


50. Refrigerating Plant - Freen Frick, tons capacity 26.8
51. Winches AM Hoist & Derrick Co. (9) Single Speed (2) Two-Speed Elect.
52. Windlass - Lidgerwood Electric - 100 H. P.
53. Steering Gear - Lidgerwood Electric - Hydraulic
54. Warping Capstans - Lidgerwood (2) Electric 50 H.P.
55. Booms, (4) 10 ton and (1) 50 ton.
56. Radar SG4, SG1, EM, BK
57. Distilling Plants (2) Units 40,000 gal. each,  
Bethlehem Steel Co.
58. Compasses Sperry Gyro & Magnetic
59. Guns (4) 5"/3/8; (16) 20MM; (4) 1.10"
60. Ammunition, ship's use 385.07 tons
61. Square of hatches  
Bes'n Stores 36" x 36"  
No. 1 - 34" x 34"  
No. 2 - 22" x 18"  
No. 3 - 72" x 72"  
No. 5 - 34'6" x 13'  
No. 6 - 48" x 48"  
No. 7 - 48" x 48"
62. Anchors  
Port Anchor 16,590 lbs.  
Starboard Anchor 16,490 lbs.  
Spare Bower Anchor 13,790 lbs.  
Stream Anchor 5,910 lbs.
63. Anchor Cable 2 3/8" link, Port cable 11, 15 fathom shots  
Stbd cable 11, 15 fathom shots
64. Magazines  
5"/38 2  
1.10 & 20 MM 1  
Small arms 1  
Pyrotechnics 1
65. CO-2 Fire extinguishers, 15 pounds 220
66. Total number of days steaming 33.8
67. Fuel consumption per 24 hours 771 bbls.  
Normal horsepower for all purposes.
68. Dumb waiters Five (5) capacity 200 lbs.



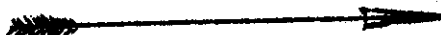
FRAME SPACING AFT. OF 231

1'	1'	1'	1'	1'						
0"	0"	0"	0"	0"	2'-0"	2'-0"				
G	F	E	D	C	B	A				231

AFT. 

FRAME SPACING FWD. OF F.P.

1'	1'	1'	1'	1'	1'	1'	1'
0"	0"	0"	0"	0"	0"	0"	0"
F.P.	F.P. $\frac{1}{2}$	A	A $\frac{1}{2}$	B	B $\frac{1}{2}$	C	C $\frac{1}{2}$

 FWD.

FRAME SPACING

FORWARD BODY

Midships 3" aft. Fr. 113.

<u>From</u>	<u>To</u>	<u>Spacing</u>
F.P.	24	2'-0"
24	32	2'-3"
32	42	2'-6"
42	113	2'-9"

After Body

<u>From</u>	<u>To</u>	<u>Spacing</u>
113	199	2'-9"
199	202	2'-6"
202	205	2'-3"
205	231	2'-0"

## CHAPTER 2

### BERTHING ACCOMMODATIONS

#### CG Berthing

Officers	46*
C. P. O.	36
Crew	518
Marines	<u>36</u>

TOTAL NAVY. . . . . 636

#### Army Berthing

1st Class (officers)	270**
Troop Class	<u>4507</u>

TOTAL ARMY. . . . . 4777

#### Hospital Berthing

All hospital country, sick-bay,  
quiet rooms, etc.

Main Deck, Frames 58-166	<u>65</u>
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TOTAL BERTHING . . . . . 5478

\* Troop commanding officer's stateroom is included in this total as he is considered a permanent member of ship's complement.

\*\* 240 of these are also classified as "mental wards", rooms are equipped with light switches and locks on outside of rooms.

# BERTHING ACCOMMODATIONS BY DECKS

## CG

Superstructure (Bridge) Deck	1 officer (Commanding Officer
Upper (Boat) Deck	44 officers
Main Deck	1 officer (Commanding Officer of troops)
2nd Deck	36 C.P.O.
2nd Deck	36 Marines
3rd Deck	368 Crew
4th Deck	<u>150</u> Crew
TOTAL NAVY . . . . .	636

## ARMY

Main Deck	116 Troop Class
Main Deck	270 Troop Officers
2nd Deck	1253 Troops
3rd Deck	1073 Troops
4th Deck	<u>2065</u> Troops
TOTAL ARMY . . . . .	4777

## HOSPITAL

Main Deck	65
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TOTAL BERTHING . . . . 5478

CG. BERTHINGOFFICERS

<u>STATEROOM No.</u>	<u>DECK</u>	<u>FRAME</u>	<u>SIDE</u>	<u>OFFICERS</u>
Capt's. Cabin	Bridge	72-82	Stbd.	1
0102	Boat	75-80	Inboard Port	2
0101	"	75-80	" Stbd.	2
0104	"	78-80 <sup>1</sup> / <sub>2</sub>	Port	1
0103	"	78-80 <sup>1</sup> / <sub>2</sub>	Stbd	1
0106	"	81 <sup>1</sup> / <sub>2</sub> -85	Port	2
0105	"	81 <sup>1</sup> / <sub>2</sub> -85	Stbd.	2
0108	"	85-89	Port	2
0107	"	85-89	Stbd	2
0110	"	89-93	Port	2
0109	"	89-93	Stbd	2
0114	"	93-96	Port	1
0113	"	93-96	Stbd	1
0112	"	90-96	Inboard Port	2
0111	"	90-96	" Stbd	2
0116	"	103-108	Port	1
0115	"	103-108	Stbd	1
0118	"	108-112	Port	2
0117	"	108-112	Stbd	2
0119	"	112-116	Stbd	2
0121	"	116-120	Stbd	2
0123	"	120-124	Stbd	2
0120	"	125-133 <sup>1</sup> / <sub>2</sub>	Port	2
0125	"	125-133 <sup>1</sup> / <sub>2</sub>	Stbd	2
0122	"	133 <sup>1</sup> / <sub>2</sub> -140	Port	2
0127	"	133 <sup>1</sup> / <sub>2</sub> -140	Stbd	2
Troop C.O. #101	Main	58-65	Stbd	1

TOTAL . . . . . 46

ARMY BERTHINGOFFICERS

STATEROOM NO.	DECK	FRAME	SIDE	OFFICERS
103	Main	120-125	Stbd	6
102	Main	120-125	C/L	18
104	Main	120-125	Port	6
Mental Ward No. 1	Main	65-69	Stbd	9
Mental Ward No. 2	Main	58-65	Port	9
Mental Ward No. 4	Main	65-69	Port	9
Mental Ward No. 3	Main	69-73	Stbd	9
Mental Ward No. 6	Main	69-73	Port	9
Mental Ward No. 5	Main	73-79	Stbd	18
Mental Ward No. 8	Main	73-79	Port	18
Mental Ward No. 7	Main	79-85	Stbd	18
Mental Ward No. 10	Main	79-85	Port	18
Mental Ward No. 9	Main	85-91	Stbd	18
Mental Ward No. 12	Main	85-91	Port	18
Mental Ward No. 11	Main	91-98	Stbd	18
Mental Ward No. 14	Main	91-98	Port	18
Mental Ward No. 16	Main	98-104	Port	9
Mental Ward No. 13	Main	104-112	Stbd	15
Mental Ward No. 15	Main	112-125	C/L	21
Mental Ward No. 17	Main	112-117	Stbd	6
TOTAL . . . . .				270

COAST GUARD BERTHINGC.P.O.

B-201-L	2nd	148-178	Port	36
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CREW

A-305-L	3rd		P & S	173
B-301-L	3rd		P & S	120
B-304-L	3rd		Stbd	75
C-201-L	2nd		P & S	172
TOTAL . . . . .				540

MARINES

B-301-L	3rd		Stbd	30
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# ARMY BERTHING

## TROOPS

COMPARTMENT No.	DECK	FRAME	SIDE	OCCUPANTS
A-104-L	Main	65-73	C/L	40
A-104-L	Main	151-157	C/L	76
B-201-L	Second	45-60	P&S	195
B-201-L	Second	60-78	P&S	270
B-201-L	Second	78-84	P&S	72
B-201-L	Second	148-156	C/L	75
B-201-L	Second	169-180	P&C/L	136
B-201-L	Second	180-195	P&S	266
A-303-L	Third	42-60	P&S	200
A-304-L	Third	60-78	P&S	278
C-301-L	Third	148-156	C/L	57
C-304-L	Third	166-180	P&S	256
C-305-L	Third	180-195	P&S	243
C-306-L	Third	195-205	C/L	39
A-402-L	Fourth	18-42	P&S	84
A-403-L	Fourth	42-60	P&S	184
A-404-L	Fourth	60-78	P&S	294
A-405-L	Fourth	78-98	P&S	401
C-401-L	Fourth	142-158	P&S	340
C-402-L	Fourth	158-166	P&S	155
C-403-L	Fourth	166-180	P&S	248
C-404-L	Fourth	180-195	P&S	234
C-405-L	Fourth	195-213	P&S	125
B-201-L	Second	195-213	P&S	200
B-201-L	Second	169-180	S	39

TOTAL TROOPS . . . . . 4507

## \*HOSPITAL BERTHING

Ward No. 5	Main	126-133	P	11
Ward No. 4	Main	137-145	P	17
Isolation Ward No. 3	Main	145-150	S	6
Insane Ward No. 2	Main	155-159	S	6
Ward No. 1	Main	160-166	P&S	23
Quiet Room	Main	140-145	S	1
Dispensary Att.	Main	138-142	S	1

TOTAL . . . . . 65

\*Mental wards accommodating 240 troop officers or mental patients are listed under Troop Officers' Berthing in this bill. They will be used for either purpose as need directs.



