USS POMPON (SS 267) SHIPS ORDERS
COMPARTMENT RIGGING CHECK OFF LIST
DIVING AND SURFACING PROCEDURES
LT. COMDR. S.H. GIMBER USN, JULY 1944
Lt. J.G. Raine, USNR
USS POMPON (SS 267) SHIPS ORDERS
COMPARTMENT RIGGING CHECK OFF LIST
DIVING AND SURFACING PROCEDURES
LT. COMDR. S.H. GIMBER USN, JULY 1944
Lt. J.C. Raine USNR
SHIP'S ORDERS
U.S.S. POM-ON (SS267)

SHIP'S ORDERS PUBLISHED TO CREW

<table>
<thead>
<tr>
<th>DATE</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
U.S.S. POMPON (SS267)

SHIP'S ORDERS

INDEX

2. Liberty.
3. Uniform.
4. Smoking.
5. Visitors.
6. Cameras.
7. Unauthorized Possession of Clothing or Property.
8. Handling Ammunition and Explosives.
10. Ship's Office.
11. Ship's Library.
12. Censorship.
13. Pumping Bilges and Blowing Sanitary Tanks.
14. Medical Department.
15. Battery Charging and Ventilation Requirements and Instructions, Communications.
16. Correspondence.
18. Instructions for Armed Watch Stand.
22. Standing Orders for the Officer-of-the-Deck.
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 crow's nest, central 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 original in the ship's office. Any item not thoroughly understood should be clarified by reference to the Executive Officer.

[Signature]
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 initiated 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. GIBBER,
Commander, U. S. Navy,
Commanding.
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 SODA 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 regulation 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. CINNBER,
Commander, U. S. Navy,
Commanding.
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. GIBBON
Commander, U.S. Navy
Commanding
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
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
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. GILBER
Commander, U.S. Navy
Commanding
SHIP'S ORDER No. 8

Subject: Handling Ammunition and Explosives.

(b) Art. 1316, 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. GIMBEHR
Commander, U.S. Navy
Commanding
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. GRIFER
Commander, U.S. Navy
Commanding
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. CIMBER
Commander, U.S. Navy
Commanding
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. GILBER
Commander, U.S. Navy
Commanding
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.
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. GIMMER,
Commander, U. S. Navy,
Commanding.
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 binacle list, permission will be obtained from the Executive Officer, and a memorandum sent to the O.C.O. for entry in the log. The same procedure will apply when removing a patient from the binacle 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 preventative and other prophylactics.
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.

(h) 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. CILMER,
Commander, U. S. Navy,
Commanding.
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" 1959 edition.

While this information is interesting and instructive, and should bring home to everyone the serious effects of venereal diseases, bear in mind that the ONLY WAY TO ELIMINATE VENERAL DISEASE is by:

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

The venereal diseases are those contracted always through sexual intercourse and include SYphilis, gonorrhea, CHANCROID, and Lymphogranuloma 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 7,995, resulting in 97,553 sick days. In the United States Navy during the years 1909-1917 inclusive, an average of 158 men out of every 1000 were admitted to 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 gonorrhea.

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 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 becomes so reduced in function. This condition may cause mental debility, insanity, loss of speech, loss of memory, or paralysis. Syphilis frequently causes disease of the heart or other important internal organs.
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 eradicate. 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 PREGNANCY.

**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 communicable by a syphilitic person to one free from the disease in the period of incubation always being marked by a sore called the initial lesion or CHANCER. Syphilis is transmitted very easily and readily by sexual intercourse, and is not infrequently transfected by kissing, hugging and sleeping with infected persons or the use of toilet articles, pillows, drinking or smoking glasses, towels, and beds, etc., of infected persons than upon 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 11 to 21 days but has been noted within as short a time as 3 or 4 days and as long 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 Chancre 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 nearby lymph glands are swollen, but not painful or tender, and do not tend to suppurate.

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, akrotelial lesions, on the mucous membrane, general enlargement of the lymph glands, headaches, fever, pain in the bones, weakness, and pains in the hands. The duration of this stage is variable, usually between 2 to 4 years.

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

**Local Treatment Amounts to Very Little and No Application Should be Made to the Primary Sore, Until the Sore Has Been Definitely Diagnosed as a Sore.**

**Every Case with Open Sores Should Strictly Adhere to the Use of Clean Cloths, Towels, Bedding, Fingers, Toilet Articles, Etc., and Separate Wash Bags and Mess Gear Should be Provided.**

**Sanitary.**

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 INFECTION. 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 Gonorrhea 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 Gonorrhea of the male urethra may be said to be by SEXUAL INTERCOURSE only, through the deposition of the gonococcal 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 larynx, tonsils etc.

The usual manifestation of Gonorrhea 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 or BURNING, CICLING 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 mucous can be squeezed from the meatus, the lips of which now appear slightly retracted and have a tendency to stick together. The mucous discharge 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 gonorrhea 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 gonorrhea. He usually suspects his wife and serious domestic troubles may arise. In reality all that has happened is that he has reinfeeted 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 gonorrhea 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.

