

FIRST AID INSTRUCTIONS (continued)

1. Unconscious (even if they recover).
2. Severe hemorrhage.
3. Fractures.
4. Coughing or vomiting blood.
5. Severe injuries to neck and back burns.

Remember that transportation follows first aid given on the spot where injured are found. The only exceptions are those injured where location interferes with fighting or protecting the ship, or injured whose location is highly dangerous to themselves and their attendants.

USE OF MORPHINE SYRETTES

Morphine has always been used to stop pain. This is its main and principal use. Do not hesitate to use morphine on anyone showing signs of suffering from pain whether pain is due to fracture, wound or burn. BUT, DO NOT USE MORPHINE IN SKULL FRACTURES AND BE EXTREMELY CAREFUL WITH IT IN CHEST INJURIES. NEVER GIVE MORPHINE TO AN UNCONSCIOUS PATIENT UNLESS HE IS VERY RESTLESS AND DIFFICULT TO CONTROL. Be sure to record each dose of morphine given to a patient and transfer this information with the patient when you transfer him. If you feel that the patient does not need the full dose of morphine, approximately half the tube may be given.

Directions for use of Morphine Syrettes - Clean patient's arm or leg with alcohol or other antiseptic, then pull celluloid cap off tube, push wire into needle of syrette to break seal, pull wire out of needle and gently push needle into cleansed area. Pull out needle and gently massage site of injection.

MORPHINE IS A DANGEROUS DRUG, DO NOT USE IT HAPHAZARDLY. NEVER USE MORPHINE ON AN AMBULATORY PATIENT - IT MAY MAKE A STRETCHER PATIENT OF HIM.

SUMMARY

Under all circumstances the ship must continue to fight. Nobody should leave important duties to give first aid until a lull occurs. The slightly wounded must be treated first, so they may return to their station. The seriously wounded only when time can be spared.

Note the location of the nearest gun bag. Each gun bag and first aid box will be supplied with morphine syrettes. All men with disabling wounds or burns should be injected

FIRST AID INSTRUCTION (continued)

with morphine as soon as possible after being injured. Also time and dose must be recorded on the tags supplied in gun bags, and then tied to the man's clothing. Place wounded out of sight of those not injured.

HOW TO USE A PROPHYLAXIS

The sooner the prophylaxis is taken after exposure the less likelihood of infection.

Urination and thorough washing with soap and water after exposure lessens the danger of infection.

Prophylaxis taken six hours after exposure rarely protects.

All prostitutes sooner or later become infected.

A pickup is as likely to be infected as the paid street walker.

Sanitubes and rubbers should always be used.

1. Urinate.
2. Wash penis, scrotum, and groins thoroughly with a soap solution, paying particular attention to the foreskin. Retract foreskin and wash thoroughly.
3. Dry parts thoroughly.
4. Inject $\frac{1}{2}$ syringefull of prophylaxis solution into the penis and hold same for five minutes, gently massaging lower side to insure proper contact with all parts of the canal.
5. Urinate again.
6. Use Sanitube, carefully following directions with each tube.

FIRST AID TREATMENT FOR WAR GASES

CLASS I. VESICANT OR BLISTERING GASES.

There is one dangerous aspect about the blister gases; upon contact with skin there may be no pain and the blister will not develop for many hours. Thus you may be contaminated and not know it. If you know there is gas on you, and you apply first aid, blisters can be prevented. That is why it is essential to know how to identify the war gases.

MUSTARD

1. Adjust gas mask.
2. Leave the contaminated area immediately.
3. Remove all clothing.
4. Remove all liquid Mustard from the body by blotting within FIVE MINUTES by using three swabs soaked in Dichloramine T solution for each exposed part, or removing three or more separate applications of S461 or M-IV (not to be used in eyes) by swabs; or swabbing off each exposed part three times by swabs soaked in one of these solvents - Mineral Spirits, Alcohol, Carbon Tetrachloride, or Gasoline.
5. Do not apply protective ointment if redness or a blister has already developed.
6. Carefully destroy all contaminated swabs.
7. Wash the skin thoroughly by scrubbing vigorously with soap and water.
8. Dry by patting; do not rub.
9. Wash out the eyes, nose, and mouth with 2% Sodium

FIRST AID TREATMENT FOR WAR GASES (continued)

Bicarbonate or Boric Acid solution using the syringe
in the Gas Kit.