# U.S.COAST GUARD ACCOMMODATIONS BY DIVISIONS

<u>COMPARTMENT NO.</u>	<u>DECK</u>	<u>SIDE</u>	<u>DIVISIONS</u>
A-305-L	Third	Stbd	1st
A-305-L	Third	Port	2nd
C-201-L	Second	Stbd	3rd
B-301-L	Third	Port	4th
C-201-L	Second	Stbd	H
C-201-L	Second	Stbd	N
C-201-L	Second	Stbd	R.
C-201-L	Second	Stbd	S
B-301-L	Third	Stbd	S
B-304-L	Third	Stbd	S
C-201-L	Second	Port	E
B-301-L	Third	Port	E

## CHAPTER 3

### BOATS, LIFE-FLOATS, AND DISEMBARKING LADDERS.

#### BOATS

Motor boats	2
Size of boats	L.I.P. 30' 8", O.A.L. 31' 4"
Size of motor	Model 4-52
Type of motor	Gray Model Four-52, Gasoline
Weight of boat	10,222 pounds
Weight of boat loaded	20,122 pounds
Number of men	60
Manufactured by Welin Davit-Boat Corporation, Perth Amboy, N. J.	
Boat davits, type	Welin Davit Gravity Type.
Length of boat falls:	
Long falls	232'
Short falls	208'
Gasoline tanks	1
Capacity of gasoline tank	85 gallons
Location of davits	Boat Deck Fr. 87½ - 96 P/S

#### DIMENSIONS

Welin Galvanized Sheet Metal Life Boat	
Manufactured by Welin Davit & Boat Corporation, Perth Amboy, N. J.	
Length overall	31' 4"
Length inside plating	30' 8"
Beam inside plating	10' 2"
Depth	4' 3"
Cubic capacity (30.66 x 10.16 x 4.26 x .6)	794 Cu. Ft.
Motor Box, radio cabin fuel tank	99 Cu. Ft.
Capacity, persons	60
Capacity air tanks for persons	60 Cu. Ft.
Air tanks to float boat	88 Cu. Ft.
Total capacity of air tanks	148 Cu. Ft.
Net cubic capacity	695 Cu. Ft.
Four (4) water tanks	600 qts. total
Sixty (60) persons	10 qts. per person
Total capacity of bread breakers	220 cu. inches per person times sixty (60) persons.
Propellor	20" dia. 16" pitch
Propellor shaft	1½" Dia.
Fuel capacity	85 gallons
Weight of fuel	488 pounds
Fuel consumption	3.5 gal. per hr. for 24 hours
Lube oil	15 pounds

## MOTOR

### Model

Gray Model "Four-52"

Four (4) cylinder bore 3-7/16, stroke 4-3/8",  
162 Cu. In. displacement. "Four-52" develops  
42 H.P. at 1800 R.P.M. in economy style and  
57 H.P. at 2600 R.P.M. in high speed style.

Valve Tappet clearance, cold	.012
Firing order	1-3-4-2
Breaker Point Gap	.020
Spark Plug Gap	.025
Oil Pressure wide open throttle	35-40 lbs.
Piston clearance in skirt at bottom	.0035 - .0045
Standard Spark Plug	18MM. AC-Blue Top 85
Generator charging rate (maximum)	14 Amp. at 2000 R.P.M.
Generator cut in speed	675 R.P.M.
Proper operating temperature	1500 - 1800
Water Inlet 3/8" pipe thread.	Water outlet 1/2 pipe thread.

# LIFE RAFT FLOATS

Vender  
Number of rafts  
Stowage

Winner Mfg. Co.  
282  
56 tiers of 5, 2 tiers of 6

NEST NO.	DECK	FRAME	LOCATION	NO. OF RAFTS
1	Bridge (Super)	111-114 $\frac{1}{2}$	Stbd C/L	6
2	" "	111-114 $\frac{1}{2}$	Port C/L	6
3	" "	114 $\frac{1}{2}$ -118	Stbd C/L	5
4	" "	114 $\frac{1}{2}$ -118	Port C/L	5
5	" "	118-122	Stbd C/L	5
6	" "	118-122	Port C/L	5
7	" "	121-124	Stbd	5
8	" "	121-124	Port	5
9	" "	124-127	Stbd	5
10	" "	124-127	Port	5
11	" "	127-130	Stbd	5
12	" "	127-130	Port	5
13	Boat (Upper)	66	Stbd C/L #3 Hatch	5
14	" "	71 $\frac{1}{2}$	Port C/L #3 Hatch	5
15	" "	70-74	Stbd	5
16	" "	70-74	Port	5
17	" "	100-103	Stbd	5
18	" "	100-103	Port	5
19	" "	103-106	Stbd	5
20	" "	103-106	Port	5
21	" "	108-111	Stbd	5
22	" "	108-111	Port	5
23	Boat (Upper)	111-114	Stbd	5
24	" "	111-114	Port	5
25	" "	114-117	Stbd	5
26	" "	114-117	Port	5
27	" "	118-121	Stbd	5
28	" "	118-121	Port	5
29	" "	121-124	Stbd	5
30	" "	121-124	Port	5
31	" "	124-127	Stbd	5
32	" "	124-127	Port	5
33	" "	129-132	Stbd	5
34	" "	129-132	Port	5
35	" "	132-135	Stbd	5
36	" "	132-135	Port	5
37	" "	135-138	Stbd	5
38	" "	135-138	Port	5
39	" "	140-143	Stbd	5
40	" "	140-143	Port	5
41	" "	143-146	Stbd	5
42	" "	143-146	Port	5

# LIFE RAFT FLOATS (continued)

NEST NO.	DECK	FRAME	LOCATION	NO. OF RAFTS
43	Main	175	Stbd C/L #6 Hatch	5
44	"	175	Port C/L #6 Hatch	5
45	"	175-178	Stbd	5
46	"	175-178	Port	5
47	"	175-178	Stbd	5
48	"	175-178	Port	5
49	"	178-181	Stbd	5
50	"	178-181	Port	5
51	"	178-181	Stbd	5
52	"	178-181	Port	5
53	"	182-185	Stbd	5
54	"	182-185	Port	5
55	"	185-188	Stbd	5
56	"	185-188	Port	5

## SUMMARY OF STOWAGE

- 12 Tiers of 5 on Main Deck.
- 32 Tiers of 5 on Boat Deck.
- 12 Tiers of 5 on Superstructure (Bridge) Deck.
- 2 Tiers of 6 on Boat Deck.

# ABANDON SHIP LADDERS

Type D Multiple  
 Vender American - Cahin Ladder Co. Inc.,  
 Melford, Pa.