   (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.
SHIP'S ORDER No. 15
ENGINEERING DEPARTMENT ORDER No. 11

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 (2½) hours. The height of electrolyte correction should be that obtained before gassing commences.
(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
Subject: Battery Charging and Ventilation Requirements and Instructions.

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.

<table>
<thead>
<tr>
<th>TEMPERATURE</th>
<th>BATTERY</th>
<th>CELL</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>311.2</td>
<td>2.47</td>
</tr>
<tr>
<td>55</td>
<td>309.3</td>
<td>2.455</td>
</tr>
<tr>
<td>60</td>
<td>307.4</td>
<td>2.44</td>
</tr>
<tr>
<td>65</td>
<td>305.5</td>
<td>2.425</td>
</tr>
<tr>
<td>70</td>
<td>303.7</td>
<td>2.41</td>
</tr>
<tr>
<td>75</td>
<td>301.8</td>
<td>2.395</td>
</tr>
<tr>
<td>80</td>
<td>299.9</td>
<td>2.38</td>
</tr>
<tr>
<td>85</td>
<td>298.0</td>
<td>2.365</td>
</tr>
<tr>
<td>90</td>
<td>296.1</td>
<td>2.35</td>
</tr>
<tr>
<td>100</td>
<td>292.3</td>
<td>2.32</td>
</tr>
<tr>
<td>105</td>
<td>290.4</td>
<td>2.305</td>
</tr>
<tr>
<td>110</td>
<td>288.5</td>
<td>2.29</td>
</tr>
<tr>
<td>115</td>
<td>286.6</td>
<td>2.275</td>
</tr>
<tr>
<td>120</td>
<td>284.8</td>
<td>2.26</td>
</tr>
<tr>
<td>125</td>
<td>282.9</td>
<td>2.245</td>
</tr>
<tr>
<td>130</td>
<td>281.0</td>
<td>2.23</td>
</tr>
</tbody>
</table>
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**
   2. All bulkhead flappers in exhaust line open.
   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%.
Subject: Battery Charging and Ventilation Requirements and Instructions.

(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 ½ inch variation from the normal electrolyte level; additive if above normal and subtractive if below.

13. **Correction for Temperature:**
   (a) **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.
   (b) **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:**
   (a) 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.
   (b) Inspect entire ventilation system and make sure that all dampers are open and all blowers running at required speed.

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

   **ONE HALF HOUR AFTER STOPPING:**
   (d) A record shall be kept also of the charging rates, times, total ampere-hours charged and total KWH, charged.

**SAFETY PRECAUTIONS:**
(a) 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.
(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 F.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.
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.
Subject: Battery Charging and Ventilation Requirements and Instructions.

(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 1/2 hour.

- **Main Generator Contactors**
  - 3600 amperes, 90 minutes, 85°F C. rise, starting sold.
  - 1100 Kw., 2650 amperes at 415 volts continuous capacity.

- **Bus Selector Contactors**
  - 5520 amperes continuous capacity.
  - 7500 amperes for 1/2 hour.

- **Battery Contactors**
  - 7500 amperes for 1/2 hour.
  - 5620 amperes for 1 hour.
(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. Cimber,
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. GILBER
Commander, U.S. Navy
Commanding
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 pigeonhole 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.


(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.
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. CILMER,
Commander, U. S. Navy,
Commending.
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 consequences of failure to observe them. They apply to the Naval service in general and specifically to the submarine service, which means you or me if 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 ship's 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 SOPAs as applied to submarines. Normally this means that submarines be prepared to go 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 it's 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.
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 tests, 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) Notebook work - Sketches (all ratings).
   (1) General arrangement of compartments and tanks (plan and side views), showing flood valve openings on plan view.
   (2) Trim 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 lungs - include use of lungs as chlorinizing mask.
   (7) Hydraulic system.
   (8) Carbon dioxide detection and systems of air purification.
   (9) Torpedo tubes.
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.

(a) Notebook work - Detailed Descriptions.

**Torrpedomen’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.

Radiomen:
(1) Transmitters and receivers.
(2) Sound gear and hoisting and training mechanism including remote control.
(3) Pathometer.
(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 Assistant 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-in-Charge 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 judgment 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 affects 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 oversuppressed - 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) PERISCOPE - Turn towards at high speed if within 750° on either bow and within 4000 yards. Otherwise turn away at high speed.

