subject: Medical Department.

1. The Pharmacist's Mate, under the supervision of the Executive Officer, shall be in charge of the Medical Department. He shall have the same responsibility regarding the care of property and submission of reports as is required by U. S. Navy Regulations of the Medical Officer.
2. He shall keep the Executive Officer advised in regard to all matters which adversely affect the physical fitness of the crew, the presence of any contagious diseases on board, and the sanitary condition of the vessel.
3. He shall report daily to the Executive Officer the condition of the sick on board.
4. He shall carry out the following routine in regard to men reporting for treatment:
 - (a) If alongside a tender or at a base, the patient shall be taken to the Medical Officer of the tender or base.
 - (b) When not anchored or moored in company with a Medical Officer, he shall administer such treatment as appears advisable, informing the Commanding Officer immediately of any cases which may require an emergency return to port or an exchange of symptoms and treatment by a radio message.
 - (c) Inform the Commanding Officer and Officer-of-the-Deck of all injuries to personnel.
 - (d) In cases where it is necessary to place a patient on the binnacle list, permission will be obtained from the Executive Officer, and a memorandum sent to the O.O.D. for entry in the log. The same procedure will apply when removing a patient from the binnacle list.
5. His detailed duties are as follows:
 - (a) Hold sick call twice daily. Bring all severe or doubtful cases to the attention of the Squadron Medical Officer, or, if he is not available, to the nearest Medical Officer.
 - (b) See that all members of the crew are vaccinated against smallpox, receive all inoculations required by existing instructions, and see that proper entries are made in the health records.
 - (c) See that all dental charts of all men are kept up to date, assuring that work done ashore is properly entered.
 - (d) Endeavor to prevent outbreaks of food poisoning by careful inspection of all food received and served on board.
 - (e) Carry on regular instructions of crew in first aid and instructions in venereal preventatives and other prophylactics.



U.S.S. POMPON (SS267)

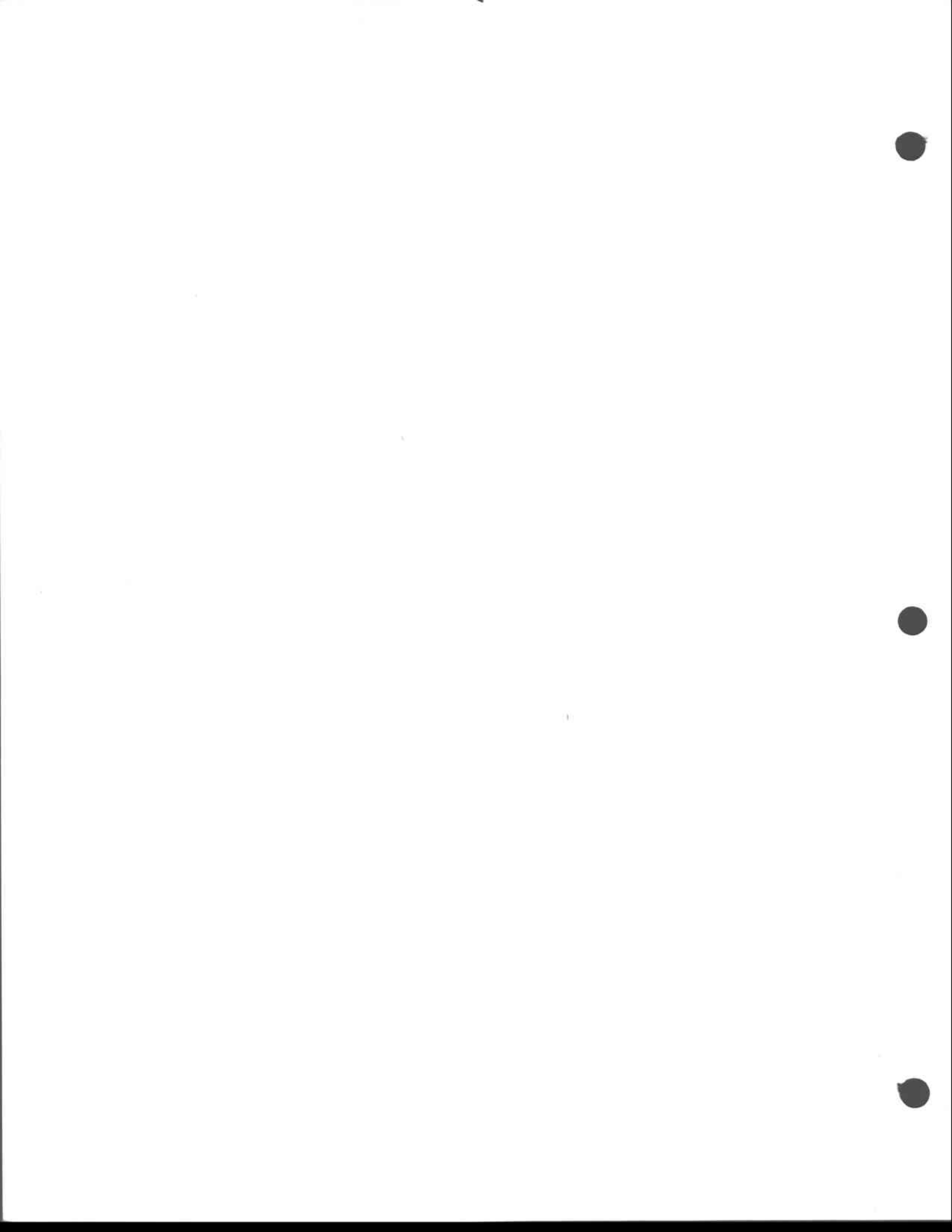
SHIP'S ORDER No. 14 (Cont'd)

Subject: Medical Department

- (f) Provide material for venereal prophylaxis and keep venereal treatment record book.
- (g) Make frequent inspections of galley, pantry and heads to insure that the required standards in regard to sanitation are maintained.
- (l) Secure bill of health when ship leaves for a foreign port and when leaving the foreign port for another foreign port or the U.S.
- (i) Do not discuss entries in health records or other personal matters regarding patients with other members of the crew. Legitimate inquiries and curiosity should be satisfied by proper responses to questions. Confidential matters regarding patients shall not be divulged to any persons other than the Commanding Officer and Executive Officer.
- (j) Keep an accurate record of all medical department property in his charge.
- (k) Make necessary entries in and keep health records up to date.

6. The Commanding Officer shall have custody of all narcotics and whiskey on board.

S. H. CLIBER,
Commander, U. S. Navy,
Commanding.



U.S.S. POMPON (SS267)

ADDENDA TO SHIP'S ORDER NO. 14. (VENEREAL DISEASES)

The following information and facts about venereal diseases have been compiled from the "Handbook of the Hospital Corps, United States Navy" 1939 edition.

While this information is interesting and instructive; and should being home to every man the serious effects of venereal diseases, bear in mind that the ONLY MEANS OF PREVENTING VENEREAL DISEASE is by:

1. The proper use of prophylactics including condoms and sheathes.
2. Medical treatment as soon as possible after each exposure.

The venereal diseases are those contracted always almost through sexual intercourse and include SYPHILIS, GONORRHEA, CHANCERED, and LYMPHOGRAPHOMA. VENEREUM. These diseases are very prevalent in every community and do a great deal of damage not only to individuals affected but to the community by reason of invalidism and premature death. In a military service the venereal diseases cause much loss of efficiency. In the year 1917 the British Army lost the services of 98,000 men as a result of venereal diseases. During the same year the total number of admissions from venereal disease in the United States Army was 73,955, resulting in 875,553 sick days. In the United States Navy during the nine years 1909-1917 inclusive, an average of 158 men out of every 1000 were admitted on the sick list for venereal disease.

It is highly probably that every person who indulges in promiscuous sexual intercourse sooner or later acquires one or several of the venereal diseases. It has been estimated that 60% of the male adult population of the United States have had Gonorrhoea.

In 1917, a large Pacific Coast city was found to have 97 per cent of the prostitutes infected with venereal disease. In a city on the Atlantic coast, 96 per cent of the prostitutes had venereal disease.

The effects of venereal disease are far-reaching. In the case of Syphilis the effects are in the beginning slight and local, but as the organism which causes the disease spreads throughout the body they become grave. One great danger is that early in the progress of the disease the symptoms are often so trivial that no anxiety is aroused in the patient's mind. The symptoms may be so slight as not to be observed. The patient may not seek treatment and he may succeed in unknowingly infecting other people.

When the infection becomes generalized every organ and every system in the body may be attacked. SYPHILIS IS ESPECIALLY LIABLE TO ATTACK THE WALLS OF THE ARTERIES. When this occurs the muscular portion of the artery often is replaced by non-elastic fibrous tissue. The artery becomes thickened and hardened. If the arteries of the brain become thickened and hardened the blood supply is diminished and the portion of the brain supplied with blood by the affected artery ceases to exercise its function. This condition may cause MENTAL DEBILITY, INSANITY, LOSS OF SPEECH, LOSS OF MEMORY, OR PARALYSIS. Syphilis frequently causes disease of the heart of other important internal organ.



Perhaps the most important part of the body attacked by syphilis is the NERVOUS system. Either the brain or the spinal cord, or both, may be affected. Once the organism of syphilis has lodged in the nervous system it is extremely difficult to evict it. A MAN WITH SYPHILIS, IF HE MARRIES, MAY INFECT HIS WIFE, AND A CHILD BORN AFTER THE INFECTION IS APT TO SHOW GRAVE MANIFESTATIONS OF THE DISEASE. SYPHILIS IS THE MOST FREQUENT CAUSE OF MISCARRIAGE IN PREGNANT WOMEN.

SYPHILIS

This is a generalized, chronic, infectious disease that attacks ANY and EVERY part of the human body. It occurs in two forms, ACQUIRED and HEREDITARY. Acquired syphilis is communicated by a syphilitic person to one free from the disease, the point of inoculation always being marked by a sore called the initial lesion or CHANCERE. Syphilis is transmitted very easily and readily by sexual intercourse, and it is not infrequently transferred by the KISSING, BITING AND SUCKLING of infected persons, or the use of the TOILET ARTICLES, HAIR, DRINKING OR SMOKING, CUPPING, SHAVING, AND PENS, etc. of infected persons with open lesions.

Acquired syphilis is usually divided into three stages, the PRIMARY, the SECONDARY, and the TERTIARY. The PRIMARY stage consists of two periods of incubation, the first of which exists from the time of exposure to the appearance of the initial lesion and as a rule, lasts from 14 to 21 days but has been noted within as short a time as 3 or 4 days and as late as 4 months. This is followed by the second period of incubation immediately which dates from the formation of the initial lesion to the development of certain constitutional manifestations and usually occupies from 40 to 45 days but may be prolonged much longer.

THE INITIAL LESION, PRIMARY SORE, OR CHANCERE APPEARS ON THE PENIS, SCROTUM OR ELSEWHERE. Usually there is but one sore which is a hard and cup-shaped ulcer showing a tendency to heal slowly and giving little if any pain. These sores vary greatly in their character and some are so small and insignificant that they escape the notice even of cleanly persons. The near-by lymph glands are swollen, but not painful or tender, and do not tend to form pus.

The SECONDARY stage or SECONDARIES, is characterized by the appearance of the constitutional manifestations consisting of any or all of the following: RASHES ON THE SKIN, SUPERFICIAL LESIONS, ON THE MUCOUS MEMBRANES, GENERAL ENLARGEMENT OF THE LYMPH GLANDS, HEADACHES, FEVER, PAIN IN THE BONES, NEURALGIA, AND JOINTS, AND FALLING HAIR. The duration of this stage is variable, usually between 1 to 2 years.

The TERTIARY stage usually begins about the end of the second year and the constitutional manifestations of the TERTIARY stage may simulate every symptom known to medicine.

LOCAL TREATMENT AMOUNTS TO VERY LITTLE AND NO ANTISEPTIC SHOULD BE PUT ON A PRIMARY SORE, UNTIL THE SORE HAS BEEN DEFINITELY DIAGNOSED BY A DOCTOR.

EVERY CASE WITH OPEN SORES SHOULD STRICTLY ADHERE TO THE USE OF THEIR OWN CLOTHING, TOWELS, BEDDING, PIPES, TOILET ARTICLES, ETC. AND SEPARATE TOILET BASS AND MESS GEAR SHOULD BE PROVIDED.

CHANCROIDE.

This is an ulcerative type of disease whose action is local in character. It nearly always occurs in those who are most uncleanly in their habits, being pre-



eminently a DISEASE OF DIRT AND FILTH.

Its transmission is commonly by SEXUAL INTERCOURSE and it may be transferred by inoculation in an abrasion of the skin of another person or of the person already infected, as the SECRETION OF A CHANCROID IS HIGHLY INFECTIOUS. CHANCROID NEARLY ALWAYS OCCURS ON THE GENITALS, rarely on the hands.

On the male genitals it is most common in the groove behind the penis, especially in the little pocket on each side of the fraenum, but it may occur on the head of the penis, the inner surface and free border of the foreskin, and the skin covering the penis.

CHANCROID is characterized by an ulcer that is usually painful, tender, soft, prone to bleed easily, and has a tendency to spread and form secondary ulcers. These ulcers are likely to destroy tissue, and may finally destroy the whole penis.

The first ulcer usually begins as a small pustule surrounded by a highly inflamed area. The pustule soon breaks down and leaves a round or irregular ulcer with sharply defined edges and undermined walls. The secretion is very infectious.

The CHANCROID has no fixed period of incubation, its development is rapid, and it usually appears in 2 to 5 days after infection.

GONORRHEA

Acute anterior urethritis, or clap, as Gonorrhoea is commonly called, is a local inflammatory disease affecting the mucous membranes of the urethra in the male. The causative organism may extend and infect any part of the genito-urinary tract, and may attack joints, the valves of the heart, and even the meninges by entering and circulating in the blood stream.

The transmission of Gonorrhoea of the male urethra may be said to be by SEXUAL INTERCOURSE only, through the deposition of the gonococcus germ on the mucous membrane of the urethra during intercourse with a woman having the disease. Its transmission to other parts of the body is by hands, towels etc.

The usual manifestation of Gonorrhoea of the urethra is a LOCAL INFLAMMATION of the infected surface which is characterized by REDNESS, SWELLING, and EXUDATION of pus at the outlet of the urethra as a creamy drop. During intercourse the Gonococci enter the anterior part of the urethra and proceed to grow into the delicate lining membrane and set up an inflammation which becomes noticeable usually about the fourth day after exposure but may be as early as 24 hours or as late as ten days. The first sign is usually a SLIGHT SENSATION of BURNING, ITCHING OR PAIN ABOUT THE URINARY MEATUS, AND SOMETIMES A SLIGHT DESIRE TO URINATE FREQUENTLY. The pain or burning is most marked during urination owing to the irritation caused by the urine passing over the inflamed area. After a day or two a small quantity of glairy mucus can be squeezed from the meatus, the lips of which now appear slightly reddened and have a tendency to stick together. The mucous stage lasts for about 24 hours after which the discharge becomes decidedly purulent in character, the pain is sharper and during urination there is a marked burning sensation in the urethra. The discharge becomes profuse, yellowish-green in color, creamy in consistency and sometimes tinged with blood, the lips of the meatus and often the entire head of the penis are bright red in color, hot and swollen.



Painful erections occur, especially at night, which rob the patient of his rest, and in this way causes debility, general malaise, and nervousness.

The symptoms increase in severity up to about the third week of the disease and then in favorable cases gradually decline until at the end of about six weeks the patient is practically normal. The discharge almost disappears and the only reminder of the disease may be a little moistness at the meatus in the morning. THE PATIENT PERHAPS CONSIDERS HIMSELF CURED, BUT MAY FIND THAT ANY DIETETIC INDISCRETION, SUCH AS DRINKING OF ALCOHOLIC BEVERAGES OR SEXUAL INTERCOURSE, CAUSES A REAPPEARANCE OF THE SYMPTOMS.

The foregoing description refers to an uncomplicated and untreated case. Although the patient is free of symptoms, he is not cured. The disease has become chronic.

CHRONIC GONORRHEA is a serious matter. It is the man with chronic gonorrhoea who mainly is responsible for the spread of the disease. It may happen that such a man marries and several weeks after his marriage he develops symptoms of acute gonorrhoea. He usually suspects his wife and serious domestic troubles may arise. In reality all that has happened is that he has reinfected himself by his own organisms which have become rejuvenated by their residence in the genital passages of his wife.

IT IS ESTIMATED THAT IN 10% OF BLIND CHILDREN THE BLINDNESS IS DUE TO GONORRHEAL INFECTION OF THE EYES DURING BIRTH. OVER 60% OF THE INMATES OF ASYLUMS FOR THE BLIND ARE MADE BLIND BY GONORRHEA.

In all manipulations of the penis it is important to remember that the gonococcus when transferred to the eyes will set up a severe inflammation which may result in permanent impairment of vision.

LYMPHOGRANULOMA VENEREUM (the 4th venereal disease)

Its transmission is by direct contact and almost exclusively by SEXUAL INTERCOURSE.

The disease is characterized by a small primary herpetiform lesion on the genitalia and not infrequently associated with constitutional symptoms such as fever, anorexia, loss of weight, and prostration. It first manifests itself, from 1 to 4 weeks after exposure, by the appearance of a small, superficial ulceration on the external genitalia. The primary lesion is usually painless, and transient, disappearing in a few days, and may be so small as not to be noticed. About 1 or 2 weeks later a glandular enlargement occurs.

A careful, thoughtful reading of the above discussion should make every man realize more fully that contracting any venereal disease is far more serious than the often heard phrase, "Clap or Old Joe is no worse than a bad cold", would lead one to believe.

The other fact to bear in mind is that regardless of how proficient you may be in recognizing or diagnosing the symptoms of the various venereal diseases, it actually doesn't help you because then it is too late; YOU'VE ALREADY GOT IT, whereas the main idea is TO KEEP FROM GETTING IT.



Again quoting from the HANDBOOK, "The oldest and best prophylactic measure is the mechanical appliance known as the sheath or condom. This is usually made of rubber and is for sale in most ship's service stores.

In the use of the condom it is essential that some space remain at the end to prevent any change of undue stress or strain on the rubber. Upon removal care must be exercised so as not to increase the chance of contamination from the condom. Then immediate washing of the penis and surrounding parts and the proper application of the contents of a prophylactic tube or 33% calomel ointment will prevent many a case of venereal infection. Prophylactic tubes, often called Sanitubes are given to anyone on request at the sick bay, Dispensary or prophylaxis station.

Medicinal or chemical prophylactic treatment used immediately or within the first hour after exposure is very efficacious in preventing the development of venereal infection. Although its value rapidly diminishes from then on and is greatly reduced after eight hours have elapsed, men returning to the ship or station within 8 hours following exposure should avail themselves of chemical prophylaxis under supervision of a hospital corpsman.

S. H. GILBER,
Commander, U. S. Navy,
Commanding.



SHIP'S ORDER No. 15

ENGINEERING DEPARTMENT ORDER No. 11

Subject: Battery Charging and Ventilation Requirements and Instructions.

1. (a) The procedures for operating submarine main storage batteries, set forth below and effective immediately, are based upon instructions contained in Chapter 62, Bureau of Ships Manual, and Bureau letters, and cover the requirements of EXIDE VLA - 47B Iron Clad Battery installations operating at 1.250 specific gravity.

(b) Copies of this Engineering Department Order and Chapter 62, Bureau of Ships Manual, shall be kept at the charging control station; also copy of charging order in the battery record book.

CHARGING

2. General:

(a) A battery is being charged whenever electric energy is being put into it. This includes floating or loading the engines for testing.

(b) The constant potential method of charging is established as standard practice in this ship.