## LOCATION

FRAME	SIDE	LENGTH	DECK	WIDTH	LADDER NO.	
					STBD.	PORT
69	P/S	47 Ft.	Boat (upper) Deck	5 Ft.	1	& 2
74	P/S	47 Ft.	" "	5 Ft.	3	& 4
83	P/S	47 Ft.	" "	5 Ft.	5	& 6
86	P/S	47 Ft.	" "	5 Ft.	7	& 8
91	P/S	47 Ft.	" "	5 Ft.	9	& 10
96	P/S	47 Ft.	" "	5 Ft.	11	& 12
98	P/S	41 Ft.	" "	5 Ft.	13	& 14
105	P/S	41 Ft.	" "	5 Ft.	15	& 16
114	P/S	41 Ft.	" "	5 Ft.	17	& 18
122	P/S	47 Ft.	Main Deck	5 Ft.	19	& 20
126	P/S	47 Ft.	" "	5 Ft.	21	& 22
132	P/S	47 Ft.	" "	5 Ft.	23	& 24
137	P/S	41 Ft.	" "	5 Ft.	25	& 26
144	P/S	41 Ft.	" "	5 Ft.	27	& 28
148	P/S	41 Ft.	" "	5 Ft.	29	& 30
157	P/S	41 Ft.	" "	5 Ft.	31	& 32
165	P/S	41 Ft.	" "	5 Ft.	33	& 34
168	P/S	38 Ft.	" "	5 Ft.	35	& 36
174	P/S	38 Ft.	" "	5 Ft.	37	& 38
178	P/S	38 Ft.	" "	5 Ft.	39	& 40
182	P/S	38 Ft.	" "	5 Ft.	41	& 42
195	P/S	38 Ft.	" "	5 Ft.	43	& 44

## PILOT LADDERS

Number

2

FRAME	SIDE	LENGTH	DECK	NUMBER	
				PORT	STBD
118	P/S	36 Ft.	Main	2	1

## CHAPTER 4

### BOOMS, RIGGING, GROUND TACKLE, TOWING AND MOORING EQUIPMENT

#### 50 Ton Boom and Equipment

50 Ton Boom	1
Length	54'
Topping Lift 1" Diameter, Wire - Length	890'
Block at Kingpost 20" Quintuplet, steel, safe load	116,420 Lbs.
Block at Boom 20" Quintuplet, steel, safe load	130,800 Lbs.
50 Ton Cargo Falls, 12" diameter, length	1,100'
Lead Sleeve on Boom 20", safe load	15,900 Lbs.
Block, upper Cargo Falls, at boom 20", Quad. Steel, safe load	102,550 Lbs.
Block, lower Cargo Falls, at boom 20", Quad. Steel, safe load	112,000 Lbs.

#### Lead Blocks

Topping Lift, lower at Kingpost, 20" single steel, safe load	26,000 Lbs.
Cargo Falls at Kingpost, 20" single steel, safe load	24,000 Lbs.
All Blocks, 20" single steel, safe load	30,000 Lbs.

#### Vang Blocks

Upper Vang Block, 14", double steel, safe load	27,000 Lbs.
Lower Vang Block, 14", double steel, safe load	27,000 Lbs.

#### Vang Lead Blocks

All Vang Lead Blocks, 14" snatch, steel	
Vang Falls 4" sisal rope, length	670'

## BOOMS & EQUIPMENT

10 - Ton

Number per ship  
Location:

4

<u>DECK</u>	<u>FRAME</u>	<u>SIDE</u>	<u>LENGTH</u>
Boat	60	Port	52'
"	60	Stbd	52'
"	162	Port	54'
"	162	Stbd	54'

Working load	22,400 Lbs.
Static test	44,800 Lbs.
Dynamic test	33,600 Lbs.

Length and Size of Working Gear:

Topping Lift	3/4" P.S. Wire 530'
Topping Lift Block at Kingpost	14" Double
Topping Lift Block at Boom	14" Triple
Reel Blocks	14" Single
Lead Blocks Boom	14" Single
Upper Block Cargo Falls	14" Single
Lower Block Cargo Falls	14" Single
10 Ton Runners or Whip	3/4" P.S. Length 750'
Tail Blocks for Burtoning	8" Snatch
Vang Blocks or Guys	10" Double
Vang Falls	4" Sisal Rope

## BOAT BOOMS & EQUIPMENT

Number per ship  
Material  
Length of Booms  
Location of Booms

2  
Douglas Fir  
40'

Main Deck, Frame #78, Port & Stbd.

## LENGTH AND SIZE OF WORKING GEAR

Inhaul and outhaul guys 3½" sisal rope, 125 feet long, with 8 inch double wood blocks.

Boom topping lift 4 inch sisal rope, 175 feet long, with 10 inch triple wood blocks and 6 inch sheaves.

Gusswarps, two (2) on each boom 3½ inch sisal rope about 90 feet long, straps 3½ inch sisal, 6 feet long.

Manropes two (2) inch sisal rope, 37 feet 6 inches long.



## GROUND TACKLE

### ANCHORS

Starboard Anchor	16,590 Lbs.
Port Anchor	16,490 Lbs.
Spare Anchor	13,789 Lbs.
Stream Anchor	5,910 Lbs.

### ANCHOR CHAIN

Starboard	165 Fathoms
Port	165 Fathoms
Number of Shots Starboard	11
Length of Shots	15 Fathoms
Size of Chain	2 5/8"
Size of Connecting Link	74 Lbs.
Number of Connecting Links, starboard	12
Number of Connecting Links, port	12
Manufactured by National Malleable Iron and Steel Co., Cleveland, Ohio.	

### TOWING SPAR LINE

3/8" flexible wire rope, 1800 feet long, located on Main Deck, aft.

### TOWING WIRE

2 1/4" PS 840 feet long with 8 feed eye splice in one end and one end fitted with a galvanized wire rope socket, closed type with a 2 1/2" galvanized anchor shackle. Located on Main Deck, aft., port side, Frame 84 - 86.

### MOORING WIRES

Three (3) 1" P.S. wire 90 fathoms long with 8 feet eye splice in one end and one end siezed on reels.

Location: (1) Foc'sle. Deck, Frame 20, starboard  
(1) Foc'sle. Deck, Frame 20, port side  
(1) Main Deck, Frame 26, starboard.

Three (3) 1" P.S. wire 90 fathoms long with 8 feet splice in one end and one end siezed on reels.

Location: (1) Main Deck, Frame 204, Port (inboard)  
(1) Main Deck, Frame 216, Stbd (outboard)  
(1) Main Deck, Frame 216, Port (outboard).

## CAPSTANS AND DATA

Capstans	2
Manufactured by	Lidgerwood Mfg. Co., Elizabeth, N. J.
Description	8' 11 $\frac{1}{4}$ " long      4' 3 $\frac{3}{4}$ " Wide
Motor	Westinghouse D.C. 35 H.P. 525 R.P.M., Type "CK" 230 Volts, Frame 9

## GANGWAY LADDERS AND EQUIPMENT

Gangway Ladders	2
Location	Frame 118, P/S, Main Deck
Length of Gangways	33' 11"
Man Ropes	$\frac{1}{4}$ " Chain
Bails with connection links and shackles	3/8"
Gangway Falls	3" Sisal
Gangway Fall Blocks Wood, two	8" Treble
Rolling Tackles	2 $\frac{1}{4}$ " Sisal
Rolling Tackles	6"
Treads (Feathering)	34 Each Gangway

## ELECTRIC WINDLASS

The electric windlass self contained on deck handles 2-5/8" stud link chain and 15,575 pounds anchor.

The windlass capacity is such that it can hoist both anchors simultaneously from a depth of 30 fathoms at a rate of not less than 30 feet per minute. Also the windlass can hoist one anchor and 120 fathoms of chain.

Each warping head, but not simultaneously, can handle a load of 20,000 pounds at not less than 30 feet per minute, and a light line load at approximately 75 feet per minute.

Dual electric controls are provided, one for anchor handling and one for warping. Selection of control is automatic by means of operating the locking keys, which in turn operates a switch. Engaging the locking head and keys with the wildcat places the control on anchor handling and disengaging the locking head and keys from the wildcat places the control on warping service.

The electric brake is to be set so that the load on the warping head cannot exceed 30,000 pounds.

### DESCRIPTION

The windlass consists of two independent cast steel wildcats bronze bushed to the slow speed shaft. Outboard of each wildcat are cast steel locking heads keyed to the slow speed shaft, and mounted on each locking head is a bronze locking ring, and supported on the can shape projection on each ring are two fogged steel block keys, slidable into suitable pockets in the wildcat. In each ring are slots and by means of a bar inserted into any of the slots the ring can be revolved through 60 degrees which will either insert the block keys into the wildcat pockets and thus lock the wildcat to the slow speed shaft or disengage the wildcat from the shaft. By this arrangement either or both wildcats may be used. On the locking ring is a spring loaded locking pin for locking the locking ring to the locking head, when the latter is engaged to or is disengaged from the wildcat.

The low speed shaft is supported by three bronze bushed cast steel pedestals. Outboard of each outer pedestal and keyed to the slow speed shaft are the cast steel warping heads 22" diameter by 23 1/2" long over flanges. The warping heads are located so that the hawsers will clear all other portions of the windlass.

The slow speed shaft is driven by a triple set of spur gear reductions by a Westinghouse 100 H.P. motor, type MC, Frame 16, 230 volt, variable speed motor. At 100 H.P. the motor runs at 600 R.P.M. Attached to the motor is a Westinghouse type 104F electric brake. All gears are cast steel, and pinions are forged

steel having cut teeth. All shafts run in bronze bushings mounted on cast steel pedestals. All gearing except the high speed gearing have protective guards while the high speed gearing is encased in an oil tight housing.