(e) TORPEDOES - Turn towards to paraller. at high speed if within 750° on either bow. Otherwise turn away to paraller 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 0.0.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. Continuously 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. CIMPHER,
Commander, U. S. Navy,
Commanding.
SHIP'S ORDER No. 24

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 cannot 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 be 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) Pumping 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.
<table>
<thead>
<tr>
<th><strong>COMPARTMENT RIGGING CHECK OFF LIST</strong></th>
<th><strong>FORWARD TORPEDO ROOM</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.</strong> Enlittle trunk upper hatch.</td>
<td>RIG FOR SEA</td>
</tr>
<tr>
<td><strong>2.</strong> Escape trunk door</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>3.</strong> Escape trunk lower hatch.</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>4.</strong> Escape trunk flood.</td>
<td>TEST</td>
</tr>
<tr>
<td><strong>5.</strong> Escape trunk drain.</td>
<td>CRACKED</td>
</tr>
<tr>
<td><strong>6.</strong> 200% Air to escape trunk.</td>
<td>OPEN</td>
</tr>
<tr>
<td><strong>7.</strong> Torpedo loading hatch.</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>8.</strong> Compartment external salvage (2)</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>9.</strong> Forward trim - Trim line valve</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>10.</strong> W.R.T. Trim line valve</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>11.</strong> Bilge suction valves (5)</td>
<td>OPEN</td>
</tr>
<tr>
<td><strong>12.</strong> Poppet valves (6)</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>13.</strong> Poppet valve stops (6)</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>14.</strong> Torpedo tube inner and outer doors</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>15.</strong> Torpedo tube drains.</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>16.</strong> Torpedo tube vents.*</td>
<td><em>CLOSE</em></td>
</tr>
<tr>
<td><strong>17.</strong> Forward trim vent.</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>18.</strong> W.R.T. tank vent</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>19.</strong> 200% Air to blow and vent manifold</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>20.</strong> W.R.T. to forward trim overflow</td>
<td>LEVER IN</td>
</tr>
<tr>
<td><strong>21.</strong> Bow buoyancy vent valve</td>
<td>POWER</td>
</tr>
<tr>
<td><strong>22.</strong> Bow buoyancy stop check regulator</td>
<td>WINDLASS &amp;</td>
</tr>
<tr>
<td><strong>23.</strong> Rigging - windlass motor clutch</td>
<td>CAPSTAN</td>
</tr>
<tr>
<td><strong>24.</strong> Rigging - Windlass hand gear</td>
<td>OUT</td>
</tr>
<tr>
<td><strong>25.</strong> Bow plane tilting clutch</td>
<td>HAND</td>
</tr>
<tr>
<td><strong>26.</strong> Sea pressure guage sea and stop.</td>
<td>OPEN</td>
</tr>
<tr>
<td><strong>27.</strong> Depth guage sea and stop</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>28.</strong> Pressure and depth guage vents</td>
<td>TEST</td>
</tr>
<tr>
<td><strong>29.</strong> Emergency lights and battle lanterns</td>
<td>CLOSE</td>
</tr>
<tr>
<td><strong>30.</strong> Trim line hose connection</td>
<td></td>
</tr>
<tr>
<td><strong>31.</strong> W.R.T. Tank</td>
<td></td>
</tr>
<tr>
<td><strong>32.</strong> Head flushing and discharge (4)</td>
<td></td>
</tr>
<tr>
<td><strong>33.</strong> No. 1 sanitary discharge and stop.</td>
<td></td>
</tr>
<tr>
<td><strong>34.</strong> Fuel filling valves (2)</td>
<td></td>
</tr>
<tr>
<td><strong>35.</strong> Fuel tank vents and stops (8)</td>
<td></td>
</tr>
<tr>
<td><strong>36.</strong> Compensating water to fuel tanks.</td>
<td></td>
</tr>
<tr>
<td><strong>37.</strong> No. 1 M.B.T. Vent</td>
<td></td>
</tr>
<tr>
<td><strong>38.</strong> No. 1 M.B.T. Stop check regulator</td>
<td></td>
</tr>
<tr>
<td><strong>39.</strong> Loading hatch strongback</td>
<td></td>
</tr>
<tr>
<td><strong>40.</strong> No. 1 sanitary outboard vent.</td>
<td></td>
</tr>
<tr>
<td><strong>41.</strong> No. 1 Sanitary inboard vent.</td>
<td></td>
</tr>
<tr>
<td><strong>42.</strong> QB-QC flapper valves.</td>
<td></td>
</tr>
</tbody>
</table>

*OPEN IF TUBE LOADED*
<table>
<thead>
<tr>
<th>Valve, Hull Opening, or Fitting</th>
<th>Rig for Sea</th>
<th>Rig for Dive</th>
</tr>
</thead>
<tbody>
<tr>
<td>43. QB-QC chamber blow and vents</td>
<td>TEST</td>
<td>VENT AND CLOSÉ</td>
</tr>
<tr>
<td>44. Forward battery W.T. door</td>
<td>TEST</td>
<td>TEST</td>
</tr>
<tr>
<td>45. Ventilation supply and exhaust bulkhead flappers (2)</td>
<td>TEST</td>
<td>TEST</td>
</tr>
<tr>
<td>46. Bulkhead 200% internal salvage air</td>
<td>SECURE</td>
<td>SECURE</td>
</tr>
<tr>
<td>47. Torpedo skids and loose gear</td>
<td>&quot;REPORT RIGGED FOR SEA&quot;</td>
<td>&quot;REPORT RIGGED FOR DIVE&quot;</td>
</tr>
</tbody>
</table>
### COMPARTMENT CHECK-OFF LIST