(c) Total battery voltage readings shall be corrected to 80° F. before entry in battery records.

(d) All specific gravity readings shall be corrected for temperature and height of electrolyte before entry in battery records. Subsequent references in this order to specific gravity readings assume the readings to be so corrected.

(e) Under no circumstances shall any battery be allowed to remain in a completely discharged condition for more than 24 hours. Normally the battery will be charged as soon as practicable after discharge.

3. Supervision:

(a) An officer shall be actually in charge of the operation of charging a submarine storage battery. This officer shall be present on board at all times during this operation and shall assure himself that all instructions and safety precautions are complied with. This officer shall normally be the Senior Engineering Officer aboard ship during the charging operations. He may be relieved by the ship's duty officer.

(b) An electrician's mate qualified to stand a controller watch shall man the control board for the charging generators, and an additional electrician's mate shall assist in taking battery readings and making prescribed inspections. The electrician's mate at the control board shall remain at his station in maneuvering room at all times during the charge.

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Subject: Battery Charging and Ventilation Requirements and Instructions.

4. Types of Charges:

(a) Normal Charge:

- (1) A normal charge is a routine charge given during an ordinary cyclic operation to restore partially or totally discharged batteries to a substantially fully charged condition. For a normal charge to be considered completed, two conditions must be satisfied:
 - (a) The specific gravity readings of the pilot cells are within five (0.005) points of the maximum reading obtained on the preceding equalizing charge.
 - (b) The total battery voltage corrected for temperature is within five (5) volts of the battery voltage obtained at the end of the preceding equalizing charge.
- (2) An incomplete normal charge should not be made a regular practice. It is good engineering practice for cells to be well recharged, as it keeps the plates porous and active.
- (3) Normal charge shall be put in at least once every four (4) days or when specific gravity has dropped .100 points (i.e.) to 1.150 specific gravity whichever condition exists first.
- (4) The standard practice for this ship shall be to continue a normal charge until three (3) constant readings outlined in (a) and (b) above are obtained at fifteen minute intervals with both of the above conditions fulfilled beginning from the time the last condition is reached.

(b) Equalizing Charge:

- (1) An equalizing charge is carried on in the same manner as a normal charge, except that it is continued at the finishing and equalizing rate until there is no rise in voltage and in specific gravity, as indicated by readings of pilot cells, (fwd. pilot cells 32 and 95, after cells 23 and 104) taken with cells gassing freely, over a period of two and a half ($2\frac{1}{2}$) hours. The height of electrolyte correction should be that obtained before gassing commences.

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- (2) Equalizing charges shall be given at intervals not exceeding twenty-one (21) days. Immediately before starting an equalizing charge, the battery shall be watered so that the electrolyte level in every cell will be normal. Correct the final specific gravity for height of electrolyte level existing one-half hour after termination of the charge.
- (3) The specified finishing rate for this vessel is 500 amperes. Authority has been granted to use finishing rates from 300 to 500 amperes. Every effort should be made to bring the battery up to 353 volts (corrected). (2.80 volts per cell) on every charge. In order to accomplish this, it will be necessary to increase the finishing rate as the battery ages. The finishing rate should be increased in steps of 50 amps to 500 amperes which rate should not be exceeded. Whenever a finishing rate higher than the specified finishing rate is used on an equalizing charge, the time of overcharge shall be that which will give the same number of ampere hours of overcharge that would have been obtained if the specified rate had been employed for four (4) hours.

For example: 4 hrs. at 300 amperes
 3½ hrs. at 350 amperes
 3 hrs. at 400 amperes
 2½ hrs. at 500 amperes

(c) Floating Charge:

- (1) A condition in which the battery is connected across the generator terminals with the generator voltage adjusted to accomplish one of the following:
- (a) Charge the battery slowly.
 (b) Maintain the battery at a constant state of charge.
- (2) When carrying a zero float or a floating charge, the battery will be considered as charging when the total battery voltage equals or exceeds 2.2 volts X the number of cells in series (277.2 volts for 126 cells).

(d) Charging on patrol:

- (1) When conditions render equalizing charges impracticable, the following procedure shall be followed as closely as

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possible: At five-day intervals extend the normal charge by one hour the time required for a normal charge. If impracticable to do this on the fifth day, do it on the first practicable day thereafter extending the period of overcharge proportionately. This procedure, if followed as outlined, will in effect give the equivalent of an equalizing charge every twenty-one days.

- (2) Upon returning to the base from patrol, an equalizing charge will be given after which the battery will be left on light load for twenty-four (24) hours and then equalized again.

5. Method of Charge:

(a) Constant Potential:

- (1) The charge shall be conducted in accordance with following schedule: Start the charge regulating generator voltage to hold battery voltage, corrected to 80° F., at 299 volts. Control voltage (limiting individual cell voltage X number of cells in series) is then held constant by gradually reducing the charging current until the finishing and equalizing rate of 500 amperes is reached. Continue at the finishing and equalizing rate until the charge is completed without regard for the control voltage.

T.V.G. TABLE

Voltage at various temperatures at which charging current must be reduced to next step.

<u>TEMPERATURE</u>	<u>BATTERY</u>	<u>CELL</u>
50	311.2	2.47
55	309.3	2.455
60	307.4	2.44
65	305.5	2.425
70	303.7	2.41
75	301.8	2.395
80	299.9	2.38
85	298.0	2.365
90	296.1	2.35
100	292.3	2.32
105	290.4	2.305
110	288.5	2.29
115	286.6	2.275
120	284.8	2.26
125	282.9	2.245
130	281.0	2.23

6. Temperature Limits:
 - (a) During charge the cell temperatures shall not be allowed to exceed 130 degrees F. except in an emergency or during required engineering runs. Only the Commanding Officer may authorize higher limiting temperatures.

7. Hydrogen Detectors:
 - (a) Hydrogen detectors shall be operated continuously during a charge.

8. Grounds:
 - (a) The positive and negative battery voltage to ground shall be taken by means of the 500 scale voltmeter installed as a ground detector. When taking these readings, the main power battery contactors shall be open in the main control cubicle and all auxiliary power circuits isolated from the battery being checked. Under no circumstances, except in an actual emergency, shall any charge be started when either a positive or negative battery ground, measured by the 500 volt ground detector with battery isolated, exceeds ninety (90) volts.
 - (b) The ground detector shall be frequently observed during all charges. Any ground which gives a reading of more than ninety (90) volts on the ground detector shall be located and reduced, stopping the charge if considered necessary.

9. Preparations:
 - (a) One-half hour before starting the charge, the hydrogen detectors shall be started if not already in operation.
 - (b) Before starting a battery charge of any nature be sure that the normal condition of the ship's ventilation system during charge shall be as indicated below unless specifically directed otherwise:
 - (1) a. Charging on the Engines
 1. Ship's exhaust vent set running.
 2. All bulkhead flappers in exhaust line open.
 3. Ship's supply vent set running.
 4. Ship's ventilation supply outboard valve open.
 5. Engine air induction open.
 6. All battery blowers running at required speed.
 7. Forward recirculating by-pass flapper in forward engine room shut.
 8. After recirculating intake flapper in forward engine room shut.

 - b. Charging From the Dock
 1. Ship's exhaust vent set running (at a slow speed).
 2. Ship's supply vent blower taking suction from Engine Room.
 3. Ship's ventilation supply outboard and hull valves open.
 4. Bulkhead flapper on exhaust system at forward bulkhead of officer's quarters closed.
 5. All louvers in exhaust system (that have flappers for closing) closed.

6. All battery blowers running at required speed.
 7. Forward recirculating by-pass flapper in forward engine room open.
 8. After recirculating intake flapper in forward engine room shut.
 9. Flapper immediately forward of hull vent supply blower in vertical position (directing battery gases overboard through hull vent supply system.)
- (2) Run all battery ventilation blowers at full speed and intermediate steps and observe operation. Check air flow meters by observing their indications at various speeds.
 - (3) Check operation of hydrogen detectors by means of the hydrogen generators within the instruments.
- (c) See that battery tank supply ducts are open, screens clean, and that suction is sufficient to hold a bit of paper in position against the screens.

10. Control Voltage:

- (a) The control voltage is to be determined from the temperature-voltage-gassing curve, which shall be posted at all times at the charging control station. During the charge the operating personnel shall keep themselves informed of the control voltage for the existing battery temperature. The temperature of the hottest pilot cell shall be used to determine the gassing voltage. Control voltage shall be reduced 2.6 volts for every cell that is jumped out of the battery circuit.
- (b) Except at the finishing and equalizing rate, under no circumstances shall the voltage limits of the "T.V.G." curve be exceeded, as the immediately resultant gassing is hazardous, especially at the higher rates. Such a condition is possible,
 - (1) if the battery is insufficiently discharged to take the starting or other selected rate to commence the charge, and
 - (2) if any rate is carried beyond the voltage limit established by the "T.V.G." curve.

11. Ventilation During Charge:

- (a) The following minimum ventilation requirements shall be required for all charges.
 - (1) Just prior to starting a charge of any nature all battery blowers shall be set for full ventilation as required for the finishing rate and kept running, but they may be slowed down to the requirements indicated below when the battery voltage is definitely known to be below the control voltage.
 - (2) When charging at the starting rate, run both blowers on each battery tank and adjust the ventilation to 100 Cu. ft. per minute.
 - (3) Whenever the battery voltage reaches a value within 3 volts of the limit set by the "T.V.G." curve increase the ventilation to 200 cu. ft. per minute.
 - (4) When the charge is reduced to the 500 amperes rate, increase the ventilation as necessary to keep hydrogen below 3%.

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- (b) Each time readings of gravity, voltage, etc. are recorded, the percentage of hydrogen present in the battery ventilation ducts shall be read from the hydrogen detectors and recorded. The hydrogen content shall never be allowed to exceed 3%. Should increase of ventilation fail to keep the percentage below this limit, or if at any time during the charge, except on the finishing rate the pilot cells are observed to be gassing violent or if abnormal ventilation conditions are observed, stop the charge and notify the officer conducting the charge immediately.
12. Correction for height of electrolyte: The correction is four points for each $\frac{1}{2}$ inch variation from the normal electrolyte level; additive if above normal and subtractive if below.
13. Correction for Temperature:
- Gravity correction. All specific gravity readings shall be corrected to the same temperature: Add 0.001 to the hydrometer reading for each 3 degrees the temperature is above 80° F.
 - Voltage correction. For 126 cells in series, the correction is 0.378 volts for each degree. (See M.E.I. Art. 29-143). Additive for each degree over 80° and subtractive for each degree below 80°.
14. Inspection and Record: From the beginning of the charge until the end, the following inspections shall be made:

EVERY HALF HOUR:

- Inspect all air intakes to the battery ventilation systems by feeling with the hand to see that there is a good suction and observing whether a small piece of paper will adhere to the intake screen.
- Inspect entire ventilation system and make sure that all dampers are open and all blowers running at required speed.

AS INDICATED:

- Record specific gravity, temperature, individual cell voltage readings of pilot cells, total battery voltage, hydrogen detector and air flow readings at the following times:
 - At the beginning of charge.
 - Every half hour until the finishing rate is reached.
 - At 15 minute intervals when on the finishing and equalizing rates.
 - At the end of the charge, but prior to stopping.

ONE HALF HOUR AFTER STOPPING:

- A record shall be kept also of the charging rates, times, total ampere-hours charged and total KWH, charged.

SAFETY PRECAUTIONS:

- The cause of all battery explosions is the presence of excessive amounts of hydrogen and a spark or open flame. The foregoing instructions tend to minimize the possibility of the formation of an explosive mixture of hydrogen and air. In addition, the following safety precautions must be thoroughly understood by personnel and carefully observed.

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- (b) If any abnormal conditions arise, stop the charge and report to the officer conducting the charge.
- (c) If, at any time during the charge, it is found that a blower has stopped, is running at a speed below that required for the state of charge, is sparking, or is otherwise not operating properly, the charging shall be discontinued immediately and the remaining blowers kept running.
- (d) In case of failure of any part of the ventilation system such as a damper or valve becoming closed, or such that air flow rate becomes less than that required, charging shall be discontinued immediately and the blowers kept running.
- (e) When watering storage batteries, due caution will be taken to insure that the normal height of electrolyte is not exceeded, thus preventing possible bubbling over and restriction of ventilation.
- (f) No attempt shall be made to restart a blower which has stopped until one hour after gassing has subsided. When started, the lowest possible rate shall be used, the ventilation gradually increased to the desired amount. These precautions are prescribed because of the possibility of a spark igniting an explosive mixture which has accumulated in the ventilation system.
- (g) In case smoke or flame occurs in the vessel, the charging shall be stopped immediately and a thorough examination made to locate the cause. No further charging of the battery shall be attempted until the trouble has been found and eliminated. If the fire appears to be of a serious nature, the compartment shall be completely sealed and left in this condition until the fire has been extinguished.
- (h) In case all ventilation has been lost due to stoppage or defective operation of both blowers on a battery tank, the charge will be stopped immediately and the compartment cleared of personnel. Emergency ventilation will be immediately started using the following system:
 - (1) Close all W.T. doors to the affected compartment.
 - (2) Supply ventilation to affected battery from outboard thru ship's ventilation supply system by carrying out the following steps:
 - a. Close supply system forward bulkhead flapper in affected battery.
 - b. Close all supply system louvres aft of affected compartment.
 - c. Close supply system after bulkhead flapper in forward engine room.
 - d. Close the after recirculating intake flapper in forward engine room.
 - e. Close ventilation supply selection flapper valve so supply blower takes suction from forward engine room.
 - f. Start ship's ventilation supply blower if stopped, and regulate speed as necessary.

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- g. If ventilating inboard:
1. Open forward recirculating valve.

After hydrogen has dropped to zero in battery ducts and compartment, and electrician's mate may enter to make required repairs. and emergency ventilation may be reduced to normal air flow for a battery not charging. Battery blowers may be started and emergency ventilation secured when ready.

- (i) Remember, a fully charged battery starts gassing immediately when any current is put into it.
- (j) When the state of the charge of the battery is such as to permit no higher rate than the finishing rate, this rate shall not be exceeded, as the blowers are not designed to take care of the extra hydrogen gas that will be generated if higher rates are used.
- (k) In warming up engines on a battery which is near full charge, the charging rate must never exceed the finishing rate and the ventilation must not be less than required for the finishing rate.
- (l) Pilot cells must be observed carefully and never allowed to gas freely at a charging rate higher than the finishing rate.
- (m) The temperature must never exceed 120 degrees F. at any time, except as authorized by Art. 29-176(4) M.E.I.
- (n) Blowers must not be slowed down until 20 minutes after charging current has been shut off. At the end of this 20 minute period, the charge will be considered completed.
- (o) Closing of watertight doors or hatches, or starting engines will affect ventilation of the battery. Care must be taken to insure that it is not reduced below the safe minimum for the existing state of charge.
- (p) Use of blow torches, welding equipment or the like, shall not be allowed in the vessel during a charge and for 20 minutes after the completion thereof. Sparking of electrical apparatus shall be eliminated as far as possible.
- (q) At no time during a battery charge, will both air lock doors be open at the same time.
- (r) Smoking during a charge is not permitted in battery compartments after the finishing rate has been reached. The electrician's mate having the charge shall notify the duty officer (O.O.D.) underway) when the finishing rate has been reached.

DISCHARGING

16. Ventilation:

- (a) Ventilation shall be maintained at no greater rate of flow than that required to keep the hydrogen concentration in the battery exhaust below 3%.
- (b) When the battery is on open circuit or normal auxiliary load and the hydrogen detectors are not in operation, an air flow of 120 cu. ft. per minute shall be maintained on each battery.

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(c) When battery is on open circuit or normal auxiliary load and hydrogen detectors are in operation, battery ventilation shall conform to sub-paragraph (a) above, and would normally require the running of one blower in each ventilation set at its lowest possible speed.

17. Hydrogen Detectors:

(a) Operate hydrogen detectors during discharges, taking readings at least once each half hour. If any indications of hydrogen emission is found, caution should be used while proceeding with the discharge. If hydrogen detector readings indicate 3% or more hydrogen in either the battery ventilation system or the ship, the discharge shall be discontinued. Portable detector readings are required for test discharges and long dives.

19. Temperature Limits:

(a) Cell temperatures shall not be allowed to exceed 130° F. except in emergency or during required engineering runs.

19. Safety Precautions:

(a) Paragraph 15(a) to (r), inclusive, applies.

20. Limiting Rates:

(a) The following data on control cell contactors is listed to indicate the limiting rates to be used in the operation of the main generators and main motors:

Main Motor Contactors

2760 amperes continuous capacity.

3750 amperes for $\frac{1}{2}$ hour.

Main Generator Contactors

3600 amperes, 90 minutes, 85° C. rise, starting cold.

1100 Kw., 2650 amperes at 415 volts continuous capacity.

Bus Selector Contactors

5520 amperes continuous capacity.

7500 amperes for $\frac{1}{2}$ hour.

Battery Contactors

7500 amperes for $\frac{1}{2}$ hour.

5620 amperes for 1 hour.

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SHIP'S ORDER No. 15

ENGINEERING DEPARTMENT ORDER No. 11

Subject: Battery Charging and Ventilation Requirements and Instructions.

- (b) Relay protection is provided to protect against short circuit overloads. The calibration range for the different relays is as follows:

Battery - - - 8000-16000 amperes.
Generator - - 6000-10000 amperes.
Motors - - - 8000-13000 amperes.

- (c) Load limit relay: In addition to the above, there is provided for each main generator a load limit relay which operates automatically to limit the load that can be taken from the engine by the generator, functioning as a variable resistance in the generator shunt-field circuit. It is noted that the relay is designed to be used only as a protective device to prevent overloading of the engine, and should not be used as a load-regulating device; that is, in normal operation the generator-field rheostat should be adjusted to the generator load to a point at or below the cut-in point of the relay.

S. H. GIMBER,
Commander, U. S. Navy,
Commanding.

SHIP'S ORDER NO. 16.

Subject: Communications.

1. GENERAL:

- (a) Radio and visual communications shall be in conformity with current communication instructions and effective operation plans and orders.
- (b) An officer will be responsible for the rapid and proper routing of all messages, radio, visual, or mailgram, received by this vessel.
- (c) All messages will be shown to the Commanding Officer.
- (d) All outgoing messages will be released by the Commanding Officer.
- (e) No radio transmission shall be made without specific authority from the Commanding Officer for that transmission.

2. RADIO:

- (a) In port a radio watch will not normally be stood. The Communication Officer is specifically responsible for the receipt of the proper handling of all messages. In his absence this responsibility may be delegated to the Duty Officer.
- (b) At sea a member of the officer decoding board shall at all times be on watch. He will be responsible for the proper handling of all messages received during his watch. The Communication Officer will conduct a daily check to insure the proper handling of all messages and to determine that all pertinent messages have been received.
- (c) Only one copy of all traffic need be typed.
- (d) Restricted traffic may be decoded by the radiomen.
- (e) All other encrypted traffic will be encoded or decoded by an officer. Only one exact translation shall be made of encrypted traffic, which shall be handled in the same manner as correspondence of similar classification.
- (f) To only those persons whose specific duties require it shall be revealed the contents of an encrypted message.

3. VISUAL:

- (a) Visual messages received or transmitted will be written into the signal log book.
- (b) In port the Duty Officer is responsible for the proper handling of all visual messages.
- (c) At sea the Officer-of-the-Deck is responsible for the proper handling of all visual messages.

4. MAILGRAMS:

- (a) The Communication Officer is responsible for the proper handling of mailgrams. In his absence the Duty Officer is responsible.
- (b) Mailgrams will be handled in the same manner and with the same rapidity as radio or visual messages.
- (c) After routing, mailgrams will be filed in accordance with subject matter.