The outboard end of each wildcat froms the brake drum for the asbestos composition lined brake bands. As shown the brake band is in two parts secured together by a hinged joint. Attached to this hinge pin is a spring loaded brake support to prevent brake band from dragging. The "dead" end of the brake band is secured by a pin to the brake wheel stand, while the "live" end of the brake is secured to one end of the brake lever through a threaded (brake lining wear adjustment) clevis, while the other end of the brake lever is operated by the brake wheel through a loaded screw. The arrangement is such that five turns of the brake will move the brake from full-off to full-on.

UNDER NO CIRCUMSTANCES SHOULD ADDITIONAL LEVERAGE BE APPLIED TO THE BRAKE WHEEL, OR MORE THAN 75 POUNDS BE APPLIED TO THE BRAKE WHEEL RIM.

All pedestals, motor and brake, are mounted on a cast steel bedplate.

#### LUBRICATION

Parts such as bearings, brake mechanism, etc., requiring pressure greasing are fitted for alemite lubrication. The high speed gear runs in oil, and for this purpose, two quarts of SAE 30W oils should be kept in the high speed reduction gear casing. All other gearing should be greased by hand.

Inasmuch as water often breaks over the windlass, all parts of the windlass must be kept well lubricated, but no oil or grease must be allowed to get on the brake bands.

Care must be taken in painting the windlass, that the openings in the alemite fittings and all parts requiring lubrication, are kept free from paints.

#### OPERATION

When the wildcat is not in operation, the chains and anchors must be held by the chain stoppers, with the wildcat brakes either entirely off or partially on. Do not put the brakes full on and attempt to hold the anchors by the brakes instead of the chain stoppers, as in so doing will greatly shorten the life of the wildcat bushings.

To use either or both wildcats insert block keys into wildcats, set brakes and release chain stoppers. Care should be taken that the locking pin is locked to the locking head by the spring loaded lock pin.

When warping, disengage wildcats from wildcat shaft, holding the anchors and chains by the chain stoppers, and brake partially on.

When lowering by gravity, the wildcat brakes should be used.

When operating by power, and power fails, the electric brake will operate and automatically stop the windlass. If this occurs when warping, the hawser should immediately be secured to a bitt or to other suitable fastening.

#### PARAVANES AND EQUIPMENT

Number Per Ship		4	
Type		D	
Depth Setting		25 Feet	
Serial Number		2385 Port	
Serial Number		2380 Stbd	
Serial Number (spare)		2343	
Serial Number (spare)		2346	
Plane size at 22 Knots		57 x 18½	
Plane size at 16 Knots		75 x 28	
6 x 37 Tripping Lines	3 Required	3/8"	150'
6 x 37 Inhaul Lines	2 Required	5/8"	400'
6 x 37 Easing Out Lines	3 Required	5/8"	160'
6 x 37 Tailing Rope	1 Required	5/8"	52'
6 x 37 Tailing Rope Uphaul	1 Required	5/8"	60'
6 x 37 Inhaul Lines	2 Required	5/8"	400'
6 x 37 Backhaul	2 Required	1 3/8"	104'
3 x 37 Towing Ropes	6 Required	11/16"	210'
6 x 19 Preventer Rope	2 Required	1"	78'

Inhaul test rope, one rope to be used on all ships  
test 3/4" 6 x 37, 400'.

## CHAPTER 5

### MISCELLANEOUS

1. Dry Cargo.
2. Ship's Cold Stowage.
3. Ship's Stores.
4. Dumb Waiters and Elevators.
5. Gargage Grinders.
6. Compartments Serviced by CO<sub>2</sub> and Smoke Detection System.
7. Trimming Moments.
8. Location of Sounding Tubes.

# DRY CARGO

COMPARTMENT			GRAIN CU. FT.	BALE CU. FT.	LOCATION OF C.G. FT. ABOVE B.L. FROM C/L	
No. 1. Hold Double Bot. to C Dk.	FR.	18-37	13007	9920	17.0	237.1F
No. 2. Hold Double Bot. to C Dk.	FR.	42-60	42325	36733	15.8	177.4F
No. 5. Hold Double Bot. to C Dk.	FR.	142-158	65394	59696	15.8	92.7A
TOTAL . . . . .			120726	106349		

# SHIP'S COLD STOWAGE

			COMPARTMENT	INSIDE OF BATTENS, COILS, GRATINGS, Etc., CU. FT.	LOCATION OF C.G. (FT.) ABOVE B.L. FROM C/L	
Fruit & Veg.	Hold	Port	FR. 78-91	5896	12.6	85.4F
Fruit & Veg.	Hold	Stbd	FR. 78-93	4233	12.5	83.1F
Dairy	"D" Deck	Stbd	FR. 78-87	2811	21.3	92.3F
Meat & Poultry	"D" Deck	Port	FR. 78-91	4439	21.4	84.1F
Fish	"D" Deck	Port	FR. 78-83	857	21.3	97.8F
Thawing Room	"D" Deck	Port	FR. 83-87	783	21.3	85.8F
Milk	"D" Deck	Stbd	FR. 87-98	2869	21.3	68.1F
Ice Cream	"D" Deck	Stbd	FR. 91-98	990	21.3	59.6F
Meat & Poultry	"D" Deck	Port	FR. 91-98	3859	21.3	60.1F
TOTAL . . . . .				26737		

# SHIP'S STORES

COMPARTMENT			BALE MOLDED LOCATION OF C.G. (FT.) CU. FT. ABOVE B.L. FROM C/L.			
Dry Stores	"D" Deck	Frs. 60-78	6523	21.5	128.7	F
General Stores	"D" Deck	Frs. 166-180	2812	22.6	155.8	A
Ship's Stores	"D" Deck	Frs. 180-195	4040	22.2	194.9	A
Paint & Inflammable Liquid Stowage	"D" Deck	Frs. 195-201	450	22.1	226.7	A
Galley Stores Stbd.	"C" Deck	Frs. 112-125	1940	30.3	6.4	A
Galley Stores Stbd.	"B" Deck	Frs. 127-142	251	40.8	65.1	A
Post Exchange Stores, Starboard	Prom. Deck	Frs. 125-128	290	56.7	28.5	A
5" Ammunition	Hold	Frs. 34-42	#4892	10.0	213.2	A
5" Ammunition	"D" Deck	Frs. 201-213	#2370	22.4	243.3	A
20MM & 1.1" Amm'n. Stbd.	Hold	Frs. 93-98	#4237	12.7	57.1	F
Small Arms Amm'n. Stbd.	Hold	Frs. 37-42	#1908	20.1	210.4	F
Ordnance Stores	Port Hold	Frs. 37-42	#1632	20.2	210.1	F
TOTAL . . . . .			.16306	#15039		



# GENERAL INFORMATION

## DUMB WAITERS AND ELEVATOR

COMPARTMENT	DECK	FRAME	SIDE	CAPACITY	COMPT.	DECK	FRAME	SIDE
Troop Galley	1st Plat.	112-113	P	200#	Cafeteria	2nd	112-113	P
Troop Galley	1st Plat	112-113	S	200#	Cafeteria	2nd	112-113	S
Troop Galley	1st Plat.	127-128	P	200#	Cafeteria	2nd	127-128	P
Troop Galley	1st Plat.	127-128	S	200#	Cafeteria	2nd	127-128	S
Officers' Galley	3rd Deck	125-128	P	2000#	Officers' Pantry Boat		125-128	P
Freight Elevator	Cold Storage	78-80	C/L	2000#	Cargo Ports	3rd	78-80	C/L

## REFRIGERATED COMPARTMENTS

Frames 78 to 98 Hold

### CAPACITY TABLE

Ship's Service Dairy	3200 Cu. Ft.	Fish	900 Cu. Ft.
Ice - Ice Cream	1260 Cu. Ft.	Meat & Poultry	9020 Cu. Ft.
Milk	3038 Cu. Ft.	Veg. & Fruit	9870 Cu. Ft.
Thaw Room		912 Cu. Ft.	

TOTAL CUBIC FEET 28,200

GARBAGE GRINDERS

<u>DECK</u>	<u>FRAME</u>	<u>SIDE</u>	<u>LOCATION</u>	<u>SALT OR FRESH WATER</u>
Second	124	Port	Scullery	S.W.
Second	126	Port	Scullery	S.W.
Second	124	Stbd	Scullery	S.W.
Second	126	Stbd	Scullery	S.W.
Fourth	127	Stbd	Troop Galley	S.W.

POTATO PEELERS

Fourth	118	Stbd	Troop Galley	F.W.
Fourth	125	Stbd	Troop Galley	F.W.
Third	141	Port	T.O. Galley	F.W.