#### TOPSIDE

<table>
<thead>
<tr>
<th>VALVE OR FITTING</th>
<th>RIG FOR SEA</th>
<th>RIG FOR DIVY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Deck lockers, lines, loose gear.</td>
<td>SECURE</td>
<td>SECURE</td>
</tr>
<tr>
<td>2. Anchor.</td>
<td>READY FOR LETTING CO</td>
<td>HOUSED - SECURED</td>
</tr>
<tr>
<td>3. Ready boxes and gun stowage lockers.</td>
<td>SECURED</td>
<td>SECURED</td>
</tr>
<tr>
<td>4. Deck guns.</td>
<td>SECURED</td>
<td>SECURED</td>
</tr>
<tr>
<td>5. Air to whistle.</td>
<td>OPEN</td>
<td>CLOSED</td>
</tr>
<tr>
<td>6. 2 A.B. &amp; 6 A.B. 10½ blow salvage stops (2)</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>7. Main ballast &amp; compartment salvage</td>
<td>CLOSED - CALLED</td>
<td>CLOSED - CALLED</td>
</tr>
<tr>
<td>8. H.P. air shore charging caps (2)</td>
<td>SECURED</td>
<td>SECURED</td>
</tr>
<tr>
<td>9. Deck hose connection fuel filling (2)</td>
<td>CLOSED - SECURED</td>
<td>CLOSED - SECURED</td>
</tr>
<tr>
<td>10. Deck hose connection lub oil filling.</td>
<td>CLOSED - SECURED</td>
<td>CLOSED - SECURED</td>
</tr>
<tr>
<td>11. Deck hose connection lub oil discharge</td>
<td>CLOSED - SECURED</td>
<td>CLOSED - SECURED</td>
</tr>
<tr>
<td>12. Deck hose connection compensating line</td>
<td>CLOSED - SECURED</td>
<td>CLOSED - SECURED</td>
</tr>
<tr>
<td>13. Deck hose connection #1 Aux. tank.</td>
<td>CLOSED - SECURED</td>
<td>CLOSED - SECURED</td>
</tr>
</tbody>
</table>

"REPORT RIGGED FOR SEA" 
"REPORT RIGGED FOR DIVY"
### Compartment Rigging Check Off List

#### Forward Torpedo Room

<table>
<thead>
<tr>
<th>Valve, Hull Opening, or Fitting</th>
<th>Rig for Sea</th>
<th>Rig for Dive</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Escape trunk upper hatch.</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>2. Escape trunk door</td>
<td>CLOSE</td>
<td>TEST</td>
</tr>
<tr>
<td>3. Escape trunk lower hatch.</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>4. Escape trunk flood.</td>
<td>CRACKED</td>
<td>CRACKED</td>
</tr>
<tr>
<td>5. Escape trunk drain.</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>6. 200% Air to escape trunk.</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>7. Torpedo loading hatch.</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>8. Compartment external salvage (2)</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>9. Forward trim - Trim line valve</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>10. W.R.T. Trim line valve</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>11. Bilge suction valves (5)</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>12. Poppet valves (6)</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>13. Poppet valve stops (6)</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>14. Torpedo tube inner and outer doors</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>15. Torpedo tube drains.</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>16. Torpedo tube vents.</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>17. Forward trim vent.</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>18. W.R.T. tank vent</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>19. 200% air to blow and vent manifold.</td>
<td>LEVER IN</td>
<td>LEVER IN</td>
</tr>
<tr>
<td>20. W.R.T. to forward trim overflow.</td>
<td>POWER</td>
<td>POWER</td>
</tr>
</tbody>
</table>

- **22. Bow buoyancy stop check regulator**
- **23. Rigging - windlass motor clutch**
- **24. Rigging - Windlass hand gear**
- **25. Bow plane tilting clutch**
- **26. Sea pressure guage sea and stop.**
- **27. Depth guage sea and stop**
- **28. Pressure and depth guage vents**
- **29. Emergency lights and battle lanterns**
- **30. Trim line hose connection**
- **31. W.R.T. Tank**
- **32. Head flushing and discharge (4)**
- **33. No. 1 sanitary discharge and stop.**
- **34. Fuel filling valves (2)**
- **35. Fuel tank vents and stops (8)**
- **36. Compensating water to fuel tanks.**
- **37. No. 1 M.B.T. Vent**
- **38. No. 1 M.B.T. Stop check regulator**
- **39. Loading hatch strongback.**
- **40. No. 1 sanitary outboard vent.**
- **41. No. 1 Sanitary inboard vent.**
- **42. QB-20 flapper valves.**