S. H. GIMBER
Commander, U.S. Navy
Commanding

U.S.S. TAUTOG (SS267)

SHIP'S ORDER No. 17.

Subject: Correspondence.

1. General.

(a) All officers must cooperate to their fullest extent in carrying out the provisions of this order. One officer alone cannot handle the present mail situation. All officers must be familiar with the files, the filing system, and the contents of the files which pertain to their individual departments.

(b) All mail will be handled as expeditiously as possible. The files shall be working files, not deadwood, nor shall officers pigeon-hole mail to set up their own files, which are usually lost in the shuffle.

(c) It is not necessary nor is it intended that all officers read all the incoming mail. Each officer need read only that which is routed to him for action or information.

(d) The Navy Filing Manual shall be followed in grouping and filing all correspondence by subject matter except those type letters which are more readily filed by group designations, such as SubPac Circular Letters.

(e) The files shall be systematically and regularly cleaned out in order that there will not be an accumulation of deadwood, that is, letters which are no longer pertinent or effective. Letters which obviously do not pertain to us need not be filed and may be destroyed. However, strict accounting of all correspondence received and disposed of in accordance with the above must be maintained.

(f) Individual heads of departments may retain in their custody and shall be responsible for the allowance lists and non-classified instruction books, manuals and bulletins which pertain to their department.

(g) One officer shall be designated and responsible for the proper maintenance of the requisition file which includes invoices, shipment orders, etc., with the exception of commissary records and welfare records which shall be maintained separately.

2. Handling incoming correspondence, non-classified and restricted.

(a) The yeoman shall receive and log all non-classified and restricted correspondence. He shall not handle confidential or secret mail.

(b) All correspondence shall be logged and stamped for routing. The yeoman shall then deliver it to the Executive Officer who shall indicate its routing and disposition.

(c) The Executive Officer shall separate the wheat from the chaff into Action, Information and Destroy. Action mail shall receive the immediate attention of the officers concerned.

SHIP'S ORDER NO. 17

Subject: Correspondence, (Cont'd)

(d) The yeoman, under the direction of the Executive Officer, shall file and maintain the files of non-classified and restricted correspondence. Every effort must be made to maintain active files in a continuous process of weeding out cancelled or non-pertinent letters.

Confidential and Secret Correspondence.

(a) An officer shall receive and log all confidential correspondence. Secret correspondence shall be opened by the Duty Officer in the absence of the Communication Officer and placed in his custody immediately upon his return. The Communication Officer shall log all secret mail. Secret mail shall be shown only to those officers whose specific duties require knowledge of the subject matter.

(b) All confidential and secret mail shall be shown to the Commanding Officer.

(c) The Communication Officer shall separate the wheat from the chaff into Action, Information and Destroy. Action mail shall be promptly called to the attention of the officers concerned. All correspondence of confidential or secret classification which the Communication Officer wishes to destroy shall be referred to the Commanding Officer. An accurate accounting of all mail so destroyed must be maintained at all times.

(d) The Communication Officer is responsible for the maintenance of the logs and files of confidential and secret correspondence. Confidential files shall be accessible to and used by all officers. Secret files shall be kept in the safe in the custody of the Communication Officer.

3. Outgoing Correspondence.

(a) Outgoing correspondence shall be handled and filed in the same manner as incoming correspondence. In addition, a serial file shall be maintained.

(b) The Communication Officer is specifically responsible for the preparation of all secret correspondence and proper disposition of all copies, rough, typed, and carbons.

4. Paper Work.

(a) This much abused term and its reduction is the subject of countless gripe sessions. It must be recognized, however, that the best means, of our resources, to combat its evils is the intelligent, prompt and systematic handling of incoming correspondence. Prompt perusal, keen discrimination and active follow-up will ease the ever present burden and reduce the possibility of someone not getting the word.

U.S.S. POMPON (SS267)

SHIP'S ORDER NO. 17

Subject: Correspondence. (Cont'd)

(b) Letters which require action or reply will not be held out by officers concerned, who shall take proper note for reference. When the necessary action or reply has been completed this fact shall be indicated on the original letter.

(c) The Executive Officer and individual heads of departments shall take positive measures to insure that all hands concerned get the word from correspondence containing pertinent information. The use of the bulletin board, quarters for muster in port, and assembly by sections at sea is the most certain manner of giving men the word.

S. H. GIMPER,
Commander, U. S. Navy,
Commanding.

SHIP'S ORDER No. 18.

Subject: Security Measures.

1. These measures are twofold and require the constant vigilance and thought of all hands. The immediate physical security of the ship and its personnel is quite apparent. This is dependent upon an alert watch and a well trained crew, ready to take immediate action to handle any emergency with a minimum of delay. Other measures, though less apparent, are just as important and require even greater individual awareness of the consequence of failure to observe them. They apply to the Naval service in general and specifically to the submarine service, which means you or one of your buddies on another ship.

2. Physical security requires a definite policy of readiness and a well trained organized crew. All hands shall diligently apply themselves to the most efficient operation of this ship and its equipment; continually and actively train yourself on watch.

(a) At Sea.

Instant readiness to take offensive or defensive action shall be our policy. The immediate condition of the ships armament will be governed by locality, nature of operations, visibility, and any other modifying circumstances which shall at all times be known by the Officer-of-the-Deck and all persons concerned. This shall include all means for prompt recognition of and identification to friendly forces.

(b) In Port.

Small arms shall be ready for immediate issue and use. The condition of topside armament shall be governed by condition of alert in effect by order of the SOPA as applied to submarines. Normally this means that submarines be prepared to get underway and proceed to dispersal area on order. In this condition intermediate range weapons shall be ready for immediate use with ammunition at the guns and crews standing by.

The torpedo tubes shall be in such condition as stipulated by existing instructions that there is no possibility of accidentally firing any tube. This shall be personally checked by the Torpedo Officer prior to arrival in port and at regular intervals by the Duty Officer in the process of his inspection of the boat.

Prior to mooring and anchoring, the oncoming port watch will be made ready and issued small arms in accordance with Ship's Order No. 19.

While in port the gun locker, magazine, and all pyrotechnic lockers shall be locked. The keys shall be in the custody of the Duty Officer.

3. Security measures as applied to the Naval service in general and specifically to submarines means preventing the disclosure of any information, no matter how seemingly insignificant, which might be of aid to the enemy and jeopardize the success of your own efforts. This requires constant individual discipline. Prohibited topics as outlined in censorship regulations apply equally as well to conversation. We have a nickname "The Silent-Service" - live up to it.

SHIP'S ORDER No. 18.

Subject: Security Measures (Cont'd).

The most common mistake is to reveal information to a person who is unaware of its possible value to the enemy. Don't tell anyone anything outside of this ship unless he is a member of the Naval service and his specific duties require that he know it. Joe on a cruiser is interested in what you did and where you went last patrol. But he doesn't give a hoot who knows it and its a good story for him to pass along. Let it suffice to say that exact knowledge of the operating depth of our submarines carelessly disclosed resulted in bigger and better depth charges for the Japs.

S. H. GIMBER,
Comdr., USN,
Commanding.

U.S.S. POMPON (SS267)

SHIP'S ORDER NO. 19

Subject: Instructions For Armed Watch Standers.

1. The duty chief petty officer, the security patrol and petty officer of the deck and the below deck watch will be armed with a pistol at all times unless ordered otherwise by the Commanding Officer. Before any man shall be permitted to handle or wear a .45 caliber pistol he shall receive instruction in and demonstrate his knowledge of its proper use. The Gunnery Officer shall see that at least four men in each duty section are qualified in the use of the machine guns and automatic rifles.

2. The gunner's mate shall issue pistols to the above personnel upon coming to anchor and shall collect the pistols when the watch is posted for getting underway. He will inspect the pistols at least once during his tour of duty.

3. Upon receiving a pistol the following procedure shall be carried out:

- (a) Remove the pistol from the holster and carry it to the "raise pistol" position, keeping it pointed in a safe direction.
- (b) Remove the magazine.
- (c) Work the slide back and forth; inspect the chamber to see that it will drop out; let the slide return to battery.
- (d) Keeping the gun pointed in a safe direction, pull the trigger.
- (e) Replace the magazine and replace the pistol in the holster.

4. To load the pistol for firing:

- (a) Draw slide back and release.
- (b) Put safety lever on "safe" position.

5. Safety precautions:

- (a) Never carry the pistol with a cartridge in the chamber unless it is intended to use the pistol immediately.
- (b) Always carry out steps (a) to (e) of paragraph 3 above on receiving to pistol.
- (c) Never point the pistol at anyone unless you intend to shoot him, nor in a direction where an accidental discharge may do harm.
- (d) Never lay down a loaded pistol.

6. If for any reason, when a man comes off watch he does not pass his pistol on to his relief, he must see that the pistol is unloaded. To do this carry out steps (a) to (d) of paragraph 3 above, leaving the magazine out. He will then turn the pistol in to the gunner's mate or stow it in its proper stowage.

S. H. GIMBER,
Commander, U.S. Navy,
Commanding.

SHIP'S ORDER No. 20.

Subject: Training and Qualification of Personnel.

1. Heads of Departments are responsible for the training of the personnel in their departments. They will supervise each man's training for advancement in rating by issuing and correcting applicable progress test, and having marks entered in service records. They will also advise and assist men in their departments to become qualified, and will check each man's notebook when it is completed.

2. Unqualified men upon reporting will obtain a notebook and will commence the following required work for qualification:

(a) Note-book work - Sketches (all ratings).

- (1) General arrangement of compartments and tanks (plan and side views), showing flood valve openings on plan view.
- (2) Trimming system, including enlarged plan view of trim manifold.
- (3) Drainage system, including cross connections to trim and fuel oil compensating systems.
- (4) 3000 lb. air system including flasks and large scale views of receiving and distributing manifolds.
- (5) 600 lb. M.B.T. blow system.
- (6) 10 lb. M.B.T. blow system showing M.B.T. vents and emergency vent valves.
- (7) Line sketch of 200 lb. air system.
- (8) Ventilation system (hull, battery and engine induction).
- (9) Fuel oil filling, transfer, and compensating system.
- (10) Fresh water and battery water system.
- (11) General arrangement of machinery (locate machinery in engine rooms and maneuvering room).
- (12) Main hydraulic system.
- (13) External salvage system (compartment and M.B.T.).
- (14) Hydraulic steering system.

(b) Notebook work - General Characteristics (all ratings).

- (1) Principle dimensions, displacements, etc.
- (2) Capacities of tanks (gallons or tons of normally contained liquid - give capacities of variable ballast tanks in pounds).
- (3) Test pressures of the various tanks, compartments and systems (air, water, fuel, lub oil, hydraulic, etc.).
- (4) Capacity and location of air flasks.
- (5) Propulsion plant. List main and auxiliary engines, motors, generators, and reduction gears giving full load rating and speed.
- (6) Armament - torpedoes, guns, mines, etc..

(c) Notebook work - General Descriptions (all ratings).

- (1) Steering gear.
- (2) Diving gear.
- (3) Anchor gear.
- (4) Fresh water system.
- (5) Sanitary system.
- (6) Submarine lung - include use of lung as chlorine mask.
- (7) Hydraulic system.
- (8) Carbon dioxide detection and systems of air purification.
- (9) Torpedo tubes.

SHIP'S ORDER No. 20 (Cont'd.).

Subject: Training and Qualification of Personnel.

- (10) Signal ejector, operation of and safety precautions.
 - (11) Hydrogen detection.
 - (12) General announcing system.
 - (13) Escape arrangements and procedure all escape compartments.
- (d) Notebook work - Detailed Descriptions.

Torpedoman's Mates, Gunner's Mates and Strikers:

- (1) Bow and stern plane rigging and tilting gear.
- (2) Anchor gear.
- (3) Capstan and operating gear.
- (4) Torpedo tubes, interlocks, drains, blow and venting.
- (5) Sound apparatus, hoisting and training mechanism, including remote control gear.
- (6) Torpedo room escape apparatus.
- (7) Pitometer log rigging gear.
- (8) Prepare tubes for firing.

Electrical Force and Fire Controlman:

- (1) Main storage battery - layout and connection scheme.
- (2) Battery charging order.
- (3) Hydrogen detectors.
- (4) Flowmeters.
- (5) Auxiliary power system.
- (6) I.C. power system.
- (7) Gyro compass (starting, stopping and safety precautions).
- (8) Reduction gears.
- (9) Main and auxiliary machinery safety precautions.
- (10) Maneuvering room lub oil system.
- (11) Ground detectors.
- (12) Main control circuits.
- (13) Sound gear hoisting and training.
- (14) Pitometer log rigging gear.

Engineers Force:

- (1) Main engines (operation and safety precautions).
- (2) Evaporators (operating procedure and water tests).
- (3) Auxiliary engine (operating and safety precautions).
- (4) Fuel oil and lub oil purifier.
- (5) Fuel oil system.
- (6) Lub oil systems.
- (7) Air compressors.
- (8) Refrigeration and air conditioning systems.
- (9) Reduction gears.
- (10) Sound gear hoisting and training system.
- (11) Pitometer log rigging gear.

Bridge Force and Strikers and Fire Controlman:

- (1) Sound gear hoisting, training and remote control.
- (2) Pitometer log.
- (3) D.R. indicator.
- (4) Fathometer.
- (5) General announcing system.
- (6) Torpedo firing circuits in conning tower and control room.
- (7) T.D.C.
- (8) Steering system.

SHIP'S ORDER No. 20 (Cont'd).

Subject: Training and Qualification of Personnel.

- (9) Conning tower escape apparatus.
- (10) Radar apparatus.

Radionen:

- (1) Transmitters and receivers.
- (2) Sound gear and hoisting and training mechanism including remote control.
- (3) Fathometer.
- (4) Radio antenna systems.
- (5) Conning tower escape apparatus.
- (6) Radar apparatus.

3. Information contained in notebooks will be confidential and the following rules are to be observed:

- (a) Notebooks will be shown only to persons in the Naval Service.
- (b) Notebooks will not be removed from the ship.
- (c) Notebooks will be examined by Heads of Departments when completed.
- (d) Notebooks will be delivered to Heads of Departments for safe keeping on tender or base prior to departure on patrol.

4. In addition to completing the above notebook work, prior to qualification each man shall give a satisfactory practical demonstration of the following:

- (a) Use of CO₂ fire extinguisher.
- (b) Use of the lung.
- (c) Use of CO₂ absorbent.
- (d) Use of oxygen for air purification.
- (e) How to blow a sanitary tank.
- (f) Operation of trim and drain systems.
- (g) How to blow ballast tanks with 600 lb. air and 10 lb. air.
- (h) Shifting of steering.
- (i) How to start the hydraulic system.
- (j) Operation of capstans.
- (k) Rigging of bow planes.
- (l) Pumping torpedo tubes.
- (m) Actual rigging of various compartments for sea and for diving.
- (n) Detailed knowledge of ship's orders and departmental orders.

S. H. GIMBER,
Commander, U.S. Navy,
Commanding.

SHIP'S ORDER No. 21.

Subject: Ship's Maintenance and Records.

1. The term "Maintenance" includes: The intelligent planning of up-keep and repairs; recording of operating conditions; and the judicious expenditure of spare parts, tools, fuel, lub oil, water and miscellaneous stores. This data is the basis for determining the limiting factors of self sufficiency of this vessel and thoroughly anticipating the required needs upon return from an extended period at sea.

2. It is not the intent of this order to require the usual peace-time voluminous records such as work books with daily entries of "carried out daily routine, held field day, painted bulkhead" or items of similarly useless nature. Records shall be brief and accurate, including only such information essential to the needs as specified above. With that in mind each department shall maintain the following records plus any additional records as directed by the head of department or required by higher authority:

1. Allowance List.
2. Machinery History.
3. Current ship's maintenance project.

3. Intelligent and systematic preparation of work lists is essential to a good refit or overhaul. Discussion and planning with leading petty officers, delegating responsibility, insures thoroughness of work lists and anticipation of needs. Avoid requests for material in excess of needs or for work to be done as a matter of convenience. Excess material on board this vessel may rob another of essential needs, or time expended by refit forces in repairs or modifications of the nature for convenience only may well be utilized in repairs of a military nature.

4. Many officers and men are unacquainted with all the sources of information and directives available for their use and guidance in the administration and maintenance of a department. With that in mind the following are listed with comments:

- (a) Navy Regulations - regarding general duties, safety precautions, required reports.
- (b) Bureau Manuals - regarding specific duties, safety precautions, general and specific operating instructions.
- (c) Bureau Bulletins - regarding general and specific information and new developments.
- (d) Manufacturer's Instruction Books - specific and detailed information for a particular unit.
- (e) Allowance Lists - your specific guide in anticipating and ordering your needs. They are by no means fool-proof. Constructive criticism based on actual experience is desired by all bureaus.
- (f) Blue-Prints - specific details for a particular unit. Useful in repairs and in ordering parts.
- (g) Ship's General Information Book - the bible for the novice and a ready reference for all hands.
- (h) Bureau, Force, and Squadron Letters - specific directives and information.

SHIP'S ORDER No. 21 (Cont'd).

Subject: Ship's Maintenance and Records.

- (i) BuPers Monthly Bulletin - contains nearly all letters from various bureaus and the Navy Department.
- (j) BuPers Semi-Annual Bulletin - here is your best source of pertinent letters still in effect. It contains a summary of all general amendments to BuShips Allowance List.
- (k) Force and Squadron Instructions and Bulletins - general and specific directives, organization, reports required, latest material information, alterations.
- (l) SubPac Alteration and Improvement Program - the current status of all submarines in regard to alterations.
- (m) Ship's Orders and Organization.
- (n) Routine Check-Off Lists - prepared by force and squadron organizations as a guide in preparation for sea and current maintenance.

5. It is a physical impossibility to know all the information pertinent to your department. The important thing is to know where to find out and to maintain an active and positive check on all sources of information by means of the current ship's maintenance project in order that opportunity to accomplish a repair or alteration in the next refit is not wasted. With such a system in effect you know at all times where you stand and can turn over to your prospective relief with a minimum of confusion and least detriment to your ship. The old cry of "ask Joe, he's a commissioner" is reduced to a minimum.

S. H. GIMBER,
Commander U.S. Navy,
Commanding.

SHIP'S ORDER No. 22.

Subject: Fueling Ship.

1. The Engineer Officer or Assitant Engineer Officer will be in charge of fueling operations and will designate the fueling connection to be used, the tanks to be filled, and the amount of fuel to be taken on board.

2. Before fueling is commenced the Oil King will inspect the fuel and compensating systems, to see that they are properly lined up, and that all connections are properly made. He will record meter readings and notify the Officer-inCharge when in all respects ready to commence fueling.

3. All normal tanks will be filled individually, while fuel ballast tanks will be filled in pairs at the same time, that is 3A and 3B together, 5A and 5B together. Fueling will be continued until fuel shows at the compensating line sight-glass immediately adjacent to the expansion tank. For normal fueling compensating water overboard will be discharged through the head box via the expansion tank.

4. While oil is being received or discharged no naked light, smoking, or electrical apparatus liable to spark shall be permitted within 50 feet of an oil hose, tank, compartment containing a tank, or the vent from a tank. In addition the Duty Officer shall see that "BAKER" is hoisted at the yard arm.

S. H. GILMER, ..
Commander, USN
Commanding.

SHIP'S ORDER No. 23

Subject: Standing Orders for Officer-of-the-Deck.

1. These orders are for your guidance regarding the general policies for operation of the ship and standing of Officer-of-the-Deck watches. The established dictates of good watch standing and your own common sense are the best guides. These orders will be supplemented by the night order book which shall contain standing orders of a confidential nature and specific orders for a given period of operations.