COMPTS. SERVICED BY CO2 & SMOKE DETECTION  
SYSTEM (100 lbs. bottles)

COMPT. NO.	NAME OF COMPT.	FRAMES OF COMPT.	LOCATION OF CONTROL MANIFOLD
A-101-A	Bos'n. Stores	Stem to 6	Main Deck, Fr. 86 in Ladder Trunk leading from Main Deck to Boat Deck.
A-201-A	" "	Stem to 18	
A-301-A	" "	Stem to 13	
A-101-A	Carpenter Shop	15-22	" " "
A-601-A	No. 1 Hold	18-34	" " "
A-605-A	No. 2 Hold	42-60	" " "
B-603-V	Elect. Wire Trunk	112-128	" " "
B-615-A	No. 5 Hold	142-158	" " "
C-503-A	Paint & Inflammable Locker	198-201	" " "

A.P. 120 to 127

Effect on Draft Due to Adding 100 Tons @ 2240#

Vessel Assumed to be 24'-0" Draft, Even Keel

SPACE	COMPT. NO.	DISTANCE C.G. of TANK TO MIDSHIP	CHANGE IN DR/FT		CHANGE IN TRIM
			AFT	FORWARD	
F.P. Tank	A-1-W	273.7 F	-5"	+8½"	13½" by head
#1 D.B.	A-901-F	227.3 F	-4"	+7½"	11½" by head
#2 P/S D.B.	A-902, 903-F	177.3 F	-3"	+6"	9" by head
#3 C/L D.B.	A-906-F	129.7 F	-1 3/4"	+5"	6 3/4" by head
#4 C/L D.B.	A-907-F	77.7 F	-3/4"	+3½"	4½" by head
#5 C/L D.B.	B-903-F	30.8 F	+½"	+2½"	2½" by head
#6 C/L D.B.	B-906-F	10.6 A	+1½"	+1½"	½" by head
#7 C/L D.B.	B-907-F	51.8 A	+2½"	+½"	1 3/4" by stern
#8 C/L D.B.	B-910-F	92.9 A	+3½"	-½"	3 3/4" by stern
#9 P/S D.B.	B-913, 914-F	132.4 A	+4"	-1½"	5½" by stern
#21 Deep	C-903-F	166.9 A	+4 3/4"	-2½"	7" by stern
#22 Deep	C-904-F	205.3 A	+5½"	-3½"	9" by stern
#23 Deep	C-905-F	231.2 A	+6½"	-4"	10½" by stern
A.P. Tank	C-1-W	268.2 A	+7"	-4 3/4"	11 3/4" by stern

+ Indicates Increased Draft.

- Indicates Decreased Draft.

Midships is 6" Aft of Frame #116

Center of Flotation at 24'-0" is 14.3' Aft of Midships

PART II  
ORGANIZATION

## CHAPTER 6

### MATERIAL CONDITION

#### REFERENCE - FTP-170B.

This vessel attains battle condition (material) for damage control by two progressive steps of closure - material condition BAKER and material condition ABLE. Fittings are marked and classified in accordance with instructions contained in reference for two Condition Ships as follows:

#### MARKING

X (X-ray)

Y (Yoke)

Z (Zebra)

W (William)

(Z) (Circle Zebra)

#### MEANING

Closed at all times except when in actual use.

Closed in condition BAKER (war cruising).

Closed in condition ABLE.

Open at all times.

Used to denote fittings required to be closed at "darken ship".

A brief description of the system of classification for each group of fittings constitute part of the Operating Bill for the system. This information will be found in Part III (Operating Bills) of this book.

The closure of Z (Zebra) fittings will be assigned to the repair parties within their respective areas of cognizance, except where fittings are in the immediate vicinity of General Quarters Stations, in which case, closure of such "Z" fittings will be assigned the division whose personnel man the stations.

## CHAPTER 7

### REPAIR PARTY ORGANIZATION

Central Station - 1st Lieut. and D. C. O. in Charge.

There are four repair parties, whose reports and activities are coordinated by Central Station, located in the First Lieutenant's Office, main deck, port side, Frame 94-98 outboard. Communication with Conn and with repair parties is by means of a LJV sound powered circuit, plus additional communication via ship service telephone (I.C.). The Damage Control Officer directs the damage control organization from Central Station.

Repair I (Deck Repair) - Chief Boatswain in Charge.

The deck repair party is organized and manned to combat, control, and repair damage to topside gear, rigging, etc., throughout the ship. A damage control locker and LJV phone outlet are located on the main deck, port side at the break of the forecastle. Their area of cognizance is, in general, all superstructure from bow to stern and from bow to frame 60, main deck and below.

Repair II (Amidship Repair) - "R" Division Officer in Charge.

The midship repair party is stationed on the third deck, frame 110, center line. Communication is by means of Ship's Service telephone in Troop Officers' Dining Room. This party is organized and manned to combat, control, and repair damage below decks. Their area of cognizance is in general from frame 60 to frame 142 (after machinery bulkhead) on main deck and below, except engineering spaces.

Repair III (After Repair Party) - Chief Carpenter in Charge.

The after repair locker is located on the second deck, frame 228-233. Communication with Central Station and other repair parties is by means of a LJV sound powered phone circuit. This party is organized and manned to combat, control, and repair damage below decks. Their area of cognizance is, in general, from the stern forward to frame 142 (after machinery bulkhead) on the second deck and below except machinery spaces.

Repair IV (Engineering Repair) - Ass't. Engineering Officer in Charge.

This party and locker is located in the athwartship passage, 3rd deck, between frames 160-162, center line and is organized

and manned to combat, control and repair engineering casualties and to provide relief watches for engineering stations manned during battle. Communication is by means of Ship's Service telephone in Crew's Recreation Room.

#### BATTLE DRESSING AND DECONTAMINATION STATIONS.

The activities of the Medical Department are given in detail in the Battle Bill. However, first aid may be considered a definite part of Damage Control, hence the location of First Aid Parties and equipment in battle is included in this chapter on Damage Control Organization. There are three Battle Dressing Stations, manned by Medical Department Personnel. These are located as follows:

1. Forward Battle Dressing Station - 2nd deck, Fr. 82-84 C/L
2. After Battle Dressing Station - 2nd deck, Fr. 191-195, port passageway.
3. Midship Battle Dressing Station - Main deck, Fr. 142-149, in hospital country.

Decontamination stations, for treatment and decontamination of personnel exposed to or affected by chemical warfare agents, are manned by medical department personnel, with such assistance from repair parties as may be necessary. They are located as follows:

Main Topside Decontamination Station - Main deck aft, Frame 189 - 200 (Delousing and Sterilizing Compartment).

Secondary Topside Decontamination Station - Main deck, Frame 81-84, C/L, (Troop officers' shower room.)

Below Decks Decontamination Station - 3rd deck, Frame 88-94, amidships (Crew's washroom and showers.)

For additional information on first aid, decontamination, etc., see Chapter 22 (Gas Defense Bill) and Chapter 29 (First Aid Instructions).



## CHAPTER 8

### DISTRIBUTION OF DAMAGE CONTROL PERSONNEL AND EQUIPMENT

#### A - Personnel

##### Central Station

1 1st Lieutenant and D.C.O.	In Charge
1 Ass't 1st Lieutenant Ass't Engr.	
1 S.1c "R" Division	Talker
1 S.1c or S.2c "R" Division	Messenger
1 PhM3c "H" Division	First Aid
1 CEM (CPPO) "R" Division	

##### Repair I (Forward Repair)

1 Boatswain	In Charge
1 CCM "R" Division	Assistant
1 CMLc "R" Division	
2 MMLc "A" Division	
1 MM3c "M" Division	
1 PhM2c "H" Division	
1 CEM "E" Division	
1 CM3c "R" Division	
1 MoMM3c "R" Division	
1 Flc "M" Division	
1 F2c "B" Division	
1 MoMMLc "A" Division	
3 Seaman 1st Division	

##### Repair II (Amidship Repair)

Repair Officer

- 1 CCM "R" Division
- 1 Cox "R" Division
- 1 CM2c "R" Division
- 1 CM3c "R" Division
- 1 PhM2c "H" Division
- 1 EM3c "E" Division
- 1 BMLc "2nd" Division
- 1 CMM "A" Division
- 1 Flc "B" Division
- 1 Flc "M" Division
- 1 MoMM "A" Division
- 4 Seamen "2nd" Division

##### Repair III (Aft.)

Carpenter	In Charge
1 CBM "R" Division	Assistant
1 MoMM2c "A" Division	
1 PhM2c "H" Division	
1 EM2c "E" Division	
1 CMLc "R" Division	
1 CM2c "R" Division	
1 Sp(CW)2c "R" Division	
1 CMM "A" Division	
1 Flc "M" Division	
1 MoMMLc "A" Division	
1 MM3c "M" Division	
4 Seamen 1st & 2nd Division	

DISTRIBUTION OF DAMAGE CONTROL PERSONNEL AND EQUIPMENT (continued)

Repair IV (Engineer)

Ass't. Engineer  
Electrician

In charge  
Assistant

One complete Engineering Watch which would be next on watch.