*OPEN IF TUBE LOADED*
<table>
<thead>
<tr>
<th>VALUE, HULL OPENING, OR FITTING</th>
<th>RIG FOR SEA</th>
<th>RIG FOR DIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>43. QB-QC chamber blow and vents</td>
<td>Test</td>
<td>Vent Aid</td>
</tr>
<tr>
<td>44. Forward battery W.T. door</td>
<td>Test</td>
<td>Close</td>
</tr>
<tr>
<td>45. Ventilation supply and exhaust bulkhead flappers(2)</td>
<td>Test</td>
<td>Test</td>
</tr>
<tr>
<td>46. Bulkhead 200% internal salvage air</td>
<td>Test</td>
<td>Test</td>
</tr>
<tr>
<td>47. Torpedo skids and loose gear</td>
<td>Secure</td>
<td>Secure</td>
</tr>
</tbody>
</table>

"REPORT RIGGED FOR SEA" "REPORT RIGGED FOR DIVE"
### Forward Battery

**Valves, Hull Opening or Fitting**

<table>
<thead>
<tr>
<th></th>
<th>RIG FOR SEA</th>
<th>RIG FOR DIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. External compartment Salvage valves (2)</td>
<td>CLOSED</td>
<td>CLOSED</td>
</tr>
<tr>
<td>2. After watertight door,</td>
<td>TEST</td>
<td>TEST</td>
</tr>
<tr>
<td>3. After bulkhead 200% internal Salvage air</td>
<td>OPERATION</td>
<td>OPERATION</td>
</tr>
<tr>
<td>4. 2A and 2B N.B.T. vent</td>
<td>CLOSED, LEVER</td>
<td>CLOSED, LEVER</td>
</tr>
<tr>
<td>5. Trim line hose connection valve</td>
<td>IN POWER</td>
<td>IN POWER</td>
</tr>
<tr>
<td>6. Ventilation supply and exhaust bulkhead flapper valves (4)</td>
<td>CLOSED</td>
<td>CLOSED</td>
</tr>
<tr>
<td>7. Emergency lights and hand lanterns</td>
<td>LEAVE OPEN</td>
<td>LEAVE OPEN</td>
</tr>
<tr>
<td>8. Captain stateroom depth gauge vent</td>
<td>TEST</td>
<td>TEST</td>
</tr>
</tbody>
</table>

"Report Rigged For Sea" "Report Rigged For Dive"
### COMPARTMENT RIGGING CHECK-OFF LIST

#### CONTROL ROOM

#### VALVE, HULL OPENING, OR FITTING

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

42. Magazine flood (locked)
43. Induction drain bulkhead stop
44. BATHYTERMOMETER stop valve.
45. Depth gauge sea stops (2) & depth gauge stops (4 + 2 petcocks)
46. Depth gauge vent valves (3)
47. Depth gauge blow line stops (4) & caps (2).
48. Plans angle indicators (4)
49. Hydraulic plant (Check pressure)
50. Hydraulic pressure forward (2).
51. Hydraulic pressure aft (2).
52. Hydraulic by-pass valve.
53. Hydraulic supply & return to periscopes and SD mast (4)
54. Hydraulic vent operating levers.
55. "Rig for Dive" and MBT vent lights
56. Engine & Ventilation induction outboard valves
57. Conning tower lower hatch
58. Conning tower ventilation.
59. Signal gun operation.
60. Signal gun inner & outer door.
61. Signal gun drain.
62. MBT 2 A,B,C, & D stop, check, regulator valves (4)
63. W.T. door operation
64. MBT 3AB drain pen bulkhead stop
65. Bulkhead 200# air salvage valves (2)
66. Negative tank vents (2)
67. Negative tank vent stop
68. Trim line hose connection.
69. Safety tank inboard vent valve.
70. 200# air to negative stop.
71. Manometer pointers
72. Auxiliary power distribution switches
73. Auxiliary power bus tie
74. I.C. distribution black & red switches
75. Bridge and conning tower circuits
76. Bow and Stern planes
77. Safety and Negative floods (2)
78. Air to whistle hull stop.
79. Negative and Safety tank.
80. All bilges and Sanitary tanks.

RIG FOR SEA   RIG FOR DIVE
CLOSE   CLOSE
OPEN   OPEN
OPEN   OPEN
OPEN   OPEN
CLOSE   CLOSE
CLOSE   CLOSE
TEST   TEST
RUNNING   RUNNING
CLOSE   CLOSE
CLOSE   CLOSE
OPEN   OPEN
OPEN   OPEN
OPEN   OPEN
NEUTRAL   NEUTRAL
GREEN   GREEN
TEST IN POWER   TEST IN POWER
TEST   TEST
CLOSE   CLOSE
CLOSE   CLOSED
OPEN   OPEN
OPEN   OPEN
TEST   TEST
OPEN   OPEN
OPEN   OPEN
TEST   TEST
CLOSE   CLOSE
CLOSE   CLOSE
CLOSE   CLOSE
OPEN   OPEN
OPEN   OPEN
OPEN   OPEN
MATCH   MATCH
CHECK-ON   CHECK-ON
CLOSE   CLOSE
ON   ON
CUT-IN AS   CUT-IN AS
REQUIRED   REQUIRED
TEST   TEST
*OPEN   *OPEN
*CLOSE   *CLOSE
*FLOODED   *FLOODED
*PUMP AND   *PUMP AND
BLOW   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**