2. The primary function of the officer-of-the-deck is to safeguard the ship and its personnel. To that end take such immediate action of an offensive or defensive nature as the circumstances and your own judgement dictate, do not wait for me - The Initiative is Yours!

3. All officers will be thoroughly familiar with:

- (a) Chapter 28, U. S. Navy Regulations 1920.
- (b) "Rules for preventing collisions", Chapter 55, U. S. Navy Regulations, both international and inland rules.
- (c) Special navigation rules for a particular locality where the ship is operating.
- (d) Ships Orders.
- (e) Ships Organization.
- (f) Night orders and standing orders.
- (g) Operation orders and current directives for class zones as applied to the immediate operation of the ship.
- (h) All orders, tactical Bulletins, pamphlets etc, issued by fleet, Force and Type Commanders pertaining to the Navigation, maneuvering or operation of Submarines.
- (i) Maneuvering characteristics of this ship.
- (j) Current recognition.

4. Reports:

Make and require all reports as specified in chapter 28, U. S. Navy Regulations. In addition report specific gravity of the main storage battery every four hours during daylight and just prior to surfacing. Also the beginning and completion of a charge. Standardize phraseology to avoid misunderstanding or ambiguity. Do not expect nor require an immediate detailed report regarding a casualty. First learn how it effects propulsion, ability to dive, and offensive power. Breathing down a man's neck over the phones doesn't help him restore a casualty. Your duty is to see that a responsible officer is notified and if necessary takes charge of the casualty to keep you advised of your ability to operate the ship as effected by the casualty.

5. Contacts:

- (a) Plane and APR contacts will be handled in accordance with the policy set forth in the night order book.

SHIPS ORDER No. 23

Subject: Standing Orders for Officer-of-the-Deck.

(b) Ship Contacts:

Visual - Turn for small silhouette and start tracking. Dive if that is the only means of avoiding detection.

SJ RADAR - The range for the night shall be designated. If initial contact is inside the range for the night turn away to open out and start tracking. If outside, kill your headway and start tracking - after first estimate come to normal approach course at high speed.

The initial true bearing can not be overemphasized - lack of it may mean a lost target or many extra hours of tracking.

Inside of 5000 yds- SJ gives relative bearings and range.

Outside of 5000 yds- SJ gives true bearings and range.

(c) SUBMARINES - Avoid at all times. Do not attack unless identity is fully established beyond all doubt.

(d) PERISCOPES - Turn towards at high speed if within 75° on either bow and within 4000 yards. Otherwise turn away at high speed.

(e) TORPEDOES - Turn towards to parallel. at high speed if within 75° on either bow. Otherwise turn away to parallel at high speed.

(6) RADAR AND SOUND EQUIPMENT:

The use of Radar equipment will be in accordance with the policy set forth in the Night Order Book.

SOUND: On the surface one sound head shall be lowered and manned at any speeds less than 8 knots. Submerged - both sound heads shall be lowered on a dive on permission from the O.O.D.; normally one sound head and the JP shall be manned at all times.

FATHOMETER: Normally to be used as directed and with the permission of the Commanding Officer

7. RELIEVING THE WATCH:

(a) Read, understand and initial the night order book.

(b) Consult the chart, know the ship's position and the existing tactical or strategic situation for your watch.

(c) Know current recognition signals and class zone in which ship is operating.

(d) Know complete status of ship's armament, propulsion, and ability to dive.

The process of relieving involves the exchange of information and acceptance of a great responsibility. You can not be too exact nor too formal, for only in such fashion can all doubts be eliminated. "I relieve you" does not mean you have the deck, the officer being relieved must acknowledge or assent to this in some positive fashion.

SHIP'S ORDER No. 23.

Subject: . . . Standing Orders for Officer-of-the Deck.

8. Standing Watch:

There is no substitute for knowledge and common sense. Continually and actively train yourself and your men on watch, visualize what to do or ~~what~~ can be done in the innumerable variations of emergency conditions. Dependability of individuals is the essence of a successful ship.

S. H. CIMBER,
Commander, U. S. Navy,
Commanding.

U.S.S. POMPON (SS267)

SHIP'S ORDER No. 21

Subject: Notes on Sea Routine.

1. Prior to clearing the harbor or channel the ship will be rigged for diving and will remain completely rigged for diving at all times until return to port.
2. Unless otherwise directed this ship will run completely darkened at night.
3. The importance of night adaption can not be overemphasized. Insure that all bridge personnel are well adapted at night before relieving.
4. While cruising on the surface during daylight or at night during moonlight zigzag courses will steered.
5. Normally the below decks routine will be carried out at night and completed about an hour prior to diving on the morning watch. It consists of the following:

- (a) Blowing Sanitary Tanks.
- (b) Bumping bilges.
- (c) Charging the battery.
- (d) Charging air banks.
- (e) Dumping garbage.
- (f) Servicing torpedoes.
- (g) Servicing guns.
- (h) Servicing outboard exhaust valves.
- (i) Greasing topside.
- (j) Cleaning periscopes.

Evolutions which require extra men topside or sending men on deck will be performed one at a time. No man will be sent on deck without permission from the Commanding Officer nor shall a man be sent on deck in rough weather unless he is secured to and tended with a line.

Careless disposition, in any manner, of anything outside the ship can disclose our presence and jeopardize the success of our mission. This thought must be kept constantly in mind by all hands concerning bilges, garbage, sanitary tanks and the use of heads.

S. H. GIMBER,
Commander, U. S. Navy,
Commanding.

COMPARTMENT RIGGING CHECK OFF LIST

FORWARD TORPEDO ROOM

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. Escape trunk upper hatch.	CLOSE	CLOSE
2. Escape trunk door	CLOSE	CLOSE
3. Escape trunk lower hatch.	TEST	CLOSE
4. Escape trunk flood.	CLOSE	CLOSE
5. Escape trunk drain.	CRACKED	CRACKED
6. 200% Air to escape trunk.	OPEN	OPEN
7. Torpedo loading hatch.	CLOSE	CLOSE
8. Compartment external salvage (2)	CLOSE	CLOSE
9. Forward trim - Trim line valve	CLOSE	OPEN
10. W.R.T. Trim line valve	CLOSE	CLOSE
11. Bilge suction valves (5)	CLOSE	CLOSE
12. Poppet valves.(6)	CLOSE	CLOSE
13. Poppet valve stops (6)	CLOSE	CLOSE
14. Torpedo tube inner and outer doors	CLOSE	CLOSE
15. Torpedo tube drains.	CLOSE	CLOSE
16. Torpedo tube vents.*	*CLOSE	*CLOSE
17. Forward trim vent.	CLOSE	CLOSE
18. W.R.T. tank vent	CLOSE	CLOSE
19. 200% air to blow and vent manifold.	OPEN	OPEN
20. W.R.T. to forward trim overflow.	CLOSE	CLOSE
21. Bow buoyancy vent valve	CLOSE - LEVER IN POWER	CLOSE - LEVER IN POWER
22. Bow buoyancy stop check regulator	OPEN	OPEN
23. Rigging - windlass motor clutch	WINDLASS & CAPSTAN	BOW PLANE RIGGING
24. Rigging - Windlass hand gear	OUT	OUT
25. Bow plane tilting clutch	HAND	HAND
26. Sea pressure guage sea and stop.		OPEN
27. Depth guage sea and stop		OPEN
28. Pressure and depth guage vents	CLOSE	CLOSE
29. Emergency lights and battle lanterns	TEST	TEST
30. Trim line hose connection	CLOSE	CLOSE
31. W.R.T. Tank		FULL S.W.
32. Head flushing and discharge (4)	CLOSE	CLOSE
33. No. 1 sanitary discharge and stop.	CLOSE	CLOSE
34. Fuel filling valves (2)	CLOSE	CLOSE
35. Fuel tank vents and stops (8)	CLOSE	CLOSE
36. Compensating water to fuel tanks.	OPEN	OPEN
37. No. 1 M.B.T. Vent	CLOSE-LEVER IN POWER	CLOSE-LEVER IN POWER
38. No. 1 M.B.T. Stop check regulator	OPEN	OPEN
39. Loading hatch strongback.		RIGGED
40. No. 1 sanitary outboard vent.	OPEN	CLOSE
41. No. 1 Sanitary inboard vent.	CLOSE	OPEN
42. QB-QC flapper valves.		OPEN

* OPEN IF TUBE LOADED

FORWARD TORPEDO ROOM (Continued)

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
43. QB-QC chamber blow and vents		VENT AND CLOSE
44. Forward battery W.T. door.	TEST	TEST
45. Ventilation supply and exhaust bulkhead flappers(2)	TEST	TEST
46. Bulkhead 200 $\frac{1}{2}$ internal salvage air.	TEST	TEST
47. Torpedo skids and loose gear.	SECURE	SECURE
	"REPORT RIGGED FOR <u>SEA</u> "	"REPORT RIGGED FOR <u>DIVE</u> "

COMPARTMENT CHECK-OFF LIST

TOPSIDE

VALVE OR FITTING

RIG FOR SEA

RIG FOR DIVE

- | | | |
|--|-----------------------------------|---------------------|
| 1. Deck lockers, lines, loose gear. | SECURE | SECURE |
| 2. Anchor. | READY FOR
LEAVING GO
HOUSED | HOUSED -
SECURED |
| 3. Ready boxes and gun stowage lockers. | SECURED | SECURED |
| 4. Deck guns. | SECURED | SECURED |
| 5. Air to whistle. | OPEN | CLOSED |
| 6. 2 A.B. & 6 A.B. 10# blow salvage
stops (2) | OPEN | OPEN |
| 7. Main ballast & compartment salvage | CLOSED -
CAPPED | CLOSED -
CAPPED |
| 8. H.P. air shore charging caps (2) | SECURED | SECURED |
| 9. Deck hose connection fuel filling (2) | CLOSED -
SECURED | CLOSED -
SECURED |
| 10. Deck hose connection lub oil filling. | CLOSED -
SECURED | CLOSED -
SECURED |
| 11. Deck hose connection lub oil discharge | CLOSED -
SECURED | CLOSED -
SECURED |
| 12. Deck hose connection compensating line | CLOSED -
SECURED | CLOSED -
SECURED |
| 13. Deck hose connection #1 Aux. tank. | CLOSED -
SECURED | CLOSED -
SECURED |

"REPORT
RIGGED
FOR SEA"

"REPORT
RIGGED
FOR DIVE"

COMPARTMENT RIGGING CHECK OFF LIST

FORWARD TORPEDO ROOM

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. Escape trunk upper hatch.	CLOSE	CLOSE
2. Escape trunk door	CLOSE	CLOSE
3. Escape trunk lower hatch.	TEST	CLOSE
4. Escape trunk flood.	CLOSE	CLOSE
5. Escape trunk drain.	CRACKED	CRACKED
6. 200% Air to escape trunk.	OPEN	OPEN
7. Torpedo loading hatch.	CLOSE	CLOSE
8. Compartment external salvage (2)	CLOSE	CLOSE
9. Forward trim - Trim line valve	CLOSE	OPEN
10. W.R.T. Trim line valve	CLOSE	CLOSE
11. Bilge suction valves (5)	CLOSE	CLOSE
12. Poppet valves.(6)	CLOSE	CLOSE
13. Poppet valve stops (6)	CLOSE	CLOSE
14. Torpedo tube inner and outer doors	CLOSE	CLOSE
15. Torpedo tube drains.	CLOSE	CLOSE
16. Torpedo tube vents.*	*CLOSE	*CLOSE
17. Forward trim vent.	CLOSE	CLOSE
18. W.R.T. tank vent	CLOSE	CLOSE
19. 200% air to blow and vent manifold.	OPEN	OPEN
20. W.R.T. to forward trim overflow.	CLOSE	CLOSE
21. Bow buoyancy vent valve	CLOSE - LEVER IN POWER	CLOSE - LEVER IN POWER
22. Bow buoyancy stop check regulator	OPEN	OPEN
23. Rigging - windlass motor clutch	WINDLASS & CAPSTAN OUT HAND	BOW PLANE RIGGING OUT HAND
24. Rigging - Windlass hand gear		HAND
25. Bow plane tilting clutch		OPEN
26. Sea pressure guage sea and stop.		OPEN
27. Depth guage sea and stop		CLOSE
28. Pressure and depth guage vents	CLOSE	CLOSE
29. Emergency lights and battle lanterns	TEST	TEST
30. Trim line hose connection	CLOSE	CLOSE
31. W.R.T. Tank		FULL S.W.
32. Head flushing and discharge (4)	CLOSE	CLOSE
33. No. 1 sanitary discharge and stop.	CLOSE	CLOSE
34. Fuel filling valves (2)	CLOSE	CLOSE
35. Fuel tank vents and stops (8)	CLOSE	CLOSE
36. Compensating water to fuel tanks.	OPEN	OPEN
37. No. 1 M.B.T. Vent	CLOSE-LEVER IN POWER	CLOSE-LEVER IN POWER
38. No. 1 M.B.T. Stop check regulator	OPEN	OPEN
39. Loading hatch strongback.		RIGGED
40. No. 1 sanitary outboard vent.	OPEN	CLOSE
41. No. 1 Sanitary inboard vent.	CLOSE	OPEN
42. QB-QC flapper valves.		OPEN

* OPEN IF TUBE LOADED

FORWARD TORPEDO ROOM (Continued)

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
43. QB-QC chamber blow and vents		VENT AND CLOSE
44. Forward battery W.T. door.	TEST	TEST
45. Ventilation supply and exhaust bulkhead flappers(2)	TEST	TEST
46. Bulkhead 200# internal salvage air.	TEST	TEST
47. Torpedo skids and loose gear.	SECURE	SECURE
	"REPORT RIGGED FOR <u>SEA</u> "	"REPORT RIGGED FOR <u>DIVE</u> "

CAPTAIN'S RIGGING CHECK-OFF LIST

FORWARD BATTERY

VALVE, HULL OPENING OR FITTING

RIG FOR SEA

RIG FOR DIVE

1. External compartment salvage valves (2)
2. After watertight door,
3. After bulkhead 200 $\frac{1}{2}$ " internal salvage air
4. 2A and 2B M.B.T. vent
5. Trim line hose connection valve
6. Ventilation supply and exhaust bulkhead flapper valves (4)
7. Emergency lights and hand lanterns
8. Captain stateroom depth gauge vent.

CLOSED	CLOSED
TEST OPERATION	TEST OPERATION
TEST OPERATION	TEST OPERATION
CLOSED, LEVER	CLOSED, LEVER
IN POWER	IN POWER
CLOSED, CAP ON	CLOSED, CAP ON
TEST -	TEST -
LEAVE OPEN	LEAVE OPEN
TEST	TEST
CLOSED	CLOSED

"REPORT
RIGGED
FOR SEA"

"REPORT
RIGGED
FOR DIVE"

COMPARTMENT RIGGING CHECK-OFF LIST

CONTROL ROOM

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. H.P. receiving manifold air bank stops (5)	1500# Air 1 Bank on. OPEN	1500# Air 3 Banks on. OPEN
2. H.P. Air from receiver manifold (2)		
3. H.P. Air shore and compressor charging connections (2)	CLOSE	CLOSE
4. H.P. Air service For'd and Aft (2).	OPEN	OPEN
5. H.P. Air to 200# reducer (2)	1 OPEN	1 OPEN
6. H.P. Air to 200# by-pass	CLOSE	CLOSE
7. H.P. Air to Neg., Safety, & Bow Buoyancy (3)	CLOSE	CLOSE
8. H.P. Air to Neg., Safety & Bow Buoyancy Stops (3)	OPEN	OPEN
9. H.P. Air spare connection.	CLOSE	CLOSE
10. H.P. Air to 600# Manifold	OPEN	OPEN
11. H.P. Air emergency 600# Manifold.	OPEN	OPEN
12. H.P. Air to Hydraulic Accumulator	CLOSE	CLOSE
13. 200# air from reducer (2)	1 OPEN	1 OPEN
14. 200# Air service forward and aft (2)	OPEN	OPEN
15. 200# Air spare connection	CLOSE	CLOSE
16. 200# Manifold variable ballast tank blow and vent valves (10).		
17. 200# Air hose connection & Cap	CLOSE	CLOSE
18. 200# Air from 200# Compressor	CLOSE	CLOSE
19. 600# Blow knocker valves (2)	CLOSE	CLOSE
20. 600# Group blow valves (2)	CLOSE	OPEN
21. 600# Individual ballast tank blows	CLOSE	OPEN
22. 600# F.B.T. Blow line inboard vents (3)	CLOSE	CLOSE
23. 600# Manifold drain	CLOSE	CLOSE
24. H.P. Air bank 1, 2, & 3 Hull stop valves (6)	OPEN	OPEN
25. No. 2 M.B.T. Emergency vents (4)	CLOSE	OPEN
26. H.P. Air charging hull stop (1)	CLOSE	CLOSE
27. Conning Tower drains (2)	CLOSE	CLOSE
28. 10# Blow hull flappers (9)	CLOSE	CLOSE
29. 10# Blow blower gate valves (2)	OPEN	OPEN
30. Sea pressure guage sea & stop (2)	OPEN	OPEN
31. Sea pressure guage Blow and Vent.	CLOSE	CLOSE
32. Compartment external salvage (2)	CLOSE	CLOSE
33. No. 2 Sanitary outboard vent.	OPEN	CLOSE
34. No. 2 Sanitary inboard vent	CLOSE	OPEN
35. No. 2 Sanitary tank blow, sea & stop valves (3)	CLOSE	CLOSE
36. Antenna trunk drain	OPEN	OPEN
37. Antenna trunk flapper	TEST	TEST
38. Ventilation supply and exhaust bulkhead flappers (4).	TEST- LEAVE OPEN	TEST - LEAVE OPEN
39. Trim manifold sea stop.	CLOSE	OPEN
40. Trim manifold pump suction and discharge (2)	CLOSE	OPEN
41. Trim manifold valves (11) except pump suction and discharge.	CLOSE	CLOSE

CONTROL ROOM (Continued)

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
42. Magazine flood (locked)	CLOSE	CLOSE
43. Induction drain bulkhead stop.	OPEN	OPEN
44. BATHY THERMOGRAPH stop valve.	OPEN	OPEN
45. Depth guage sea stops (2) & depth guage stops (4 + 2 petcocks)	OPEN	OPEN
47. Depth guage vent valves (3)	CLOSE	CLOSE
48. Depth guage blow line stops (4) & caps (2).	CLOSE	CLOSE
49. Plane angle indicates (4)	TEST	TEST
50. Hydraulic plant (Check pressure)	RUNNING	RUNNING
51. Hydraulic pressure forward (2).	CLOSE	CLOSE
52. Hydraulic pressure aft (2).	OPEN	OPEN
53. Hydraulic by-pass valve.	CLOSE	CLOSE
54. Hydraulic supply & return to periscopes and SD mast (4)	OPEN	OPEN
55. Hydraulic vent operating levers.	NEUTRAL	NEUTRAL
56. "Rig for Dive" and MBT vent lights	GREEN	GREEN
57. Engine & Ventilation induction outboard valves	TEST IN POWER	TEST IN POWER
58. Conning tower lower hatch	TEST	TEST
59. Conning tower ventilation.	CLOSE	CLOSE
60. Signal gun operation.		TEST
61. Signal gun inner & outer door.	CLOSED	CLOSED
62. Signal gun drain.	OPEN	OPEN
63. MBT 2 A,B,C, & D stop, check, regulator valves (4)	OPEN	OPEN
64. Emergency lights and battle lanterns	TEST	TEST
65. W.T. door operation	TEST	TEST
66. FBT 3AB drain pan bulkhead stop	OPEN	OPEN
67. Bulkhead 200 + air salvage valves (2)	TEST	TEST
68. Negative tank vents (2)	CLOSE	CLOSE
69. Negative tank vent stop	CLOSE	OPEN
70. Trim line hose connection.	CLOSE	CLOSE
71. Safety tank inboard vent valve.	CLOSE	CLOSE
72. 200 + air to negative stop.	OPEN	OPEN
73. Manometer pointers		MATCH
74. Auxiliary power distribution switches	CHECK-ON	CHECK-ON
75. Auxiliary power bus tie	CLOSE	CLOSE
76. I.C. distribution black & red switches	ON	ON
77. Bridge and conning tower circuits	CUT-IN AS REQUIRED	CUT-IN AS REQUIRED
78. Bow and Stern planes		*TEST
79. Safety and Negative floods (2)	CLOSED	*OPEN
80. Air to whistle hull stop.	OPEN	*CLOSE
81. Negative and Safety tank.	DRY	*FLOODED
82. All bilges and Sanitary tanks.		*PUMP AND BLOW

ITEMS MARKED * TO BE DONE ON PERMISSION FROM THE C.O.D.