B - Equipment

For distribution of Damage Control Equipment see  
(Miscellaneous Damage Control Gear Bill).

### PART III

#### OPERATING BILLS

The Operating Bills are, in general, in two parts. The first part consists of a brief description of the system (or systems, when applicable): the second part is a tabulated or master list of all fittings and closure devices in the system, showing closure classification, number, location, division responsibility, and other pertinent data. Prints and diagrams are included where available.

## CHAPTER 9

### DOOR AND HATCH BILL

1. The watertight subdivision of this class of vessel consists almost entirely of the thirteen (13) main transverse bulkheads, dividing the ship into fourteen (14) compartments. Exceptions (or additions) to this are the fuel tanks in the double bottoms, fresh water tanks, a limited amount of watertight subdivision forward of frame 18 between the main and fourth decks, and a few small compartments built into the hull for special purposes, such as the Diesel Fire Pump Rooms, Shaft Alleys, etc. There are no longitudinal watertight bulkheads to subdivide the ship athwartships, and no watertight hatches other than those giving access to the spaces mentioned above, to divide the ship in a horizontal plane. Therefore, it is necessary to classify rigidly, all openings and fittings piercing these main bulkheads upon which depends the watertight integrity of the ship and consequently, her stability, floatability and resistance to damage.

2. The main bulkheads extend from the inner bottom and terminate at the under side of the second deck, which is referred to as the "bulkhead deck". The bulkheads are not pierced for access below the third deck, thus simplifying the Damage Control problem below that level. The bulkheads are pierced for access on the third deck level by watertight doors, port and starboard. Those on the starboard side are six-dog doors, and those on the port side are quick acting. Dogged doors have been classified X'Ray. Quick acting doors have been classified Yoke except in some cases where access is to compartments where the flow of traffic is continually heavy, such as troop water closets and washrooms. For such access openings "Zebra" classification is applied.

Thus, it can be readily seen that, generally speaking, fore-and-aft traffic is routed "up and over" the main bulkheads and along the second deck. At General Quarters and during all other emergencies, traffic is routed forward and up on the starboard side, aft and down on the port side.

3. Access fittings to the weather deck from living spaces are classified (Z) (Circle Zebra) indicating that fittings so marked are to be closed at sunset for "darken ship" but may be left open during the day for reasons of habitability. Weather deck openings to such spaces as fan rooms, clipping rooms, etc., are classified X'Ray.

## DOOR AND HATCH BILL

## WATERTIGHT AND AIRTIGHT DOORS

WATERTIGHT AND AIRTIGHT DOORS				C L A S S	D I V
NUMBER	CONNECTING SPACES				
<u>2nd PLATFORM</u>					
6-37-1	A-603-M, 5" Powder Magazine.	A-604-M, 5" Projectile and Handling Room.	X	3	
6-39-2	A-604-M, 5" Projectile and Handling Room.	A-604-T Ammunition Hoist to A-102-M.	X	3	
6-39-1	A-604-M, 5" Projectile and Handling Room.	A-604-T, Ammunition Hoist to A-501-M.	X	3	
6-40-P	A-604-M, 5" Projectile and Handling Room.	A-604-T, Escape Trunk to A-502-M and B-201-L.	X	3	
6-97-1	A-611-M, 40MM and 20MM Ammunition Stowage.	A-611-T Ammunition Hoist to A-0101-M, A-0201-LC.	X	3	
6-97-3	A-611-M, 40MM and 20MM Ammunition Stowage.	A-611 Escape Trunk to B-201-L.	X	3	
<u>1st PLATFORM</u>					
5-39-1	A-502-M, Ordnance Stores.	A-501-M, Small Arms Ammunition.	X	3	
5-40-P	A-502-M, Ordnance Stores.	A-604-T, Escape Trunk from A-604-M, A-502-M to B-201-L.	X	3	
5-197-1	C-503-A	C-503-A Paints and inflammable Liquid Stowage.	X	R	
5-205-1	C-505-M, 5" Powder Magazine.	C-506-M, 5" Projectile Handling Room.	X	3	
5-211-P	C-506-M, 5" Projectile Handling Room.	C-506-T, Escape Trunk to B-201-L.	X	3	
5-209-1	C-506-M, 5" Projectile Room.	C-506-T Ammunition Hoist to C-102-M.	X	3	
5-209-2	C-506-M, 5" Projectile Handling Room.	C-506-T, Ammunition Hoist to C-102-M.	X	3	

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

WATERTIGHT AND AIRTIGHT DOORS			C L A S S	D I V
NUMBER	CONNECTING SPACES			
<u>1st PLATFORM</u>				
*5-79-1	A-504-A, Refrigeration Stores.	A-504-A, Dairy.	X	3
*5-82-4	A-504-A, Refrigerator Stores	A-504-A, Fish Refrigerator Rm	X	3
*5-82-2	A-504-A, Refrigerator Stores.	A-504-A, Butcher Shop.	X	3
*5-84-2	A-504-A, Refrigerator Stores.	A-504-A, Thaw Room.	X	3
*5-86-3	A-504-A, Refrigerator Stores.	A-504-A, Dairy Room.	X	3
*5-81-2	A-504-A, Refrigerator Stores.	A-504-A, Meat, Poultry Room.	X	3
*5-90-1	A-504-1, Refrigerator Stores.	A-504-A, Icecream Room.	X	3
*5-89-1	A-504-A, Refrigerator Stores.	A-504-A, Milk Room.	X	3
*5-90-2 ✓	A-504-A, Refrigerator Stores.	A-504-A, Meat and Poultry Rm.	X	3
<u>4th DECK</u>				
4-98-2	B-402-E	B-404-E Engineers Paint Room	X	M
4-161-1	C-402-L, Troop Berthing.	B-3-T, Access Trunk to B-3	Z	M
4-161-2	C-403-L, Troop Berthing.	B-4-T, Access Trunk to B-4	Z	M
<u>3rd DECK</u>				
3-42-1	A-303-L, Troop Berthing.	A-302-L, Troop W.C. & W.R.	X	1
**3-42-2	A-303-L, Troop Berthing.	A-302-L, Troop W.C. & W.R.	Z	R-1
3-60-1	A-304-L, Troop Berthing.	A-303-L, Troop Berthing.	X	1
**3-60-2	A-304-L, Troop Berthing.	A-303-L, Troop Berthing.	Y	1
3-78-1	A-305-L, Crew Berthing.	A-304-L, Troop Berthing.	X	1
**3-78-2	A-305-L, Crew Berthing.	A-304-L, Troop Berthing.	Y	1

\* Air-tight doors.

\*\* Quick-acting doors.

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

WATERTIGHT AND AIRTIGHT DOORS			C L A S S	D I V
NUMBER	CONNECTING SPACES			
	<u>3rd DECK</u>			
3-78-3	A-305-L, Crew Berth.	Cargo Port.	X	1
3-78-4	A-305-L, Crew Berth.	Cargo Port.	X	1
3-98-1	B-301-L, Crew Berth.	A-305-L, Troop Berth.	X	1
**3-98-2	B-301-L, Crew Berth.	A-305-L, Troop Berth.	Y	1
3-112-1	B-301-L, Passageway	B-304-L, Troop Officers Dining Room.	Y	1
**3-112-2	B-301-L, Staircase Passageway.	B-304-L, Troop Officers Dining Room.	Z	R-2
3-111-1	B-301-L, Crew Berth	B-302-E, Fuel Oil Filling Sta.	X	1
3-111-2	B-301-L, Crew Berth	B-302-E, Fuel Oil Filling Sta.	X	1
*3-102-2	B-301-L, Crew Berth.	3-409-T, Escape Trunk from B-409-E.	X	1
3-111-4	B-302-E	Fueling Port.	X	1
3-111-3	B-303-E	Fueling Port.	X	1
3-128-1	B-304-L, Crew Berth	B-305-L, Passageway	X	2
**3-128-2	B-304-L, Passageway	B-305-L, Passageway.	Z	R-
3-129-1	B-305-L, Crew Berth.	Shell Port.	X	2
3-124-2	B-305-L, Crew Berth.	Shell Port.	X	2
3-136-5	B-305-L, Crew Berth.	B-409-T, Escape trunk from B-409-E.	X	2
3-142-1	B-305-L, Passageway.	C-301-L, Passageway.	X	2
**3-142-2	B-305-L, Passageway.	C-301-L, Passageway.	Y	2

\*Air-tight doors.

\*\*Quick-acting doors.