#### HULL OPENING, VALVE, OR FITTING

<table>
<thead>
<tr>
<th></th>
<th>RIG FOR SEA</th>
<th>RIG FOR DIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>H.P. air compressor circulating water sea suction and discharge.</td>
<td>CLOSE</td>
</tr>
<tr>
<td>2.</td>
<td>Negative tank flood valve (1).</td>
<td>IN POWER</td>
</tr>
<tr>
<td>3.</td>
<td>Negative tank flood operating handle</td>
<td>POWER</td>
</tr>
<tr>
<td>4.</td>
<td>Negative tank vent, check regulator (1)</td>
<td>OPEN</td>
</tr>
<tr>
<td>5.</td>
<td>Negative tank vent stops (2)</td>
<td>CLOSE</td>
</tr>
<tr>
<td>6.</td>
<td>Drain line bilge suction valves (6)</td>
<td>OPEN</td>
</tr>
<tr>
<td>7.</td>
<td>Forward and after drain line suction valves (2)</td>
<td>CLOSE</td>
</tr>
<tr>
<td>8.</td>
<td>Drain line-trim line cross connection</td>
<td>CLOSE</td>
</tr>
<tr>
<td>9.</td>
<td>Drain line-Compensating line cross connection</td>
<td>CLOSE</td>
</tr>
<tr>
<td>10.</td>
<td>Drain pump suction and discharge valves (3).</td>
<td>CLOSE</td>
</tr>
<tr>
<td>11.</td>
<td>Auxiliary 2 and 3, negative &amp; safety tank flood and drains (4).</td>
<td>CLOSE</td>
</tr>
<tr>
<td>12.</td>
<td>Emergency lights and battle lanterns.</td>
<td>TEST</td>
</tr>
</tbody>
</table>

"REPORT RIGGED FOR SEA" "REPORT RIGGED FOR DIVE"
<table>
<thead>
<tr>
<th>Valve, Hull Opening, or Fitting</th>
<th>Rig for Sea</th>
<th>Rig for Dive</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Upper conning tower hatch.</td>
<td>TEST</td>
<td>TEST</td>
</tr>
<tr>
<td>2. Fresh water filling valve.</td>
<td>OPERATION</td>
<td>OPERATION</td>
</tr>
<tr>
<td>3. Battery water filling valve.</td>
<td>CLOSE-CAP ON</td>
<td>CLOSE-CAP ON</td>
</tr>
<tr>
<td>4. Periscope hydraulic supply and return valves (4)</td>
<td>OPEN</td>
<td>OPEN</td>
</tr>
<tr>
<td>5. Periscopes</td>
<td>TEST</td>
<td>OPEN</td>
</tr>
<tr>
<td>6. Depth gauge sea and stop valves (3)</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>7. Depth gauge vents (2)</td>
<td>HATCH POINTERS</td>
<td></td>
</tr>
<tr>
<td>8. Manometer</td>
<td>TEST</td>
<td>TEST</td>
</tr>
<tr>
<td>9. Emergency lights and hand lanterns</td>
<td>CLOSE</td>
<td>CLOSE</td>
</tr>
<tr>
<td>10. SJ radar gate valve *</td>
<td>&quot;REPORT RIGGED FOR SEA&quot;</td>
<td>&quot;REPORT RIGGED FOR DIVE&quot;</td>
</tr>
</tbody>
</table>

*Unless radar is in operation*
## COMPARTMENT RIGGING CHECK-OFF LIST

### AFTER BATTERY

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

"REPORT RIGGED FOR SEA" "REPORT RIGGED FOR DIVE"
COMPARTMENT RIGGING CHECK-OFF LIST
FORWARD ENGINE ROOM

VALVE, HULL OPENING, OR FITTING

1. F.B.T. 5A and 5B blow and vent valves (4)
2. F.B.T. 5A and 5B inboard vents (2).
3. F.B.T. 5A and 5B null blow and vent stop valves (2)
4. 200% air to F.B.T. 5A and 5B blow and vent
   manifold (1)
5. F.B.T. 5A and 5B compensating water valves (2)
6. M.B.T. 6A and 6B main vent
7. F.B.T. 5A and 5B emergency vents (2)
8. F.B.T. 6A and 6B emergency vents (2)
9. M.B.T. 6A and 6B stop, check, regulator valves (2)
10. F.B.T. 5A and 5B flood valves (4)
11. #4 and #5 air bank hull stop valves (4)
12. Ventilation hull flapper valve (1)