"REPORT RIGGED FOR SEA"

"REPORT RIGGED FOR DIVE"

COMPARTMENT RIGGING CHECK-OFF LIST

PUMP ROOM

<u>HULL OPENING, VALVE, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. H.P. air compressor circulating water sea suction and discharge.	CLOSE	CLOSE
2. Negative tank flood valve (1).	IN POWER	IN POWER
3. Negative tank flood operating handle	POWER	POWER
4. Negative tank stop, check regulator (1)	OPEN	OPEN
5. Negative tank vent stops (2)	CLOSE	OPEN
6. Drain line bilge suction valves (6)	CLOSE	CLOSE
7. Forward and after drain line suction valves (2)	CLOSE	CLOSE
8. Drain line-trim line cross connection	CLOSE	CLOSE
9. Drain line-Compensating line cross connection.	CLOSE	CLOSE
10. Drain pump suction and discharge valves (3).	CLOSE	CLOSE
11. Auxiliary 2 and 3, negative & safety tank flood and drains (4).	CLOSE	OPEN
12. Emergency lights and battle lanterns.	TEST	TEST
	"REPORT RIGGED FOR <u>SEA</u> "	"REPORT RIGGED FOR <u>DIVE</u> "

COMPARTMENT RIGGING CHECK-OFF LIST

CONNING TOWER

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. Upper conning tower hatch.	TEST OPERATION	TEST OPERATION
2. Fresh water filling valve.	CLOSE-CAP ON	CLOSE-CAP ON
3. Battery water filling valve.	CLOSE-CAP ON	CLOSE-CAP ON
4. Periscope hydraulic supply and return valves (4)	OPEN	OPEN
5. Periscopes		TEST
6. Depth guage sea and stop valves (3)		OPEN
7. Depth guage vents (2)	CLOSE	CLOSE
8. Manometer		MATCH POINTERS
9. Emergency lights and hand lanterns	TEST	TEST
10. SJ radar gate valve *	CLOSE	CLOSE
	"REPORT RIGGED FOR SEA"	"REPORT RIGGED FOR DIVE"

*UNLESS RADAR IS IN OPERATION

COMPARTMENT RIGGING CHECK-OFF LIST

AFTER BATTERY

<u>VALVE, HULL OPENING OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. (a) Safety tank main vent.	(a) (b) (c) and (d)	(a) (b) (c) and (d)
(b) M.B.T. 2c and 2d main vent.	CLOSED-LEVERS	CLOSED-I. S
(c) F.B.T. 3a and 3b main vent.	IN POWER	IN POWER
(d) F.B.T. 4a and 4b main vent.		
2. (a) Safety tank emergency vents. (2)	CLOSE	OPEN
(b) F.B.T. 3a and 3b emergency vents (2)	CLOSE	CLOSE
(c) F.B.T. 4a and 4b emergency vents (2)	CLOSE	CLOSE
3. Operating gear safety tank flood valves.(2)	READY FOR POWER OPERATION	READY FOR POWER OPERATION
4. F.B.T. 3a, 3b, 4a and 4b flood valves	CLOSE	CLOSE
5. Safety tank stop, check, regulator valves. (2)	OPEN	OPEN
6. F.B.T. 3a, 3b, 4a, 4b, 5a, 5b, stop, check regulator valves (6)	CLOSE	CLOSE
7. Safety tank inboard vents (2)	CLOSE	CLOSE
8. 200# air to F.B.T. 3a and 3b blow and vent manifold (1)	CLOSE	CLOSE
9. 200# air to 4a and 4b blow and vent manifold (1)	CLOSE	CLOSE
10. F.B.T. 3a, 3b, 4a, and 4b blow and vent valves (4)	CLOSE	CLOSE
11. F.B.T. 3a, 3b, 4a and 4b inboard vents (4)	CLOSE	CLOSE
12. F.B.T. 3a, 3b, 4a and 4b blow and vent hull stop valves (4).	CLOSE	CLOSE
13. Access hatch.	CLOSE AND SECURE	CLOSE AND SECURE
14. Ammunition scuttle inner and outer doors (2).	CLOSE AND SECURE	CLOSE AND SECURE
15. Water tight doors	TEST OPERATION	TEST OPERATION
16. Operating gear engine induction outboard valve.	IN POWER	IN POWER
17. Operating gear hull ventilation outboard valve.	IN POWER	IN POWER
18. Ventilation supply and exhaust bulkhead flapper valves (4).	TEST - LEAVE OPEN	TEST - LEAVE OPEN
19. Bulkhead 200# internal salvage air (2)	TEST	TEST
20. Emergency lights and hand lanterns	TEST	TEST
21. External compartment salvage valves (2)	CLOSE	CLOSE
22. Engine air induction drain valve.	OPEN	OPEN
23. Hull ventilation supply drain valve.	OPEN	OPEN
24. Ammunition scuttle drain valve.	OPEN	OPEN
25. Trim line hose connection.	CLOSED - CAP ON	CLOSED - CAP ON
26. #2 and #3 Auxiliary tanks blow and vent valves (2)	CLOSE	OPEN
27. F.B.T. 3a, 3b, 4a and 4b compensating water valves (4).		OPEN
28. Head flushing valves (4)	CLOSE	CLOSE
29. Head overboard discharge sea air stop valves (4)	CLOSE	CLOSE.
	"REPORT RIGGED FOR SEA"	"REPORT RIGGED FOR DIVE"

COMPARTMENT RIGGING CHECK-OFF LIST

FORWARD ENGINE ROOM

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. F.B.T. 5A and 5B blow and vent valves (4)	CLOSE	CLOSE
2. F.B.T. 5A and 5B inboard vents (2).	CLOSE	CLOSE
3. F.B.T. 5A and 5B hull blow and vent stop valves(2)	CLOSE	CLOSE
4. 200 $\frac{1}{2}$ " air to F.B.T. 5A and 5B blow and vent manifold (1)	CLOSE	CLOSE
5. F.B.T. 5A and 5B compensating water valves (2)	OPEN	OPEN
6. M.B.T. 6A and 6B main vent	CLOSED, LEVER IN POWER	CLOSED, LEVER IN POWER
7. F.B.T. 5A and 5B emergency vents (2)	CLOSE	CLOSE
8. M.B.T. 6A and 6B emergency vents (2)	CLOSE	OPEN
9. M.B.T. 6A and 6B stop, check, regulator valves (2)	OPEN	OPEN
10. F.B.T. 5A and 5B flood valves (4)	CLOSE	CLOSE
11. #4 and #5 air bank hull stop valves (4)	OPEN	OPEN
12. Ventilation hull flapper valve (1)	TEST, LEAVE OPEN	TEST, LEAVE OPEN
13. Engine air induction hull flapper valve (1). (Test only if engines are stopped).		
14. Engine air induction drain valve.	OPEN	OPEN
15. Hull ventilation supply drain valve.	OPEN	OPEN
16. Engine outboard exhaust valves (Check hydraulic pressure to 650 $\frac{1}{2}$).	IN POWER	IN POWER
17. Engine shutdown bulkhead stop valve (1)	OPEN	OPEN
18. L.O. filling valves (2)	CLOSE	CLOSE
19. L.O. hose filling valve (1).	CLOSE-CAP ON	CLOSE-CAP ON
20. External compartment salvage valves (2)	CLOSE	CLOSE
21. Bulkhead 200 $\frac{1}{2}$ " internal salvage air (2)	TEST OPERATION	TEST OPERATION
22. Ventilation supply and exhaust bulkhead flapper valves (4)	TEST - LEAVE OPEN	TEST - LEAVE OPEN
23. Watertight doors (2)	TEST	TEST
24. Trim line hose connection	CLOSE-CAP ON	CLOSE-CAP ON
25. Bilge suction valves (2)	CLOSE	CLOSE
26. #3 sanitary outboard vent (1)	OPEN	CLOSE
27. #3 sanitary inboard vent (1)	CLOSE	OPEN
28. #3 sanitary overboard discharge valve and sea stop valve (2)	CLOSE	CLOSE
29. Evaporator overboard discharge sea and stop valves(2)	CLOSE	CLOSE
30. Emergency lights and hand lanterns	TEST	TEST
31. Inboard and outboard exhaust valves (4)		*CLOSE
32. Exhaust valve gas space chamber drains (2)		*OPEN
33. Exhaust manifold gas space drains (4).		*OPEN
34. M.E. overboard discharge valves (2)		*CLOSE
	"REPORT RIGGED FOR SEA"	"REPORT RIGGED FOR DIVE"

* IF ENGINES ARE STOPPED

COMPARTMENT RIGGING CHECK-OFF LIST

AFTER ENGINE ROOM

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. Access hatch.	CLOSE-SECURE	CLOSE-SECURE
2. F.O. filling stop and hull valves (2)	CLOSE	CLOSE
3. M.B.T. 6C and 6D stop, check regulator valves (2)	OPEN	OPEN
4. Collecting, expansion, N.F.O.#6 and N.F.O.#7 manifold blow and vent valves (13)	CLOSE	CLOSE
5. Engine starting air bulkhead valves (2)	OPEN	OPEN
6. Engine outboard exhaust valves (Check hydraulic pressure to 650 lbs).	IN POWER	IN POWER
7. Engine air induction hull flapper valve (1). (only if engines are stopped).	TEST - LEAVE OPEN	TEST - LEAVE OPEN
8. Engine air induction drain valve.	OPEN	OPEN
9. Compensating water from head box.	OPEN	OPEN
10. Compensating water to expansion tank.	OPEN	OPEN
11. Compensating water from expansion tank	OPEN	OPEN
12. Expansion tank by-pass valve	CLOSE	CLOSE
13. L.C. overboard hull stop valves (2)	CLOSE	CLOSE
14. Fuel filling to collecting tank (.)	OPEN	OPEN
15. Cross connection valves from drainline to collecting tank (2)	CLOSE	CLOSE
16. #6 N.F.O. and #7 N.F.O. Compensating water valves(4)	OPEN	OPEN
17. External compartment salvage valves. (2)	CLOSE	CLOSE
18. Bulkhead 200# internal salvage air (2)	TEST	TEST
19. Watertight doors (2)	TEST OPERATION	TEST OPERATION
20. M.B.T. #6C and #6D emergency vents (2)	CLOSE	OPEN
21. Ventilation supply and exhaust bulkhead flapper valves (4).	TEST - LEAVE OPEN	TEST - LEAVE OPEN
22. Trimline hose connection valve (1)	CLOSE- CAP ON	CLOSE- CAP ON
23. 200# air stop valve to remote control manifold for auxiliary engine (1).	OPEN	OPEN
24. Bilge suction valves (2)	CLOSE	CLOSE
25. F.O. Supply valve from collecting tank to purifiers (1)	CLOSE	CLOSE
26. Emergency lights and hand lanterns	TEST	TEST
27. Engine shutdown bulkhead stop valve (1)	OPEN	OPEN
28. Inboard and outboard exhaust valves (5).		*CLOSE
29. Exhaust valve gas space chamber drain (3)		*OPEN
30. Exhaust manifold gas space drain (4).		*OPEN
31. M.E. and Auxiliary engine overboard discharge valves (3).		*CLOSE
<u>* IF ENGINES ARE STOPPED</u>	<u>"REPORT RIGGED FOR SEA"</u>	<u>"REPORT RIGGED FOR DIVE"</u>

COMPARTMENT CHECK-OFF LIST

MANEUVERING ROOM

<u>VALVE, HULL OPENING OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. Auxiliary power distribut on switches	ON	ON
2. Auxiliary power bus-tie switch	OPEN	OPEN
3. External Compartment salvage valves(2)	CLOSE	CLOSE
4. Water-tight doors (2)	TEST OPER.	TEST O
5. Ventilation supply and exhaust bulkhead flappers (4)	TEST -- LEAVE OPEN	TEST - LEAVE O
6. Bulkhead 200' internal salvage air (2)	TEST	TEST
7. Main induction drain valve (1)	OPEN	OPEN
8. Main induction hull flapper valve.	TEST	TEST
9. M.M. circulating water sea suction and discharge valves (8)	OPEN	OPEN
10. Engine shutdown bulkhead stop valve	OPEN	OPEN
11. Engine shutdown air supply valve (1)	OPEN	OPEN
12. Emergency shutdown all engines	IN VENT POSITION	IN VENT POSITION
13. M.M. circulating water to compensating system stop valve (1)	CLOSE	CLOSE
14. Trim line hose connection valve (1)	CLOSE - CAP ON	CLOSE - CAP ON
15. Head flushing valves (2)	CLOSE	CLOSE
16. Head overboard discharge sea and stop valves (2)	CLOSE	CLOSE
17. Bilge suction valve (1)	CLOSE	CLOSE
18. #4 sanitary tank inboard vent (1)	CLOSE	OPEN
19. #4 sanitary tank outboard vent (1)	OPEN	CLOSE
20. Emergency lights and hand lanterns	TEST	TEST
21. Stern tube flushing valves	OPEN	OPEN
	"REPORT RIGGED FOR SEA"	"REPORT RIGGED FOR DIVE"

COMPARTMENT RIGGING CHECK-OFF LIST

AFTER TORPEDO ROOM

<u>VALVE, HULL OPENING, OR FITTING</u>	<u>RIG FOR SEA</u>	<u>RIG FOR DIVE</u>
1. After torpedo room hatch	CLOSE	CLOSE
2. Torpedo loading hatch	CLOSE	CLOSE
3. Compartment external salvage (2)	CLOSE	CLOSE
4. After trim on trim line.	CLOSE	OPEN
5. W.R.T. tank on trim line	CLOSE	CLOSE
6. Bilge suction valves (2)	CLOSE	CLOSE
7. Poppet valves (4)	CLOSE	CLOSE
8. Poppet valve stops (4)	CLOSE	CLOSE
9. Torpedo tube inner and outer doors.	CLOSE	CLOSE
10. Torpedo Tube Drains	CLOSE	CLOSE
11. W.R.T. Tank vent.	CLOSE	CLOSE
12. 200% air to blow and vent manifold.	OPEN	OPEN
13. W.R.T. to after trim overflow.	CLOSE	CLOSE
14. Capstan - tilting clutch	CAPSTAN	TILTING
15. Stern plane tilting clutch.	HAND	HAND
16. Sea pressure guage sea & stop.	OPEN	OPEN
17. Depth guage sea and stop	OPEN	OPEN
18. Depth and sea pressure guage vent and blow.	CLOSE	CLOSE
19. Emergency lights and battle lanterns	TEST	TEST
20. Trim line hose connection.	CLOSE	CLOSE
21. Signal gun outer door.	CLOSE	CLOSE
22. Signal gun inner door.	CLOSE	CLOSE
23. Signal gun equalizer.	CLOSE	CLOSE
24. Signal gun drain	OPEN	OPEN
25. W.R.T. Tank		FULL S.W.
26. No. 7 M.B.T. Vent	CLOSE-LEVER IN POWER	CLOSE-LEVER IN POWER
27. No. 7 M.B.T. stop check regulator.	OPEN	OPEN
29. Loading hatch strongback.		RIGGED
30. Maneuvering room W.T. door.	TEST	TEST
31. Ventilation supply and exhaust bulkhead flappers	TEST- LEAVE OPEN	TEST, LEAVE OPEN
32. Bulkhead 200% internal salvage air valve.	TEST	TEST
33. Capstan - tilting power switch	CAPSTAN	TILTING
34. Torpedo skids and loose gear.	SECURED	SECURED
35. Torpedo tube vents *	CLOSE	CLOSE

* OPEN IF TUBE LOADED.

"REPORT RIGGED FOR SEA" "REPORT RIGGED FOR DIVE"

U.S.S. POMPON (SS267)
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CHAPTER XIII

COMPARTMENT EMERGENCY BILL

FORWARD TORPEDO ROOM

Rig for Depth Charge:

1. Close torpedo tube outer and inner doors.
2. Disengage all torpedo tube spindles.
3. Rig in Pit Log and close gate valve.
4. Close sound gear sea chest flapper (if sound head is raised).
5. Close all Orange valves.
6. Turn on emergency lights.
7. Man battle telephones and report "Rigged for Depth Charge" to control.

Rig for Silent Running:

1. Secure all electric fans.
2. Make no unnecessary noise, such as rattling deck plates, dropping tools, etc.
3. Turn on emergency lights.
4. Man battle telephones and report "Rigged for Silent Running" to Control.
Pass word by phones instead of by TMC.

Set Condition Baker:

1. Close all Orange valves.
2. Rig Compartment for Silent Running.
3. Report "condition Baker Set" to Control.

Collision:

1. Close lower escape trunk hatch, torpedo loading hatch, water-tight door, bulkhead flappers, and escape trunk drain.
2. Turn on emergency lights and battle lanterns.
3. Secure forward trim from trim line, stand by to pass trim line suction hose to affected compartment, close bilge suction valves.
4. If collision is in forward torpedo room: Open all bilge suction valves, rig suction hose from trim line to bilges, use bedding to check leaks, use 200# internal salvage air as required, stand by to blow number 1 and 2 Normal Fuel Oil Tanks and stand by emergency main ballast tank blow manifold.
5. Man battle telephone and report compartment condition to Control.

Fire:

1. Man battle telephone, pass the word to Control.
2. Fight the fire. Man battle telephones.
3. If fire is forward of Control Room, secure forward trim from the trim line and pass trim line hose to affected compartment.
4. Pass smoke lung and fire extinguisher to affected compartment.
5. If fire is in this compartment or forward battery, close bulkhead flappers and put water-tight door on the latch. Keep torpedo warheads and air flasks wetted down if fire is near. Move demolition outfits to safe place in forward battery.
6. If fire gets out of control, abandon and seal compartment.

COMPARTMENT EMERGENCY BILL

FORWARD TORPEDO ROOM

Chlorine:

1. If discovered in this compartment, pass word to Control; close and dog bulkhead flappers, close and dog water-tight door.
2. If chlorine is in after battery, provide four lungs.
3. Man battle telephones and report "Rigged for Chlorine" to Control.

Abandon Ship Scuttle:

1. Destroy sound stacks, J.P. Sound Gear and gyro setting indicator regulator.
2. Pass all lungs to control.
3. Make ready 1 and 2 torpedo tubes; poppet stops open; ready switches on.
4. Open escape trunk lower hatch and escape trunk drain.
5. Put forward trim and W.R.T. on trim line, open inboard vents. Uncap trim line hose connection and crack valve.
6. Senior man remain in compartment, and on word from control, open head flushing valves, vent fuel tanks inboard, crack escape trunk flood valve, and immediately abandon ship through conning tower.