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

WATERTIGHT AND AIRTIGHT DOORS				C L A S S	D I V
NUMBER	CONNECTING SPACES				
<u>3rd DECK</u>					
3-161-1	C-301-L, Passageway.	B-3 Access to Motor Room.	Z	A	
3-166-1	C-301-L, Passageway.	C-304-L, Troop Berth.	X	2	
3-166-3	C-303-E, Fuel Oil Filling Sta.	Shell Port.	X	2	
**3-166-2	C-301-L, Passageway.	C-304-L, Troop Berth.	Y	2	
3-166-4	C-302-E, Fuel Oil Filling Sta.	Shell Port.	X	2	
3-167-1	C-304-L, Troop Berth.	C-303-E, Fuel Oil Filling Sta	X	2	
3-167-2	C-304-L, Troop Berth.	C-302-E, Fuel Oil Filling Sta	X	2	
3-180-1	C-304-L, Troop Berth.	C-305-L, Troop Berth.	X	2	
**3-180-2	C-304-L, Troop Berth.	C-305-L, Troop Berth.	Y	2	
3-195-1	C-305-L, Troop Berth.	C-306-L, Troop W.R. & W.C.	Y	2	
**3-195-2	C-305-L, Troop Berth.	C-306-L, Pass. to Brig.	Z	R-3	
3-213-1	C-306-L, Troop Showers.	C-307-L, Troop W.C.	Z	R-3	
**3-213-2	C-306-L, Troop Showers.	C-307-L, Troop W.C.	Y	2	
<u>2nd DECK</u>					
2-112-1	B-201-L, Crew and Troop Mess.	Shell Port.	X	1	
2-112-2	B-201-L, Crew and Troop Mess.	Shell Port.	X	1	
2-171-1	B-201-L, N.C.O. Berthing.	Shell Port.	X	2	
2-171-2	B-201-L, Crew Berthing.	Shell Port.	X	2	
*2-179-1	B-201-L, N.C.O. Berthing.	C-901-T Shaft Alley Escape Trunk (C-504-E)	Z	M	

\* Airtight doors.

\*\* Quickacting doors.



## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

NUMBER	CONNECTING SPACES		C L A S S	D I V
	<u>2nd DECK</u>			
*2-179-2	B-201-L, Troop Berthing.	C-902-T, Shaft Alley Escape from C-504-E.	Z	M
*2-195-2	B-201-L, Troop Berthing.	C-504-T, Access trunk from C-504-E.	X	2
1-18-1	Main Deck (Weather).	A-101-A, Passageway.	X	1
1-18-2	Main Deck (Weather).	A-101-A, Passageway.	X	1
1-20-2	Main Deck (Weather).	A-101-A, Carpenter Shop.	X	R
1-25-2	Main Deck (Weather).	Booby Hatch (No. 1 Hatch).	(Z)	R-1
1-35-1	Main Deck (Weather).	Booby Hatch (No. 1 Hatch).	(Z)	R-1
1-39-1	A-103-M, 5"/38 Handling Room.	Ammunition Trunk from A-604-M, A-501-M.	X	3
1-39-2	A-102-M, 5"/38 Handling Room.	Ammunition Trunk from A-604-M	X	3
1-43-1	Main Deck (Weather).	A-103-M, 5"/38 Handling Room.	X	3
1-43-2	Main Deck (Weather).	Fan Room.	X	E
1-43-4	Main Deck (Weather).	A-102-M, 5"/38 Handling Room.	X	3
1-45-1	Main Deck (Weather).	Booby Hatch (No. 2 Hatch).	(Z)	R-1
1-45-2	Main Deck (Weather).	Booby Hatch (No. 2 Hatch).	(Z)	R-1
1-55-1	Main Deck (Weather).	Booby Hatch (No. 2 Hatch).	(Z)	R-1
1-55-2	Main Deck (Weather).	Booby Hatch (No. 2 Hatch).	(Z)	R-1
1-58-1	Main Deck (Weather).	A-104-L, Light lock, Starboard Passageway.	(Z)	R-1
1-58-2	Main Deck (Weather).	A-104-L, Light Lock, Port Passageway.	(Z)	R-1

\* Airtight Doors.

\*\* Quickacting Doors.

NOTE: 1st and 2nd Divisions will close (Z) doors at sunset.

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

NUMBER	CONNECTING SPACES	CLASS	DIV
<u>2nd DECK</u>			
1-117-1	Main Deck (Stbd. Promenade). A-104-L, Passageway.	X	1
1-117-2	Main Deck (Port Promenade). A-104-L, Passageway.	X	1
1-53-2	Main Deck (Port Promenade). A-104-L, Radar Room.	(Z)	N
1-159-1	A-104-L, Light lock. Main Deck (Weather).	(Z)	R-1
1-159-2	A-104-L, Light lock. Main Deck (Weather).	(Z)	R-1
1-168-2	Main Deck (Weather). C-101-L, Fire Party Locker.	X	R
1-169-1	Main Deck (Weather). Companionway to B-201-L, C-304-L.	(Z)	R-1
1-169-2	Main Deck (Weather). Companionway to: B-201-L C-304-L C-403-L C-501-L	(Z)	R-1
1-176-1	Main Deck (Weather). Companionway to: B-201-L C-304-L C-403-L C-501-A	(Z)	R-1
1-176-2	Main Deck (Weather). Companionway to B-201-L and B-304-L.	(Z)	R-1
1-181-1	Main Deck (Weather). Companionway to B-201-L and C-305-L.	(Z)	R-1
1-181-2	Main Deck (Weather). Companionway to: B-201-L C-305-L C-404-L C-502-A	(Z)	R-1

NOTE: 1st and 2nd Divisions will close (Z) doors at sunset.

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

NUMBER	CONNECTING SPACES	C L A S S	D I V
<u>2nd DECK</u>			
1-187-1	Main Deck (Weather). Companionway to: B-201-L C-305-L C-404-L C-502-A	(Z)	R-1
1-187-2	Main Deck (Weather). Companionway to: B-201-L C-305-L C-404-L C-502-A	(Z)	R-1
1-192-2	Main Deck (Weather). C-101-IE, Decontamination Rm.	X	H
1-197-1	Main Deck (Weather). C-101-IE, Decontamination Rm.	X	H
1-202-1	Main Deck (Weather). Companionway to: B-201-L C-306-L C-405-L	(Z)	R-1
1-211-1	Main Deck (Weather). C-102-M, Handling Room No. 3 and No. 4 Guns.	X	3
1-211-2	Main Deck (Weather). C-102-M, Handling Room No. 3 and No. 4 Guns.	X	3
1-208-1	C-102-M, Handling Room No. 3 and No. 4 Guns. Ammunition Trunk from C-506-M.	X	3
1-208-2	C-102-M, Handling Room No. 3 and No. 4 Guns. Ammunition Trunk from C-506-M.	X	3
<u>BOAT DECK</u>			
01-65-2	Boat Deck (Weather). Access Trunk to: A-104-L B-201-L A-304-L A-404-L A-503-L	(Z)	R-1

NOTE: 1st and 2nd Divisions will close (Z) doors at sunset.

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

NUMBER	CONNECTING SPACES	C L A S S	D I V
<u>BOAT DECK</u>			
01-72-1	Boat Deck (Weather). Access Trunk to: A-104-L B-201-L A-304-L A-404-L A-503-L	(Z)	R-1
01-68-1	Boat Deck (Weather). A-0101-M, 20MM Clipping Room	X	3
01-68-2	Boat Deck (Weather). A-0102-M, 20MM Clipping Room	X	3
01-96-1	Boat Deck (Weather). A-0103-L, CG Officers' Country.	X	1
01-96-2	Boat Deck (Weather). A-0103-L, CG Officers' Country.	X	1
01-96-1	A-0103-L, Passageway. A-611-T, Ammunition Hoist from A-611-M, B-201-L, A-0103-L to A-0201-LC.	X	3
01-124-1	Boat Deck (Weather). A-0103-L, CG Officers' Country.	(Z)	R-1
01-124-2	Boat Deck (Weather). A-0103-L, CG Officers' Country.	(Z)	R-1
01-139-1	Boat Deck (Weather). A-0103-L, CG Officers' Country.	(Z)	R-1
01-139-2	Boat Deck (Weather). A-0103-L, CG Officers' Country.	(Z)	R-1
01-140	Boat Deck (Weather). A-0103-L, Resistor House	X	2
01-149-2	Boat Deck (Weather). Access Trunk to: A-104-L B-201-L C-301-L C-401-L	(Z)	R-1

NOTE: 1st and 2nd Divisions will close (Z) doors at sunset.