13. Engine air induction hull flapper valve (1). (Test
    only if engines are stopped).
15. Hull ventilation supply drain valve.
16. Engine outboard exhaust valves (check hydraulic
    pressure to 650#/).  
17. Engine shutdown bulkhead stop valve (1)
18. L.O. filling valves (2)
19. L.O. hose filling valve (1).
20. External compartment salvage valves (2)
21. Bulkhead 200% internal salvage air (2)
22. Ventilation supply and exhaust bulkhead flapper
    valves (4)
23. Watertight doors (2)
24. Trim line hose connection
25. Bilge suction valves (2)
26. #3 sanitary outboard vent (1)
27. #3 sanitary inboard vent (1)
28. #3 sanitary overboard discharge valve and sea
    stop valve (2)
29. Evaporator overboard discharge sea and stop valves (2)
30. Emergency lights and hand lanterns
31. Inboard and outboard exhaust valves (4)
32. Exhaust valve gas space chamber drains (2)
33. Exhaust manifold gas space drains (4)
34. M.E. overboard discharge valves (2)

* IF ENGINES ARE STOPPED

RIG FOR SEA  RIG FOR DIVE
CLOSE         CLOSE
CLOSE         CLOSE
CLOSE         CLOSE
CLOSE         CLOSE
OPEN          OPEN
CLOSE         CLOSE
CLOSE         OPEN
CLOSE         OPEN
OPEN          OPEN
TEST           TEST
LEAVE OPEN     LEAVE OPEN
OPEN          OPEN
OPEN          OPEN
IN POWER      IN POWER
OPEN          OPEN
CLOSE         CLOSE
CLOSE         CLOSE
TEST          TEST
OPERATION     OPERATION
TEST          TEST
LEAVE OPEN     LEAVE OPEN
TEST          TEST
CLOSE         CLOSE
CLOSE         CLOSE
CLOSE         CLOSE
OPEN          OPEN
CLOSE         OPEN
CLOSE         CLOSE
CLOSE         CLOSE
CLOSE         CLOSE
CLOSE         CLOSE

"REPORT" "REPORT"
"RIGGED" "RIGGED"
"FOR SEA" "FOR DIV."
## COMPARTMENT RIGGING CHECK-OFF LIST

### AFTER ENGINE ROOM

<table>
<thead>
<tr>
<th>Valve, Hull Opening, or Fitting</th>
<th>Rig for Sea</th>
<th>Rig for Dive</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Access hatch.</td>
<td>close-secure</td>
<td>close-down</td>
</tr>
<tr>
<td>2. F.O. filling stop and hull valves (2)</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>3. M.E.T. 30 and 60 stop, check regulator valves (2)</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>4. Collecting, extension, M.E.O. 6 and M.E.O. 7 manifold blow and vent valves (13)</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>5. Engine starting air bulkhead valves (2)</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>6. Engine outboard exhaust valves (Check hydraulic pressure to 650 lbs.)</td>
<td>in power</td>
<td>in power</td>
</tr>
<tr>
<td>7. Engine air induction hull flapper valve (1). (Only if engines are stopped).</td>
<td>test - leave</td>
<td>test - leave</td>
</tr>
<tr>
<td>8. Engine air induction drain valve.</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>9. Compensating water from head box.</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>10. Compensating water to expansion tank.</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>11. Compensating water from expansion tank.</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>12. Expansion tank by-pass valve.</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>13. L.C. overboard hull stop valves (?).</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>14. Fuel filling to collecting tank (1).</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>15. Cross connection valves from drainline to collecting tank (2).</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>16. 6/6 M.E.O. and 7/7 M.E.O. Compensating water valves (4).</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>17. External compartment salvage valves (2).</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>18. Bulkhead 200#/ internal salvage air (2).</td>
<td>test</td>
<td>test</td>
</tr>
<tr>
<td>19. Watertight doors (2).</td>
<td>operation</td>
<td>operation</td>
</tr>
<tr>
<td>20. M.E.T. 6/6 and 6/6 emergency vents (2).</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>22. Trineline hose connection valve (1).</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>23. 200#/ air stop valve to remote control manifold for auxiliary engine (1).</td>
<td>open</td>
<td>open</td>
</tr>
<tr>
<td>24. Bilge suction valves (2).</td>
<td>close</td>
<td>close</td>
</tr>
<tr>
<td>25. M.E.O. Supply valve from collecting tank to purifier (1).</td>
<td>test</td>
<td>test</td>
</tr>
<tr>
<td>26. Emergency lights and hand lanterns.</td>
<td>open</td>
<td>*close</td>
</tr>
<tr>
<td>27. Engine shutdown bulkhead stop valve (1).</td>
<td>open</td>
<td>*open</td>
</tr>
<tr>
<td>28. Inboard and outboard exhaust valves (5).</td>
<td>*open</td>
<td>*open</td>
</tr>
<tr>
<td>29. Exhaust valve gas space chamber drain (3).</td>
<td>exhaust manifold gas space drain (4).</td>
<td>*close</td>
</tr>
<tr>
<td>30. Exhaust manifold gas space drain (3).</td>
<td>&quot;report rigged&quot; for sea</td>
<td>&quot;report rigged&quot; for dive</td>
</tr>
<tr>
<td>31. M.E. and Auxiliary engine overboard discharge valves (3).</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