Abandon Ship:

1. Pass all lungs to control room.
2. Last man out of compartment close torpedo tube vents, sanitary tank vents and drains, bulkhead flappers, and water-tight door from forward battery.

COMPARTMENT EMERGENCY BILL

FORWARD BATTERY COMPARTMENT

Rig for Depth Charge:

1. Turn on emergency lights.
2. Close Orange valves.
3. Close bulkhead flappers, put water-tight doors on latch.
4. Man battle telephones and report "Rigged for Depth Charge" to Control.

Rig for Silent Running:

1. Turn on emergency lights.
2. Secure all electric fans and pantry refrigerator.
3. Make no unnecessary noise, such as rattling dishes, slamming lockers, etc.
4. Man battle telephones and report "Rigged for Silent Running" to Control.

Set Condition Baker:

1. Rig for depth charge.
2. Rig for silent running.
3. Report "Condition Baker Set" to Control.

Collision:

1. Close water-tight doors, bulkhead flappers, and battery well access hatch.
2. Turn on emergency lights.
3. Close sanitary tank drain bulkhead stops.
4. Be prepared to trip battery disconnect switches if ordered.
5. If collision is in this compartment, use trim line suction hose, 200' internal salvage air and bedding to stop leaks.
6. Man battle telephones and report condition of compartment.

Fire:

1. Man battle telephone, pass the word to Control.
2. Fight the fire; man battle telephones.
3. If fire is in another compartment provide fire extinguisher and lung, and stand by to trip battery disconnect switches if ordered.
4. If fire is in this compartment, close bulkhead flappers and put water-tight doors on the latch. Put covers over battery ventilation intakes and close exhaust line air tight dampers (3). Close battery well access hatch.
5. If fire gets out of control, abandon and seal compartment.

Chlorine:

1. If discovered in this compartment, pass the word to Control. Cover battery intakes and close exhaust line dampers (3). If time permits, close battery well access hatch. Abandon by moving forward and seal compartment.
2. If discovered in another compartment, close bulkhead flappers, man battle telephones, and report "Rigged for Chlorine" to Control.

Abandon Ship Scuttle:

1. Pass lungs from forward torpedo room to control room.
2. Uncap trim line hose connection and crack valve.
3. Open Captain's depth gauge vent.
4. Abandon ship through conning tower.

Abandon Ship:

1. Pass forward torpedo room lungs to control room.

COMPARTMENT EMERGENCY BILL

CONTROL ROOM

Rig for Depth Charge:

1. Close all Orange valves.
2. Close forward battery depth charge switch.
3. Close bulkhead flappers, put water-tight doors on latch. Secure conning tower ventilation.
4. Turn on emergency lights.
5. Secure ventilation booster blower.
6. Turn on emergency plane angle indicators.
7. Put one air bank on service, secure all other air banks. Close bow buoyancy and negative tank H.P. stop valves.
8. Rig 600# manifold for individual blow.
9. Man battle telephones, check all other compartments and pump room rigged for depth charge and report "Ship Rigged for Depth Charge" to diving officer.

Rig for Silent Running:

1. Secure ventilation booster blower.
2. Turn on emergency lights.
3. Shift steering to hand in control room on word from conning tower.
4. Shift planes to hand on word from diving officer.
5. Shift I.C. motor generator to battery, and report to maneuvering when shifted.
6. Secure all electric fans.
7. Secure hydraulic plant.
8. Secure radio motor generator.
9. Pass word by phones instead of by 7MC.
10. Man battle telephone and when all compartments and pump room are rigged for silent running, report to diving officer: "Ship Rigged for Silent Running."

Set Condition Baker:

1. Rig compartment for depth charge.
2. Secure all electric fans.
3. Secure radio motor generator.
4. When all compartments and pump room have reported Condition Baker Set, report to diving officer: "Condition Baker Set throughout the Ship."

Collision:

1. Sound collision alarm, pass the word over the 1MC system.
2. Close water-tight doors, bulkhead flappers, and conning tower ventilation. Stand by lower conning tower hatch.
3. Close antenna trunk flapper.
4. Start hydraulic plant. Close main induction only if ship passes thirty feet or all exhaust valves show closed.
5. Turn on emergency lights and battle lanterns.
6. Put number one air bank on service. Secure two, three, four and five air banks. (Cut additional air banks in after collision as required.)



COMPARTMENT EMERGENCY BILL

CONTROL ROOM

Collision: (Continued)

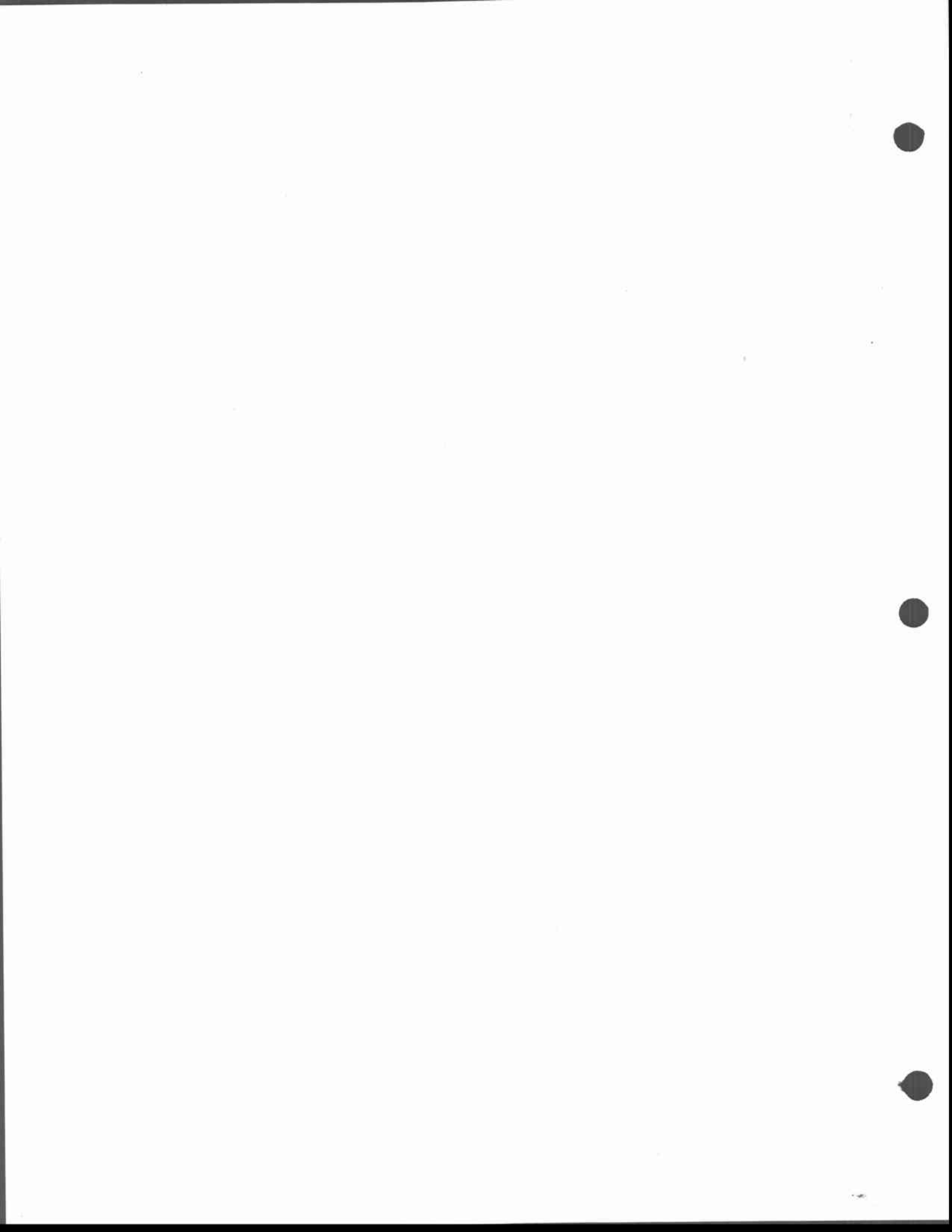
7. Cut in 200# air forward and aft.
8. Cut in H.P. air forward and aft.
9. Man battle telephones, establish communication with affected compartment, and ascertain extent of damage.
10. Stand by to put drain pump on the drain line and trim pump on the trim line passing through affected compartment.
11. Stand by to blow all main ballast, negative, and safety. Unlock and be prepared to blow fuel ballast if necessary.
12. If collision is in this compartment, rig trim line suction hose and put drain pump on the bilges. Stop leaks using blackout curtain, bedding, or any material at hand. Use 200# internal salvage air and high pressure air spare connection as necessary. Be prepared to trip out forward battery disconnect switches if electrical fire is reported involving forward battery cables.

Fire:

1. Pass the word over the LMC system.
2. Fight the fire.
3. If fire is in the after battery or control room, unlock the magazine flood valve, open the sea stop valve, and stand by to flood the magazine on orders from the commanding officer.
4. If fire is in this compartment, remove all pyrotechnics and ammunition to battery compartments, and pull electrical circuits clear as necessary. Put trim pump pressure on forward trim line, rig trim line hose, and put drain pump on bilges. Close bulkhead flappers, put water-tight doors on latch, close conning tower lower hatch, and secure conning tower ventilation. Senior man take charge and fight fire with all means available. If fire gets out of control, abandon and seal compartment.
5. If fire is in another compartment, put trim pump pressure on trim line and drain pump on drain line of affected compartment.
6. Provide fire extinguisher.
7. If fire is in conning tower, open conning tower drain and stand by to secure conning tower ventilation and connect up trim line hose and pass to conning tower.
8. Man battle telephones, establish communications with affected compartment, and keep O.O.D. informed of situation.

Chlorine:

1. Pass the word "Chlorine in the _____ (Forward or After Battery)" over the LMC system.
2. Close and dog all bulkhead flappers, secure conning tower ventilation. Close both water-tight doors and dog tightly. (Personnel in affected battery compartment will abandon compartment to forward torpedo room or forward engine room).
3. Check forward bus tie closed.
4. Man battle telephones, determine condition of all compartments, and report to diving officer (or O.O.D.).



COMPARTMENT EMERGENCY BILL

CONTROL ROOM

Abandon Ship Scuttle:

1. Smash or destroy all radar, radio equipment, ECM, and Fathometer.
2. Pass lungs from torpedo rooms to conning tower.
3. Open trim tanks and auxiliaries inboard vents on 200# manifold.
4. Open conning tower drains and conning tower ventilation.
5. Open negative and safety floods.
6. Open depth gauge vents.
7. Put all air banks on service. Rig 600# manifold for individual blow and open drain.
8. Unlock magazine flood valve.
9. On word from commanding officer, open all valves on trim manifold, crack magazine flood, open safety tank inboard vent, open H.P. air spare connection, open negative vent, and abandon compartment through conning tower.

Abandon Ship:

1. Pass lungs from torpedo rooms to conning tower.
2. Abandon ship through conning tower.

COMPARTMENT EMERGENCY BILL

CONTROL ROOM

Abandon Ship Scuttle:

1. Smash or destroy all radar, radio equipment, ECM, and Fathometer.
2. Pass lungs from torpedo rooms to conning tower.
3. Open trim tanks and auxiliaries inboard vents on 200# manifold.
4. Open conning tower drains and conning tower ventilation.
5. Open negative and safety floods.
6. Open depth gauge vents.
7. Put all air banks on service. Rig 600# manifold for individual blow and open drain.
8. Unlock magazine flood valve.
9. On word from commanding officer, open all valves on trim manifold, crack magazine flood, open safety tank inboard vent, open H.P. air spare connection, open negative vent, and abandon compartment through conning tower.

1. Pass lungs from torpedo rooms to conning tower.
2. Abandon ship through conning tower.



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COMPARTMENT EMERGENCY BILL

PUMP ROOM

Rig for Depth Charge:

1. Secure H.P. air compressors, air conditioning units, and refrigeration plant. Close all orange valves.
2. Turn on emergency lights.
3. Report: "Pump Room Rigged for Depth Charge" to control.

Rig for Silent Running:

1. Secure H.P. air compressors, air conditioning units, refrigeration plant, drain pump, and all electric fans.
2. Turn on emergency lights.
3. Report: "Pump Room Rigged for Silent Running" to control.

Set Condition Baker:

1. Rig for depth charge and silent running.
2. Report: "Condition Baker Set in Pump Room" to control.

Fire:

1. Pass the word.
2. Fight the fire.



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COMPARTMENT EMERGENCY BILL

CONNING TOWER

Rig for Depth Charge:

1. Close all Orange valves.
2. Turn on emergency lights.
3. Completely house periscopes.
4. Rig upper hatch depth charge dogs.
5. Man battle telephones and report "Rigged for Depth Charge" to control. Report to O.O.D. when control reports "Ship rigged for depth charge."

Rig for Silent Running:

1. Secure electric fans, T.D.C., and conning tower air conditioning unit.
2. Turn on emergency lights.
3. Pass word by phones instead of 7M.C.
4. Shift steering to hand in control room on orders from O.O.D.
5. Man battle telephone and report "Rigged for Silent Running" to control. Report to O.O.D. when control reports "Ship rigged for silent running."

Set Condition Baker:

1. Turn on emergency lights.
2. Rig upper hatch depth charge dogs.
3. Secure all electric fans and conning tower air conditioning unit.
4. Man battle telephones and report "Condition Baker Set" to Control. When control reports "Condition Baker Set Throughout the Ship", report to O.O.D.

Collision:

1. Sound collision alarm. Pass the word.
2. Stand by to close upper hatch.
3. Turn on emergency lights and battle lanterns.
4. Man battle telephones and keep O.O.D. informed of condition of ship.

Fire:

1. Pass the word.
2. Fight the fire.
3. Man battle telephones. If fire is in control room, keep O.O.D. informed of condition of ship.
4. If fire is in this compartment, pass all pyrotechnics to control, use fire extinguisher and trim line hose from control as necessary. Keep water damage to electrical equipment to a minimum. If fire gets out of control, abandon and seal compartment.

Chlorine:

1. Pass the word.
2. On word from O.O.D., ring up all stop, and pass word to maneuvering to shift propulsion to unaffected battery, or to a main generator combination.
3. Man battle telephones and keep O.O.D. informed of the condition of the ship.



COMPARTMENT EMERGENCY BILL

CONNING TOWER (Cont.)

Abandon Ship Scuttle:

1. Destroy ST Radar, SJ Radar, TDC, Sound Gear, and all logs and confidential matter. Use periscope well and periscope as battering ram, sledge hammer and recognition flares as necessary. Be systematic and thorough.
2. Pass lungs from control room to bridge and keep count of men as they abandon ship through upper hatch.
3. When destruction is completed, pass word to O.O.D. and abandon conning tower.

Abandon Ship:

1. Pass lungs from control to bridge.
2. Report to O.O.D. when all hands have passed through upper hatch.
3. Abandon and seal compartment.



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COMPARTMENT EMERGENCY BILL

AFTER BATTERY

Rig for Depth Charge:

1. Turn on emergency lights.
2. Close Orange valves.
3. Close bulkhead flappers, put water-tight doors on the latch.
4. Man battle telephones and report: "Rigged for Depth Charge" to Control.

Rig for Silent Running:

1. Turn on emergency lights.
2. Secure ice cream machine, washing machine, and all electric fans.
3. Make no unnecessary noise, such as rattling dishes, opening drawers, etc.
4. Man battle telephone and report: "Rigged for Silent Running" to control.

Set Condition Baker:

1. Rig for Depth Charge and Silent Running.
2. Report "Condition Baker Set" to Control.

Collision:

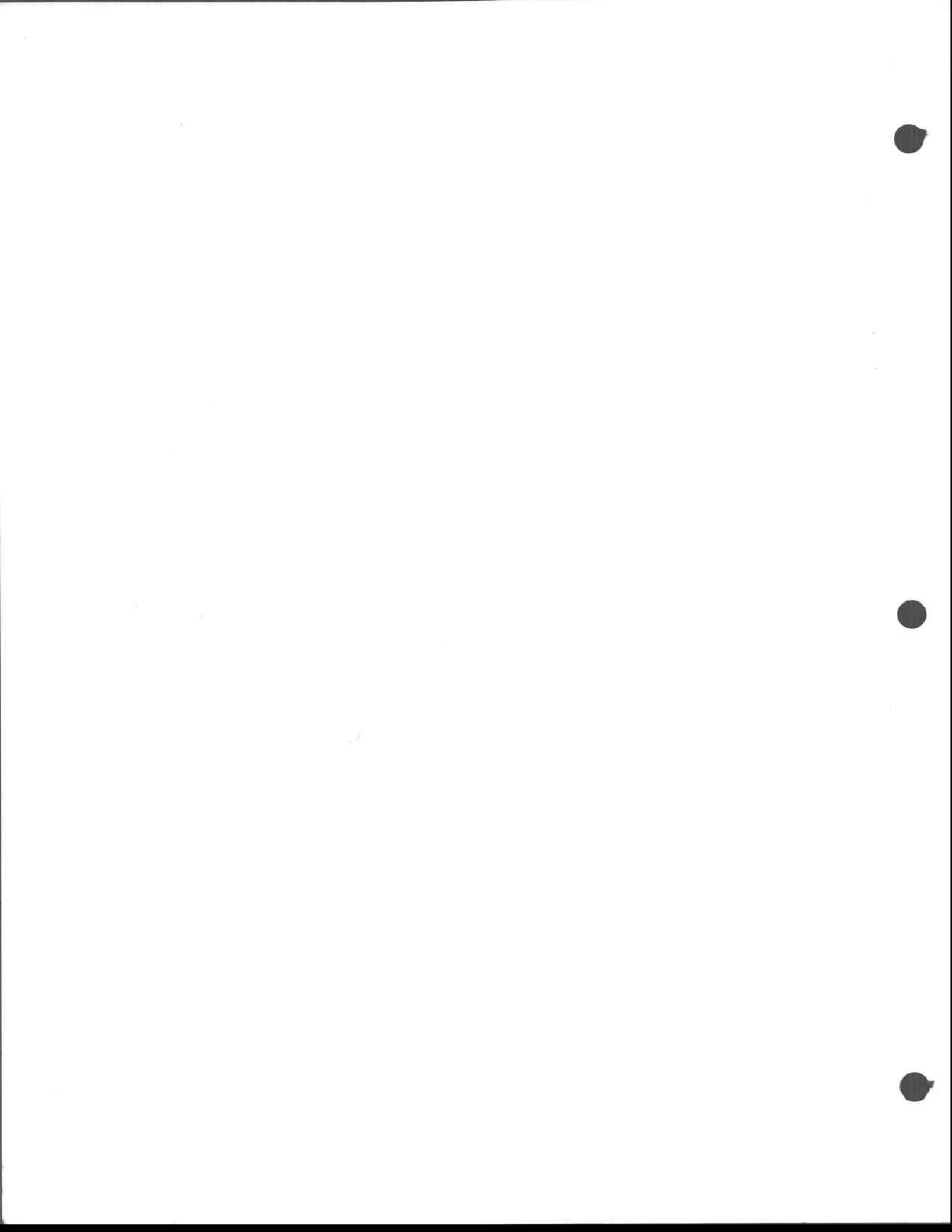
1. Close deck hatch, water-tight doors, bulkhead flappers, ammunition scuttle, and battery well access hatch.
2. Turn on emergency lights.
3. Be prepared to trip battery disconnect switches if ordered.
4. If collision is in this compartment, rig trim line suction hose, use bedding to stop leaks, use 200% internal salvage air as required.
5. Man battle telephones and report condition of compartment to Control.