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

NUMBFR	CONNECTING SPACES	C L A S S	D I V
<u>BOAT DECK</u>			
01-155-1	Boat Deck (Weather). Access trunk to: A-104-L B-201-L C-301-L C-401-L	(Z)	R-1
01-164-1	Boat Deck (Weather). C-0101-M, Power Room.	X	E
01-164-2	Boat Deck (Weather). C-0102-M, Power Room.	X	E
01-167-1	Boat Deck (Weather). C-0102-M, 20MM Clipping Room.	X	3
01-167-2	Boat Deck (Weather). C-0102-M, 20MM Clipping Room.	X	3
01-171-1	C-0101-M, 20MM Clipping Room. C-0101-M, Empty Clipping Room and Cartridge Room.	X	3
01-171-L	C-0101-M, 20MM Clipping Room. C-0101-M, Empty Clipping Room and Cartridge Room.	X	3
<u>BRIDGE DECK</u>			
02-82-1	Bridge Deck. A-0201-LC, Passageway.	(Z)	N
02-82-2	Bridge Deck. A-0201-LC, Passageway.	(Z)	N
02-97-1	A-0201-LC, Hoist Room. Ammunition Hoist from A-611-M	X	3
02-97-2	Bridge Deck. A-0201-LC, Trash Burner Room.	X	R
02-106-1	Bridge Deck. B-0202-M, 20MM Clipping Room.	X	3
02-106-2	Bridge Deck. B-0202-M, 20MM Clipping Room.	X	3
02-106	Bridge Deck. B-1, Fan Room.	X	E
02-113-1	Bridge Deck. B-0203-M, 20MM Clipping Room.	X	3
02-113-2	Bridge Deck. B-0204-M, 20MM Clipping Room.	X	3

## DOOR AND HATCH BILL (continued)

## WATERTIGHT AND AIRTIGHT DOORS

NUMBER	CONNECTING SPACES		C L A S S	D I V
	<u>BRIDGE DECK</u>			
02-127-2	Bridge Deck.	B-2, Passageway.	(Z)	N
02-134-1	Bridge Deck.	B-0205-M, 20MM Clipping Room.	X	3
02-134-2	Bridge Deck.	B-0206-M, 20MM Clipping Room.	X	3
02-136	Bridge Deck.	B-2, Fan Room.	X	E
02-82-1	Bridge Deck.	A-0201-LC, Light lock.	(Z)	N
02-82-2	Bridge Deck.	A-0201-LC, Light lock.	(Z)	N
	<u>NAVIGATING BRIDGE</u>			
03-85-2	A-0301-C, Chart Room.	Navigating Bridge Deck.	(Z)	N
03-88-1	A-0303-C, Radar Room.	Navigating Bridge Deck.	(Z)	N
03-92-2	A-0302-M, 40MM Clipping Room.	Navigating Bridge Deck.	X	3
03-92-1	A-0305-E, 40MM Power Room.	Navigating Bridge Deck.	X	3
03-95-2	A-0304-M, Pyro. Locker.	Navigating Bridge Deck.	X	N

# DOOR AND HATCH BILL (Continued)

## AMMUNITION PASSING SCUTTLES

NUMBER			C L A S S	D I V
	FOR AMMUNITION PASSING BETWEEN SPACES			
	<u>HOLD</u>			
#6-37-1	A-603-M, 5" Powder Magazine	A-604-M, 5"/38 Proj. Handling Room.	X	3
# 6-37-2	A-603-M, 5" Powder Magazine	A-604-M, 5"/58 Proj. Handling Room.	X	3
# 5-205-1	C-505-M, 5" Powder Magazine	<u>1st PLAT.</u> C-506-M, 5" Proj. Handling Room.	X	3
# 5-205-2	C-505-M, 5" Powder Magazine	C-506-M, 5" Proj. Handling Room.	X	3
# 1-43-1	A-103-M, 5"/38 Handling Room #1 Gun.	<u>MAIN DECK</u> 5"/38 Gun Platform No.1 Gun.	X	3
# 1-43-2	A-102-M, 5"/38 Handling Room #2 Gun.	5"/38 Gun Platform No. 2 Gun.	X	3
# 1-205-2	C-102-M, 5"/38 Handling Room	5"/38 Gun Platform No.4 Gun.	X	3
# 1-205-1	C-102-M, 5"/38 Handling Room	5"/38 Gun Platform No.3 Gun.	X	3
# 02-67-1	A-0101-M, 20mm Clip Room	<u>BRIDGE DECK LEVEL</u> 20mm Gun Platform Bridge Deck Level.	X	3
# 02-67-2	A-0102-M, 20mm Clip Room	20mm Gun Platform Bridge Deck Level.	X	3
# 02-168-1	C-0101-M, 40mm Clip Room	40mm Gun Platform Bridge Deck	X	3
# 02-168-2	C-0101-M, 40mm Clip Room	40mm Gun Platform Bridge Deck	X	3
# 03-102-1	B-0201-M, 20mm Clip Room	20mm Gun Platform Nav. Bridge Deck Level.	X	3

\*Indicates an ammunition passing scuttle installed in a door.  
#Indicates an ammunition passing scuttle installed in the deck or bulkhead.

NOTE: These X fittings may be opened by General Quarters crews without obtaining permission to do so. They should be closed immediately after use.

# DOOR AND HATCH BILL (Continued)

## AMMUNITION PASSING SCUTTLES

AMMUNITION PASSING SCUTTLES				
NUMBER	FOR AMMUNITION PASSING BETWEEN SPACES		C L A S S	D I V
<u>BRIDGE DECK LEVEL</u>				
# 03-102-2	B-0202-1, 20MM Clip Room	20MM Gun Platform Nav. Bridge Deck.	X	3
# 02-114-1	B-0204-1, 20MM Clip Room	20MM Gun Platform Nav. Bridge Deck.	X	3
# 03-114-2	B-0204-1, 20MM Clip Room	20MM Gun Platform Nav. Bridge Deck.	X	3
# 03-136-1	B-0205-1, 20MM Clip Room	20MM Gun Platform Top of Bridge Deck House.	X	3
# 03-136-2	B-0206-1, 20MM Clip Room	20MM Gun Platform Top of Bridge Deck House.	X	3
<u>FLYING BRIDGE DECK</u>				
# 04-65-1	C-0302-1, 40MM Clip Room	40MM Gun Platform Flying Bridge Deck Level.	X	3
*Indicates an ammunition passing scuttle installed in a door. #Indicates an ammunition passing scuttle installed in the deck or bulkhead. NOTE: These X fittings may be opened by General Quarters crews without obtaining permission to do so. They should be closed immediately after use.				



## DOOR AND HATCH BILL (Continued)

## WATERTIGHT HATCHES

WATER TIGHT HATCHES				
NUMBER	CONNECTING SPACES		C L A S S	D I V
<u>2nd DECK</u>				
2-12	A-201-A, Boatswains Stores	A-301-A, Boatswain Stores	X	1
2-16	A-201-A, Boatswains Stores	Chain Locker	X	1
2-169	B-201-L, Troop Berthing	C-304-L Troop Berthing	X	2
2-181	B-201-L, Troop Berthing	C-305-L Troop Berthing	X	2
<u>MAIN DECK</u>				
1-2	A-101-A, Boatswain's Stores	A-201-A Boatswain's Stores	X	1
1-34	No#1 Hatch	A-602-E, FWD. Fire Pump Room	(X)	1
1-170	C-101-L, Troop Berthing No6 Hatch.	B-201-L Troop Berthing No6 Hatch.	X	2
1-182	C-101-L, Troop Berthing No7 Hatch.	B-201-L Troop Berthing No7 Hatch.	X	2
1-196	Main Deck	Access Trunk c-504-T To AFT. Fire Pump Room.	(X)	2
<u>BOAT DECK</u>				
01-1	Forecastle Deck	A-101-A, Boatswain's Stores	X	1
01-70	Boat Deck	A-104-L, Troop Berthing No3 Hatch.	X	1
Non-Tight Hatches With Classification.				
<u>4th Deck</u>				
4-68	A-404-L, Troop Berthing	A-503-A, Dry Stores	X	S
4-169	C-403-L, Troop Berthing	C-501-A, Clothing Issue	X	S
4-181	C-404-L, Troop Berthing	C-502-A, S.O. Stores	X	S

Hatch is to be kept open while pump is in operation.

# DOOR AND HATCH BILL (Continued)

## WATERTIGHT HATCHES

NUMBER	CONNECTING SPACES	C L A S S	D I V
Non-Tight Hatches With Classification.			
<u>3th Deck</u>			
3-68	A-304-L, Troop Berthing      A-404*1, Troop Berthing	N	1
3-169	C-304-L, Troop Berthing      A-405-L, Troop Berthing	X	2
3-181	C-305-L, Troop Berthing      C-406-L, Troop Berthing	X	2
<u>2nd Deck</u>			
2-68	B-201-L, Troop Berthing      A-304-L, Troop Berthing	X	1
<u>MAIN DECK</u>			
1-68	A-104-L, Troop Berthing      B-201-L, Troop Berthing	X	1
Hatch is to be kept open while pump is in operation.			