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

AFTER TORPEDO ROOM

VALVE, HULL OPENING, OR FITTING

1. After torpedo room hatch
2. Torpedo loading hatch
3. Compartment external salvage (2)
4. After trim on trim line.
5. W.R.T. tank on trim line
6. Bilge suction valves (2)
7. Poppet valves (4)
8. Poppet valve stops (4)
9. Torpedo tube inner and outer doors.
10. Torpedo Tube Drains
12. 200% air to blow and vent manifold.
14. Capstan - tilting clutch
15. Stern plane tilting clutch.
17. Depth gauge sea and stop
18. Depth and sea pressure gauge vent and blow.
19. Emergency lights and battle lanterns
20. Trim line hose connection.
21. Signal gun outer door.
22. Signal gun inner door.
23. Signal gun equalizer.
24. Signal gun drain
25. W.R.T. Tank
26. No. 7 M.B.T. Vent
27. No. 7 M.B.T. stop check regulator.
28. Loading hatch strongback.
29. Maneuvering room W.T. door.
30. Ventilation supply and exhaust bulkhead flappers
31. Bulkhead 200% internal salvage air valve.
32. Capstan - tilting power switch
33. Torpedo skids and loose gear.
34. Torpedo tube vents *

RIG FOR SEA RIG FOR DIVE

CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  OPEN
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  OPEN
CLOSE  CLOSE
OPEN  OPEN
CLOSE  OPEN
CLOSE  CLOSE
OPEN  OPEN
CLOSE  OPEN
CLOSE  OPEN
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  CLOSE
CLOSE  OPEN
CLOSE  OPEN
CLOSE  FULL S.W.
CLOSE-LEVER  CLOSE-LEVER
IN POWER  IN POWER
OPEN  OPEN
TEST  TEST
TEST  TEST
TEST  TEST
LEAVE OPEN  LEAVE OPEN
TEST  TEST
CAPSTAN  TILTING
SECURED  SECURED
CLOSE  CLOSE

"REPORT RIGGED "REPORT RIGGED
FOR SEA" FOR DIVE"
FORWARD TORPEDO ROOM

**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.
   Pass word by phones instead of by TMC.

**Set Condition Baker:**
1. Close all Orange valves.
2. Rig Compartment for Silent Running.

**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°F internal salvage air if required, stand by to blow number 1 and 2 Normal Fuel Oil Tanks and stand by emergency main ballest 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 hatch. 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.

**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.
Rig for Depth Charge:
1. Turn on emergency lights.
2. Close Orane 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.

Set Condition Baker:
1. Rig for depth charge.
2. Rig for silent running.

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 ft. internal salvage air and budding to stop leaks.

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.
SHIP'S ORGANIZATION
CHAPTER XIII

COMPARTMENT EMERGENCY BILL

CONTROL ROOM

1. For Depth Charge:
   1. Close all Orange valves.
   2. Close forward battery depth charge switch.
   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.

2. 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.
   9. Pass word by phones instead of by TMC.
   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.
   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 I.M.C system.
   2. Close water-tight doors, bulkhead flappers, and conning tower ventilation. Stand by lower conning tower hatch.
   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.)
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 LHC 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 hatch, 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 LHC 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 BILLY

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.

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.

Set Condition Baker:
1. Rig for depth charge and silent running.

Fire:
1. Pass the word.
2. Fight the fire.
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 0.0.D. when control reports "Ship rigged for depth charge."

Rig for Silent Running:
2. Turn on emergency lights.
3. Pass word by phones instead of T.H.C.
4. Shift steering to hand in control room on orders from 0.0.D.
5. Man battle telephone and report "Rigged for Silent Running" to control. Report to 0.0.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 0.0.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 0.0.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 0.0.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 0.0.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 0.0.D. informed of the condition of the ship.

---
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.
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.

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.
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.
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 telephones and report rigged to Control.

At Condition Baker:
1. Rig for "Depth Charge" and "Silent Running".

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.
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 telephones and report condition of compartment to Control.
9. Turn on emergency lights.

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.
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. Abandon compartment if fire gets out of control.

B. In another compartment:
1. Close ventilation supply and exhaust blowers.
2. Close ventilation supply and exhaust bulkhead flapper valves.
3. Provide fire extinguisher to affected compartment.

Chlorine:
1. Pass word to control. Man battle telephone.
2. Close 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) Open For. 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 trim line hose connection.
8. Proceed to control room.
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".

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 to another compartment, close bilge suction valve.
6. If collision is in this compartment, stop engines, open bilge suction
   valve, rig suction hose from twin 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 word 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.
   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.