Fire:

1. Pass the word to control.
2. Fight the fire; man battle telephones.
3. If fire is in this compartment, close bulkhead flappers and put water-tight doors on the latch. Put covers over battery intakes and close exhaust line air tight dampers (4). Close battery well access hatch and magazine hatch.
4. If fire gets out of control, abandon and seal compartment.
5. If fire is in another compartment, provide fire extinguisher and lung, and stand by to trip battery disconnect switches.

Chlorine:

1. If discovered in this compartment, pass the word to Control. Cover battery intakes and close exhaust line dampers (4). If time permits, close battery well access hatch. Abandon by moving aft and seal compartment.
2. If discovered in another compartment, close bulkhead flappers, man battle telephones, and report "Rigged for Chlorine" to Control.



COMPARTMENT EMERGENCY BILL

AFTER BATTERY (Cont.)

Abandon Ship Scuttle:

1. Pass lungs from after torpedo room to control.
2. Uncap trim line hose connection and crack valve.
3. Open head discharge and flushing valves.
4. Open safety tank inboard vent stops.
5. Open number three and four fuel ballast tank inboard vents and stops.
6. Abandon ship through conning tower.

Abandon ship:

1. Pass lungs from after torpedo room to control.



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COMPARTMENT EMERGENCY BILL

FORWARD ENGINE ROOM

Rig for Depth Charge:

1. Stop ventilation supply and exhaust blowers.
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Close all valves whose wheels are painted Orange.
4. Turn on emergency lights.
5. Rig engine induction and ventilation supply hull flapper valve strongbacks.
6. Rig engine induction hull flapper valve dogs (6).
7. Remove hand hole plate and rig ventilation supply hull flapper valve dogs (4).
8. Put water-tight doors on the latch.
9. Man battle telephones and report rigged to Control.

Rig for Silent Running:

1. Stop ventilation supply and exhaust blowers.
2. Make no unnecessary noises, such as dropping tools, hammering, etc.
3. Turn on emergency lights.
4. Secure the evaporators.
5. Man battle telephone and report rigged to Control.

Set Condition Baker:

1. Rig for "Depth Charge" and "Silent Running".
2. Report "Condition Baker Set" to Control.

Collision:

1. Close water-tight doors.
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Close engine induction hull flapper valve only if engines are stopped. Also close engine sea suction and overboard discharge valves if engines are stopped.
4. Close ventilation supply hull flapper valve.
5. Stop ventilation supply and exhaust blowers.
6. If collision is in another compartment, close bilge suction valve.
7. If collision is in this compartment, open bilge suction valve, rig suction hose from trim line hose connection to bilges, stop leaks if possible, use 200# internal salvage air as required, and stand by to blow #5 fuel ballast tank.
8. Man battle telephone and report condition of compartment to Control.
9. Turn on emergency lights.

Fire:

A. In this compartment:

1. Pass the word to Control. Man telephone.
2. Fight the fire.
3. Stop forward engines.
4. Stop ventilation supply and exhaust blowers.
5. Close ventilation supply and exhaust bulkhead flapper valves.
6. Close engine induction hull flapper valve.
7. Close ventilation supply hull flapper valve.
8. Put water-tight doors on the latch.



COMPARTMENT EMERGENCY BILL

FORWARD ENGINE ROOM

Fire: (Cont'd).

- A. 9. Abandon and seal compartment if fire gets out of control.
- B. In another compartment:
 1. Man battle telephone.
 2. Stop ventilation supply and exhaust blowers.
 3. Close ventilation supply hull flapper valve.
 4. Close ventilation supply and exhaust bulkhead flapper valves.
 5. Provide fire extinguisher to affected compartment.

Chlorine:

1. Pass word to control. Man battle telephone.
2. Stop ventilation supply and exhaust blowers.
3. Close ventilation supply and exhaust bulkhead flapper valves.
4. Close water-tight door to after battery.
5. Report "Rigged for Chlorine" to Control.
6. When ordered, rig for battery ventilation overboard as follows:
 - (a) Ships ventilation outboard valve open.
 - (b) Ventilation hull flapper valve open.
 - (c) Open forward ventilation supply and exhaust bulkhead flapper valves.
 - (d) Rig flappers in engine room so that exhaust blower discharges into ventilation overboard supply. Supply blower flapper so that suction is taken from forward engine room.
 - (e) Start supply and exhaust blowers upon orders from O.O.D. or Engineering Officer.

Abandon Ship:

1. Accomplish items 2, 3, 4, 5, and 6 of "Collision" bill.
2. Close outboard and inboard engine exhaust valves.
3. Close deck access hatch.
4. When after compartments have been abandoned, abandon F. E. R., close water-tight doors and proceed to control room.

Abandon Ship Scuttle:

1. Open outboard and inboard engine exhaust valves and manifold drains.
2. Open engine induction hull flapper valve.
3. Open ventilation supply hull flapper valve.
4. Open drains on engine circulating water system.
5. Open evaporator sea suction valve, remove one strainer.
6. Leave water-tight doors and supply and exhaust bulkhead flappers open.
7. Open trin line hose connection.
8. Proceed to control room.



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COMPARTMENT EMERGENCY BILL

AFTER ENGINE ROOM

Rig for Depth Charge:

1. Close ventilation supply and exhaust bulkhead flapper valves.
2. Close all valves whose wheels are painted Orange.
3. Turn on emergency lights.
4. Rig engine induction hull flapper valve strongback and dogs (6).
5. Put water-tight doors on the latch.
6. Man battle telephones and report rigged to control.

Rig for Silent Running:

1. Make no unnecessary noises such as dropping tools, hammering, etc.
2. Turn on emergency lights.
3. Man battle telephones and report rigged to Control.

Set Condition Baker:

1. Rig for "Depth Charge" and "Silent Running".
2. Report "Condition Baker Set" to Control.

Collision:

1. Close water-tight doors.
2. Close engine induction hull flapper valve only if engines are stopped.. Also close engine sea suction and overboard discharge valves if engines are stopped.
3. Close ventilation supply and exhaust bulkhead flapper valves.
4. Close deck access hatch.
5. If collision is in another compartment, close bilge suction valve.
6. If collision is in this compartment, stop engines, open bilge suction valve, rig suction hose from trin line hose connection to bilges, stop leaks if possible, use 200# internal salvage air as required, and stand by to blow #6 N.F.O. tank.
7. Man battle telephone and report condition of compartment to Control.
8. Turn on emergency lights.

Fire:

A. In this compartment:

1. Pass the work to control. Man telephones.
2. Fight the fire.
3. Stop after main engines and the auxiliary engine.
4. Close ventilation supply and exhaust bulkhead flapper valves.
5. Close engine induction hull flapper valve.
6. Close deck access hatch.
7. Put water-tight doors on the latch.
8. Abandon and seal compartment if fire gets out of control.

B. In Another compartment:

1. Man battle telephones.
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Provide fire extinguisher to affected compartment.

Chlorine:

1. Man battle telephones.
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Report "Rigged for Chlorine" to Control.

COMPARTMENT EMERGENCY BILL

AFTER ENGINE ROOM

Cont'd.

Abandon Ship:

1. Accomplish items 2, 3, 4, and 5 of "Collision" bill.
2. Close outboard and inboard engine exhaust valves.
3. When after compartments have been abandoned, abandon A.E.R., close water-tight doors and proceed to control room.

Abandon Ship Scuttle:

1. Open outboard and inboard engine exhaust valves and manifold drains.
2. Open engine induction hull flapper valve.
3. Open drains on engine circulating water system.
4. Open deck access hatch.
5. Leave water-tight doors and supply and exhaust bulkhead flappers open.
6. Open trim line hose connection.
7. Proceed to control room.

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COMPARTMENT EMERGENCY BILL
MANEUVERING ROOM

Depth Charge:

1. Lock circuit breaker closed on auxiliary power panel.
2. Stop battery blowers.
3. Close ventilation supply and exhaust bulkhead flapper valves.
4. Secure M.M. circulating water pumps and the sea and stop valve (When motor air temperature reaches 150° F., cut in cooling water long enough to drop temperature to 140° F or lower if conditions permit).
5. Close all valves painted orange.
6. Turn on emergency lights.
7. Manabattle telephone and report rigged to control.

Silent Running:

1. Stop all fans.
2. Turn on emergency lights.
3. Stop the lighting motor generators.
4. Make no unnecessary noises, such as dropping tools, hammering etc.
5. Man battle telephone and report rigged to control.

Set Condition Baker:

1. Rig for "Depth Charge".
2. Stop all fans.
3. Make no unnecessary noises, such as dropping tools, hammering etc.
4. Report "Condition Baker Set" to control.

Collision:

1. Close air induction hull flapper valve.
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Close water-tight doors.
4. If collision is in another compartment, close bilge suction valve.
5. If collision is in this compartment, open bilge suction valve, rig suction hose from trim line hose connection to bilges, stop leaks if possible, and use 200# internal salvage air as required.
6. Maintain power for propulsion as long as possible.
7. Man battle telephone and report condition of compartment to Control.
8. Turn on emergency lights.

Fire:

- A. In this compartment
 1. Pass the word to control and to O.O.D. over 7MC.
 2. Fight the fire, break electrical circuits, if necessary.
 3. Stop battery ventilation blowers.
 4. Close engine induction hull flapper valve.
 5. Close ventilation supply and exhaust bulkhead flapper valves.
 6. Put water-tight door on the latch.
 7. Abandon and seal compartment if fire gets out of control.

COMPARTMENT EMERGENCY BILL

MANEUVERING ROOM

B. In another compartment:

1. Man battle telephones .
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Provide fire extinguisher to affected compartment.
4. If fire is a battery fire, pull that battery clear.

Chlorine:

1. Man battle telephones.
2. If ordered by O.O.D. pull load from affected battery and shift to other battery.
3. Stop battery ventilation blowers.
4. Close ventilation supply bulkhead flapper valve.
5. Report "Rigged for Chlorine" to control.

Abandon Ship:

1. Accomplish items 1, 2, 3, and 4 of "Collision" bill.
2. When after torpedo room has been abandoned, abandon maneuvering room, close water-tight door and proceed to control room.

Abandon Ship Scuttle:

1. Open air induction hull flapper valve.
2. Open motor cooler drains.
3. Open water closet flood and sea stop valves.
4. Open trim line hose connection.
5. Leave water-tight doors and ventilation supply and exhaust bulkhead flappers open.
6. Proceed to control room.

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SHIP'S ORGANIZATION
CHAPTER XIII

COMPARTMENT EMERGENCY BILL

AFTER TORPEDO ROOM

Rig for Depth Charge:

1. Close torpedo tube outer and inner doors.
2. Disengage all torpedo tube spindles.
3. Close all Orange valves.
4. Turn on emergency lights.
5. Man battle telephones and report "Rigged for Depth Charge" to Control.

Rig for Silent Running:

1. Secure all electric fans.
2. Make no unnecessary noise, such as rattling deck plates, dropping tools, etc.
3. Turn on emergency lights.
4. Man battle telephones and report "Rigged for Silent Running" to Control. Pass word by phones instead of by 7MC.

Set Condition Baker:

1. Rig compartment for silent running.
2. Close all Orange valves.
3. Report "Condition Baker Set" to Control.

Collision:

1. Close deck hatch, loading hatch, bulkhead flappers and water-tight door.
2. Turn on emergency lights and battle lanterns.
3. Secure after trim from trim line, stand by to pass trim line suction hose to affected compartment, close bilge suction valves.
4. If collision is in after torpedo room, open all bilge suction, rig trim line suction hose, use bedding to check leaks, use 200# internal salvage and H.P. air as necessary, and stand by emergency MBT blow manifold.
5. Man battle telephones and report condition of compartment to Control.

Fire:

1. Pass the word to Control.
2. Fight the fire. Man battle telephones.
3. If fire is aft of control room, secure after trim from trim line, and pass trim line suction hose to affected compartment.
4. Pass smoke lung and fire extinguisher to affected compartment.
5. If fire is in this compartment or maneuvering room, close bulkhead flappers and put water-tight door on the latch. Keep torpedo warheads and air flasks wetted down if fire is near. Move demolition outfit and pyrotechnics to maneuvering.
6. If fire gets out of control, abandon and seal compartment.

COMPARTMENT EMERGENCY BILL

AFTER TORPEDO ROOM

Chlorine:

1. Close and dog bulkhead flappers and water-tight door.
2. Provide four lungs.
3. Man battle telephones and report "Rigged for Chlorine" to control.

Abandon Ship Scuttle:

1. Destroy gyro setting indicator regulator and any special equipment for signal ejector.
2. Pass all lungs to control.
3. Make ready 7 and 8 torpedo tubes, poppet stops open, ready switches on.
4. Put after trim and after W.R.T. on trim line and open inboard vents. Uncap trim line hose connection and crack valve.
5. On word from bridge, pass rubber boat topside.
6. Abandon ship through conning tower.

Abandon Ship:

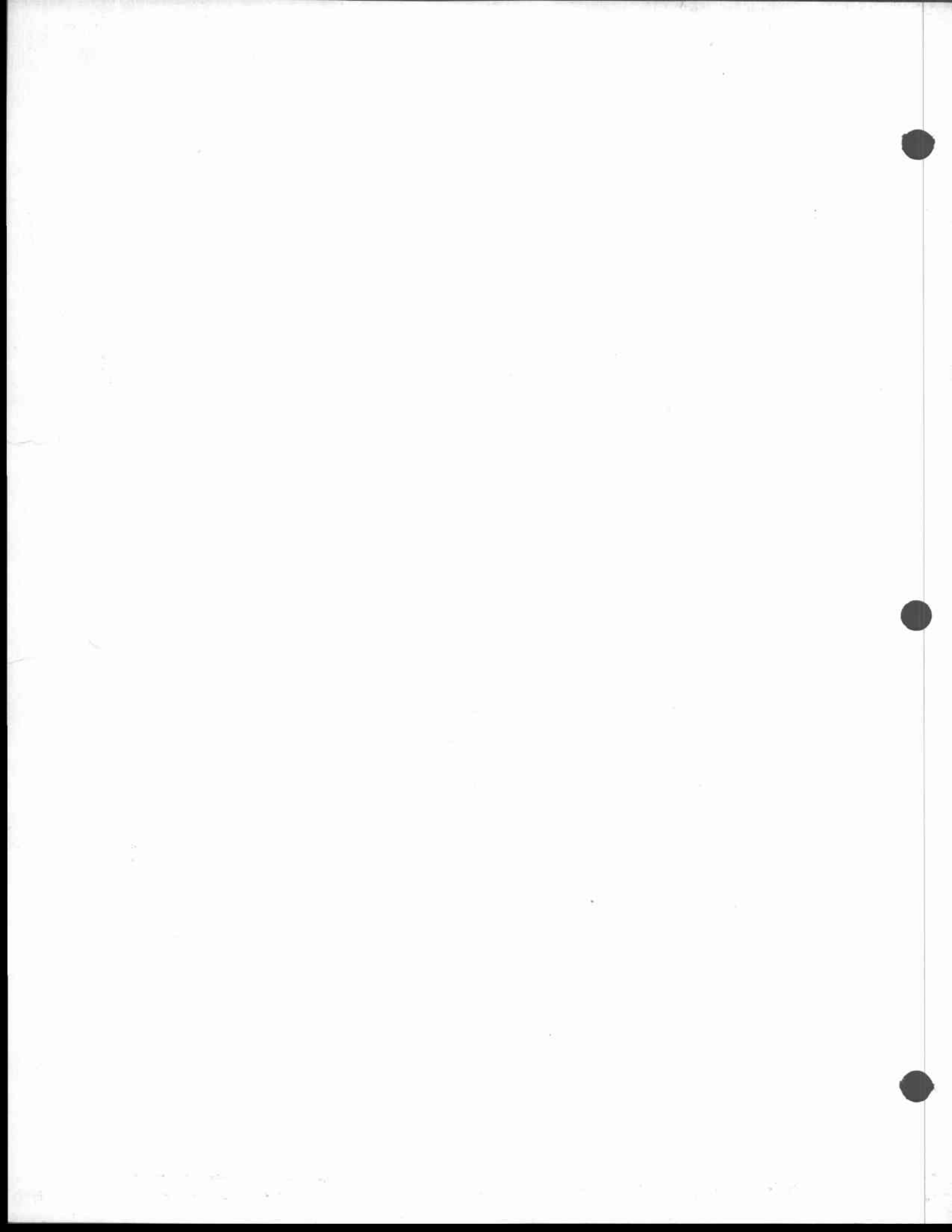
1. Pass all lungs to control room.
2. Last man out of compartment close torpedo tube vents, bulkhead flappers, and water-tight door from maneuvering room.

SHIP'S ORGANIZATION

CHAPTER X

DIVING BILL

- (a) The order to dive will be two (2) blasts on the diving alarm followed by the words "DIVE DIVE" passed over the 7MC.
- (b) Either the OOD or the JOOD may originate the dive as there always exists the possibility of a plane coming in from astern and necessitating quick action on the part of the JOOD rather than a report first to the OOD.
- (c) When the decision to DIVE has been made the OOD or JOOD will order "Clear the bridge". Upon hearing this order all hands topside will repeat it in a loud clear voice and immediately move smartly towards the hatch and avoid jamming. Those nearest the hatch will lay below first. After the OOD has assured himself that all hands topside have the word and will get below in time he will give the signal shown in paragraph (a).
- (d) The order "Clear the bridge" does not mean that a dive is necessarily to follow and therefore no action will be taken below decks until the second blast of the alarm is sounded.
- (e) The first two lookouts to reach the control room will be the bow and stern planesmen respectively. The other lookouts will get clear of the diving station.
- (f) The last man off the bridge will be the OOD who will be responsible for shutting the conning tower upper hatch. He will grab the toggle on his way down and using his whole weight swing the hatch and hold it shut until the quartermaster has dogged it. Then he will inspect to see that it is properly shut and report "Hatch secured" to the control room.
- (g) The JOOD will proceed to the control room and proceed with the dive until relieved by the OOD.
- (h) Should the conning tower hatch fail to shut, the OOD will sound three blasts on the diving alarm, pass the word "blow everything" over the LMC, and surface the boat unless in enemy waters (such action is not feasible).
- (i) Should the control room fail to get a green board the JOOD will order all vents shut, shut the lower conning tower hatch and standby to blow all main ballasts, safety, bow buoyancy and negative and auxiliaries on the order "Blow everything" from conning tower. Again the surfacing of the boat in enemy waters may not be feasible thus making the shutting of the lower conning tower hatch the primary duty of the control room.
- (j) In the event the bridge diving alarm fails, the quartermaster or helmsman immediately following the words "DIVE DIVE" shall sound two (2) blasts on the conning tower diving alarm. In case the conning tower alarm fails the quartermaster will pass the word "DIVE DIVE" over the LMC. The helmsman will give four (4) short blasts on each (port and starboard) "Motor order telegraph". Maneuvering will sound four (4) blasts on the "Engine order telegraph" to each engine room and proceed to dive. The control room will execute on the "Dive Dive" over the 1 MC.



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SHIP'S ORGANIZATION

CHAPTER X

DIVING BILL (Cont.)

(k) On the second blast of the diving alarm or the order "DIVE DIVE" over the LMC the following will be executed.

Conning Tower

1. Helmsman rings up "full speed ahead" on both annunciators, puts rudder amidships unless otherwise ordered by OOD.
2. Quartermaster counts persons coming off bridge, sings out "Last man", prevents jamming up in the conning tower, and stands by to dog the hatch when OOD comes down.
3. QM cut-out bridge diving alarm, TBT's, and telephone circuits.

Forward torpedo room

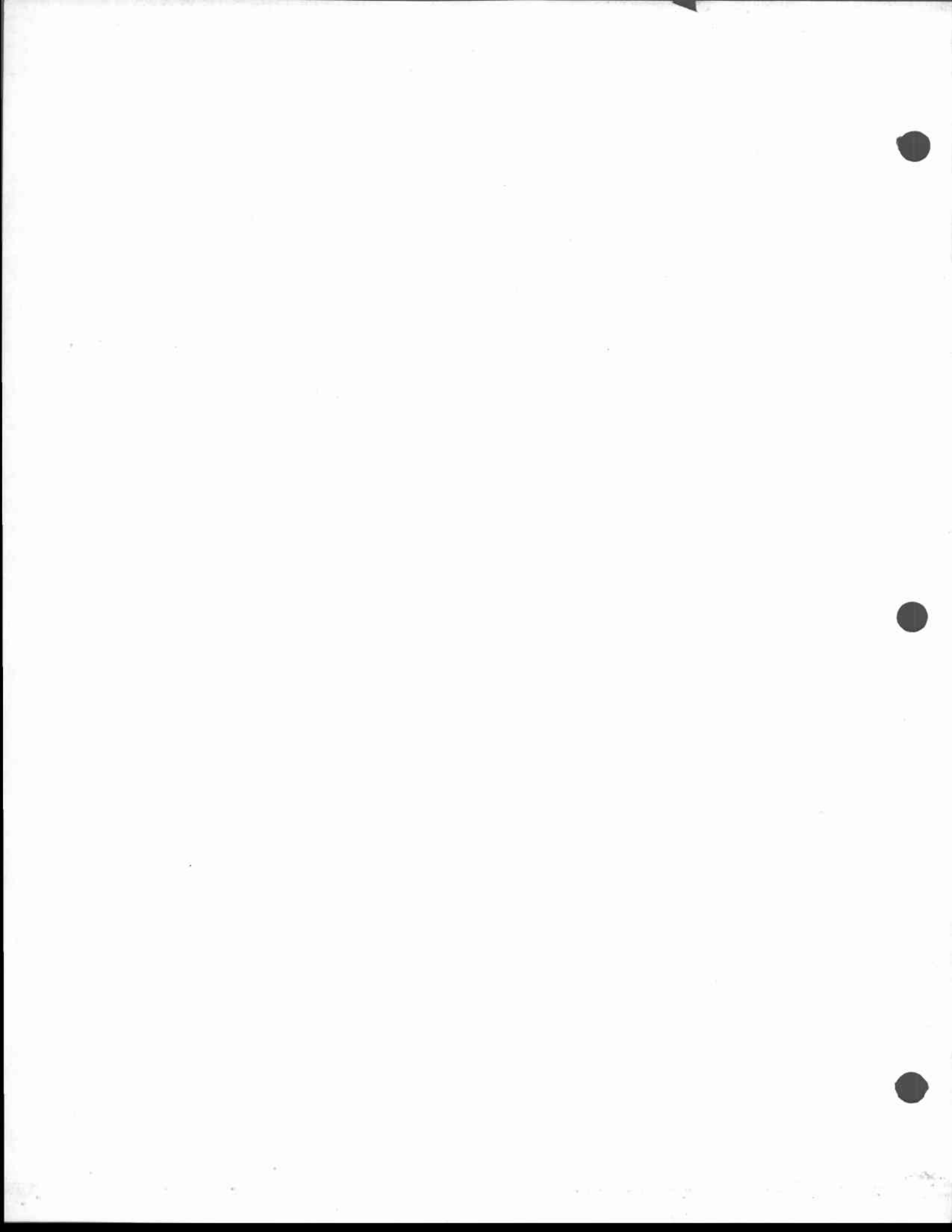
1. Close bulkhead flappers
2. Standby to close WT door to forward battery.
3. Be prepared to rig bow planes by hand.
4. Pass word to control room via 7MC "Bow planes rigged out".
5. Turn on emergency lights.
6. Stand by to rig out sound heads on orders from conning tower.
7. Stand by emergency blow.

Forward battery

1. Close after bulkhead flappers.
2. Stand by to close WT door to control room.
3. Turn on emergency lights.

Control room

1. Open the vents in the following order:
Bow buoyancy.
Forward group.
Fuel group (if #4 is dry).
After group.
2. Auxiliary electrician rig out bow planes and put on 25° dive. Second lookout to control room will relieve aux. elec. on bow planes.
3. First lookout to control room put stern planes on 15° dive and control angle as necessary to maintain a 5° - 8° dive angle as directed by the diving officer.
4. Turn on emergency lights.
5. When outboard engine exhausts valves show "shut", shut the main induction. Shut main induction at 26 feet in any case.
6. When hull openings show "Shut" bleed H.P. air into boat at least 5 tenths. Diving officer report "green board pressure in the boat" to conning tower.
7. At 35 feet shut bow buoyancy vent.
8. At 60 feet shut all main vent. and open safety vents.
9. Shut safety vent when assured bubble has been released.



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SHIP'S ORGANIZATION

CHAPTER X

DIVING BILL (Cont.)

10. Blow negative in time to level off at designated depth which will be 150 feet unless otherwise directed. Secure blowing at 4500#, shut negative flood and vent negative inboard.
11. When at designated depth and the boat is under control, reduce speed and cycle the vents. Safety vent will never be opened unless all other vents are shut.
12. Obtain trim to ride with all vents open except safety and report "final trim" to conning tower.
13. Lower SD mast if in use.
14. Pass word open bulkhead flappers and recirculate.
15. Turn off emergency lights.
16. Cut in hydraulic power forward.
17. Cut out bridge TBT, rudder angle indicator and gyro repeater.

Radio room

1. Shut antennae trunk flapper.
2. Shut after ventilation supply and exhaust bulkhead flapper valves.
3. Turn on emergency lights.

After battery

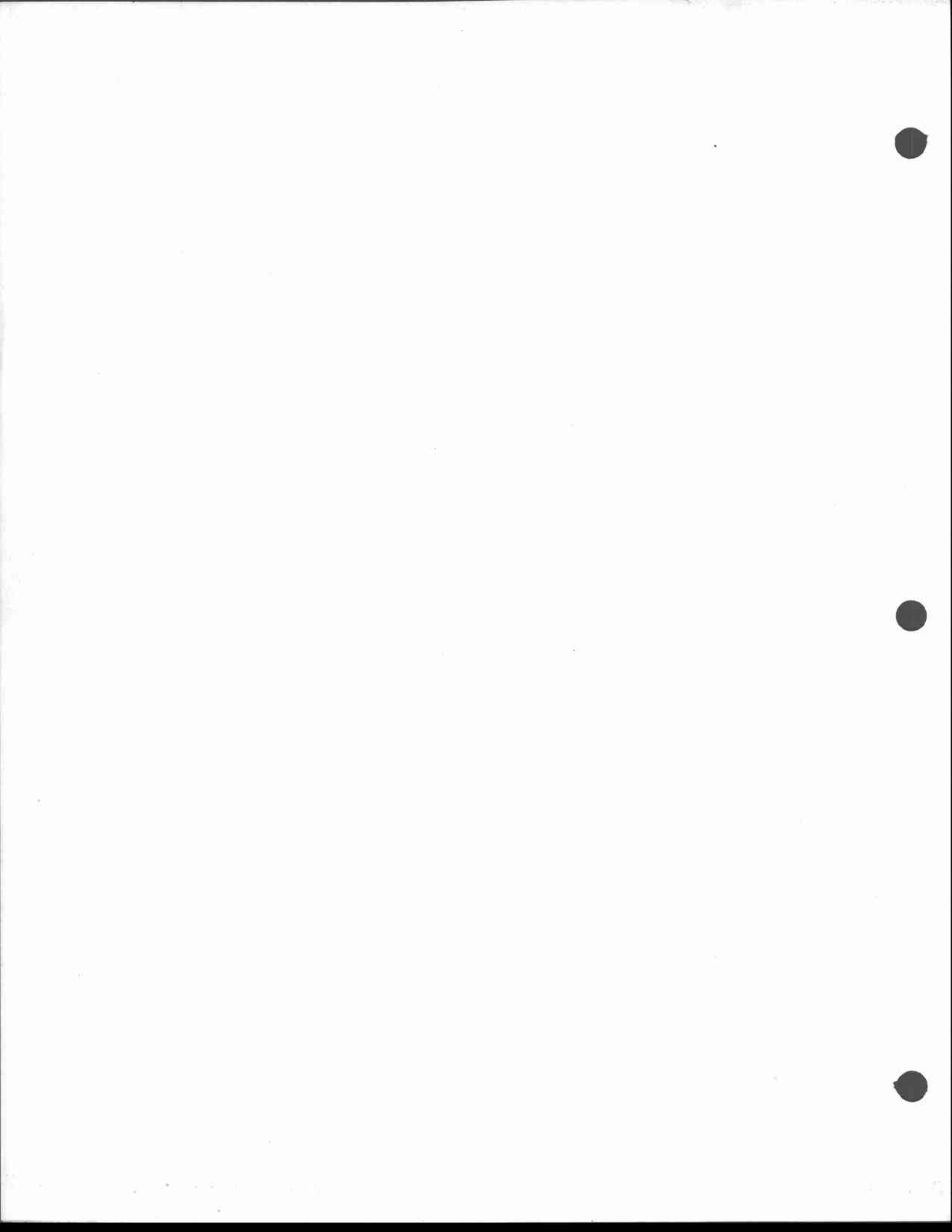
1. Lock engine air induction valve and ventilation outboard valve shut. Report to control "Inductions locked shut". Be prepared to shut these valves by hand if necessary.
2. Shut after ventilation supply and exhaust bulkhead flapper valves.
3. Standby WT door to engine room.
4. Turn on emergency lights.
5. Open all doors leading to forward engine room.

Forward engine room

1. Stop all engines (shut throttles).
2. Shut engine outboard exhaust valves.
3. Shut engine induction hull flapper valve.
4. Shut ventilation hull flapper valve.
5. Shut engine inboard exhaust valves.
6. Shut after bulkhead flapper valves.
7. Standby WT door to after engine room.
8. Turn on emergency lights.
9. Open exhaust line drains and header drains.
10. Shut sea suction and discharge valves.
11. Secure engines and engine room in accordance with detailed check-off list.
12. Secure evaporators. Evaporators may be re-started submerged with permission from OOD.

After engine room

1. Stop all engines (shut throttles).
2. Shut engine outboard exhaust valves.
3. Shut engine induction hull flapper valve.



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SHIP'S ORGANIZATION

CHAPTER X

DIVING BILL (Cont.)

4. Shut main engine and auxiliary engine inboard exhaust valves.
5. Shut after bulkhead flapper valves.
6. Stand by W.T. doors to maneuvering room.
7. Turn on emergency lights.
8. Open exhaust line drains and header drains.
9. Shut sea suction and discharge valves.
10. Secure engines in accordance with detailed check-off list.

Maneuvering room

1. Stop all engines with emergency air trip.
2. Go ahead "full" on battery power.
3. Shut air induction hull flapper valve.
4. Turn on emergency lights.

After torpedo room

1. Shut bulkhead flappers to maneuvering room.
2. Turn on emergency lights.
3. Stand by to shut WT door.
4. IF stern plane tilting clutch fails to engage, engage by hand.
Place in HAND position.



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SHIP'S ORGANIZATION

TER XI

SURFACING BILL

1. The order to surface is three (3) blasts on the alarm or the order Surface "Surface - Surface" over the 7MC. Ordinarily the alarm will not be sounded for surfacing while the ship is in enemy waters.
2. When the ship has been submerged for an appreciable length of time the Commanding Officer will give the order to the Diving Officer to "make preparations for surfacing". The Diving Officer who will always be the OOD will:
 - (a) Assure himself that a good trim exists.
 - (b) Have all bridge watch properly clothed for existing weather conditions
 - (c) Have all bridge watch put on red goggles if dark adaptation is necessary.
 - (d) Shift to "Red Lights" if necessary.
 - (e) Warn up all radars and APR.
 - (f) Have JOOD man periscope until relieved by Executive Officer.
 - (g) Send weather report to Commanding Officer.
3. When the C.O. and E.O. are in the conning tower:
 - (a) The E.C. will take station at the periscope.
 - (b) The JOOD will coordinate communications seeing that the bridge diving alarm, rudder angle indicator, gyro repeater, TBT's are cut in. He will also ascertain from all sound gear in use particularly JP sound what conditions exist and report same to C.O.
 - (c) The QM will take station under upper hatch.
4. When it has been decided to surface the boat the C.O. will give the order over the 7MC "standby to surface (2) main engines, (SD) radar and (APR) etc." which will be acknowledged by the Diving Officer only receipt of this order.
 - (a) The JA phones will be manned in all compartments. The Chief of the Watch manning control room JA phones and the Assistant Navigator manning conning tower JA phones.
 - (b) The Auxiliary Electrician cut in bridge gyro repeater, 7MC and LMC and rudder angle indicator and reports same to conning tower via JA phones.
 - (c) After battery watch restores inductions to "Power" position and reports same to control room via JA phones.
 - (d) Diving officer--
 1. Shut MBT and Bow Buoyancy vents (green board).
 2. Start hydraulic plant.
 3. Report to conning tower via JA phones control room standing by to surface green board pressure in the boat (8) tenths SD and APR manned.
 4. Commanding Officer will then order "lookouts to conning tower, isolate the conning tower". On this order (A) four (4) lookouts will come to conning tower and move as far aft as possible to



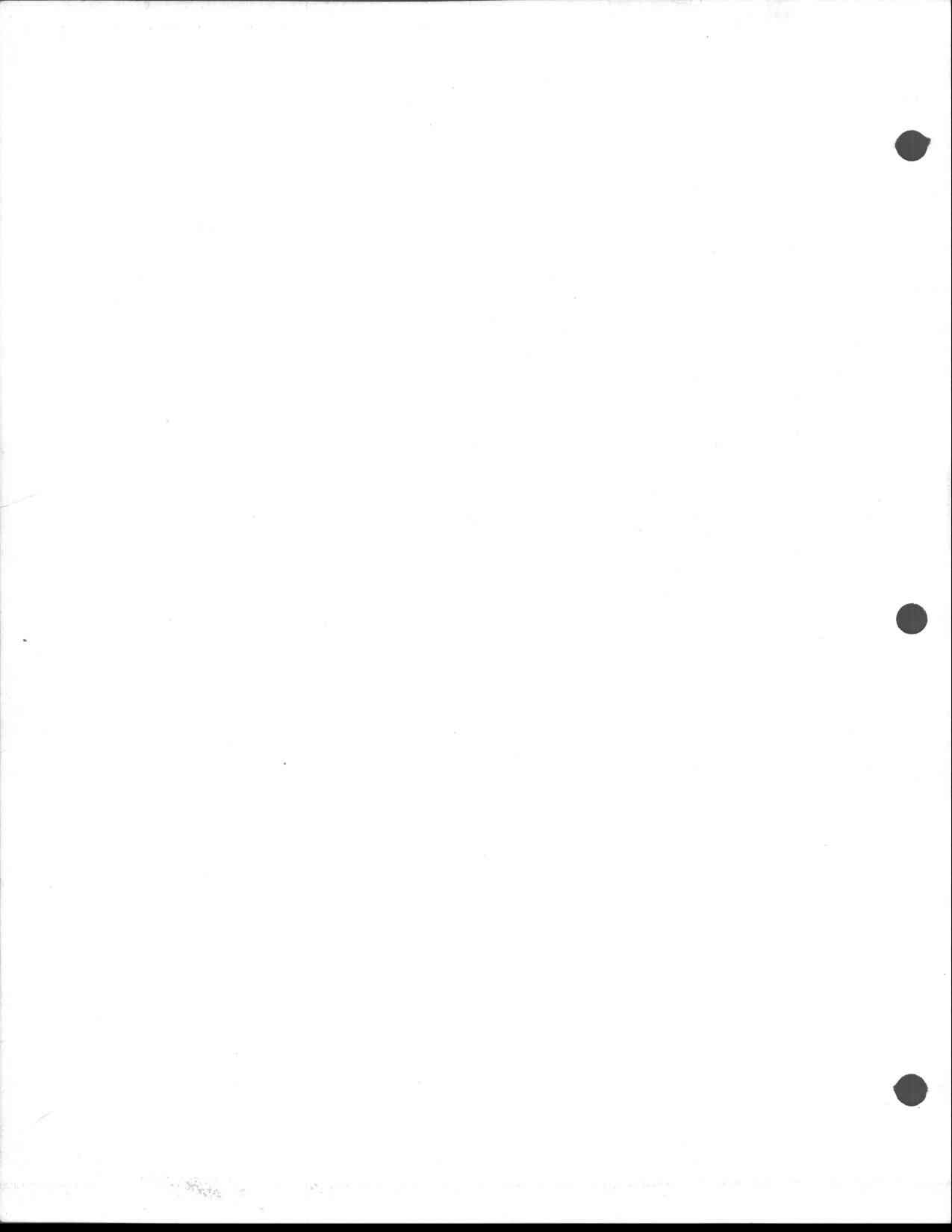
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SHIP'S ORGANIZATION

APPENDIX XI

REACING BILL (Cont.)

- keep out of way. (B) Diving Officer will shut conning tower lower hatch and conning tower ventilation.
5. The Commanding Officer will then order such depth as necessary to make radar or AIR observations. The JOOD will see that the proper report is expeditiously made.
6. When the C.O. orders "surface - surface .. surface" or three blasts sounded on the alarm the Diving Officer will
- (a) Blow MBT's with 600# air.
 - (b) Blow bow buoyancy with H.P. air.
 - (c) Control angle of boat so as not to surface with more than 30° or 40° up angle by taking advantage of effect of blowing by groups. For example: Blow forward and after group first, then blow bow buoyancy until boat starts to take up angle. Secure bow buoyancy before excessive angle comes on.
 - (d) Use at least 400# by gauge for blowing MBT's which will be about 300# in reality.
 - (e) Rig in bow planes on 15° dive when assured of an up angle.
 - (f) Flood negative on way up.
 - (g) Start L.P. blowers at 30 feet.
 - (h) Report 30 feet and every foot thereafter to conning tower over JA phones.
 - (i) Open lower conning tower hatch when pressure is equalized.
 - (j) Open inductions on order from bridge.
 - (k) Diving officer remain at diving station until L.P. blowers are secured.
 - (l) L.P. blowers will be run for 15 minutes unless secured from bridge.
 - (m) The bridge will secure the JA phones.
7. On the order "Rig in the bow planes" from the diving officer the bow planesman put planes on 15° dive and rig bow planes in. When indicator lights shows "in" place selector switch in "off" position and report to diving officer, bow planes rigged in on 15° dive.
8. Sternsplanesman maintain rise angle on boat as directed by diving officer and secure them on 1 1/4° dive when ordered by diving officer.
9. On the order from C.O. "standby to surface (520) main main engines, etc." maneuvering will acknowledge "two main engines" via the JA phones and order the engine rooms to get ready on those engines designated by the engineer officer.
- (a) These engines shall be made ready except for opening the out-board valve and exhaust valve.
 - (b) Maneuvering will answer bells on the battery until the inductions are opened and as soon thereafter as the engines are ready they will be put on the line and worked up to speed as shown on the annunciators.
 - (c) The maneuvering room induction will be opened only on permission from the C.O. which will be requested via the J.A. phones.



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SHIP'S ORGANIZATION

CHAPTER XI

REFACING BILL (Cont.)

10. The forward torpedo room will rig in such sound heads as directed by the conning tower.
11. The C.O. will order the QM to "crack the hatch" then "open the hatch". When the hatch is opened the QM will proceed directly to the after part of the bridge and after a quick survey report "All clear aft" to C.O. The C.O. followed by the JOOD will proceed to the forward part of the bridge. The lookouts will come up on orders from the C.O. "Lookouts to the bridge".