LEVISITE AND ETHYLDICHLORARSINE

1. Adjust gas mask.
2. Leave the contaminated area immediately.
3. Remove all clothing.
4. Remove all liquid of these gases from the body within ONE MINUTE. Use three separate swabs soaked in hydrogen Peroxide for each exposed part; or a solvent such as Mineral Spirits, Alcohol, Carbon Tetrachloride, or Gasoline.
5. Carefully destroy all contaminated swabs.
6. Wash the skin thoroughly by scrubbing with soap and water.
7. Dry by patting, do not rub.
8. Wash out the eyes, nose, and mouth with 2% Sodium Bicarbonate solution or Boric Acid solution, using the syringe in the Gas Kit.
9. Apply the "BAL" Ointment to the severely burned areas and also to the eyes.

FIRST AID TREATMENT FOR WAR GASES (continued)

CLASS II. LUNG IRRITANTS.

CHLORINE, CHLORPICRIN, PHOSGENE, AND DIPHOSGENE.

Easily identified by disagreeable metallic taste in mouth and irritation in lungs, causing coughing if you have breathed in the toxic vapors.

1. Adjust gas mask.
2. Lie down to prevent more damage due to exertion.
3. Loosen tight clothing.
4. Keep warm with blankets.
5. Take hot coffee or tea for stimulant but NO ALCOHOL or NO MORPHINE to alleviate pain.
6. Take oxygen if available, but only under medical supervision. NO ARTIFICIAL RESPIRATION.
7. Wash out eyes, nose, and mouth with 2% Sodium Bicarbonate solution.
8. Drink 2% Sodium Bicarbonate solution for nausea.

CLASS III. HARASSING AGENTS.

LACRIMATORS OR TEAR GASES.

1. Adjust gas mask quickly.
2. Leave the contaminated area by walking upwind. Face into wind after removing mask.
3. Do not rub eyes.
4. Loosen tight clothing and equipment to rid trapped gas.
5. Wash the eyes with 2% Sodium Bicarbonate solution or Boric Acid solution.

FIRST AID TREATMENT FOR WAR GASES (cont.)

STERNUTATORS OR SNEEZE GASES

1. Adjust gas mask quickly.
2. Leave the contaminated atmosphere but keep away from heat.
3. Remove outer clothing and loosen tight clothing.
4. Wash nose and throat with 2% Sodium Bicarbonate solution or salt water solution.
5. Inhale Chlorine vapors. (From Chlorinated lime or RH-195).

INCENDIARIES

1. WHITE PHOSPHORUS.

1. Apply 10% Copper Sulphate Solution in gas kit to burning particles; or flood with water; or cover with wet cloths.
2. Pick out the Phosphorus particles from the flesh or clothing.
3. Apply Tannic Acid Jelly or similar burn ointment.
4. Apply bandages.

2. THERMITE AND BURNING OILS

1. Remove the burning substance.
2. Flood the burned area with water.
3. Apply Tannic Acid Jelly or similar burn ointment.
4. Apply bandages.

CHAPTER 22

FIRE FIGHTING INSTRUCTIONS

TYPES OF FIRES.

There are three general types of fires. Class A fires are those which involve ordinary combustible materials, such as mattresses and clothing. These fires are best fought with water. Fog nozzles are used to bring the fire under control, following which streams of water should be utilized to extinguish deep-seated fires. Class B fires include oil and gasoline fires, these are best fought with water fog or with foam. Professional firemen today extinguish a great majority of oil and gasoline fires by means of water alone. Small fires can be extinguished with CO₂ extinguishers, but water should be made available as soon as possible. The first few minutes marks the difference between a small fire and a conflagration. Speed, combined with cool and resourceful thinking, is of prime importance. Foam is recommended for large oil fires since a coating or blanket of foam effectively prevents re-ignition. At least two "charged" lines should be at the fire, full and under pressure.

Class C fires and electrical fires. CO₂, being a non-conductor, is effective for fighting these fires. When fires cannot be controlled with CO₂ waterfog can be used. Waterfog is practically a non-conductor of electricity, but because of the damage which may be done to electrical equipment by water. Class C fires are fought with CO₂ when possible. Waterlines should be in readiness with lines full and under pressure, in the event that the fire "gets away" from the CO₂. As with other types of fires, the first step in fighting electric fires is to shut off electric current and shut down blowers from the compartment affected.

Carbon tetrachloride extinguishers (Pyrene), are not approved for the Navy use, mainly because toxic phosgene gas is generated when these extinguishers are used.

NOZZLES

Fog nozzles are especially effective in extinguishing oil and gasoline fires. The Navy all-purpose nozzle can be used for fog with water at a pressure of 100 lbs. or more, and with special applicators for fog with pressure as low as 60 lbs. This combination nozzle also provides for a solid stream for extinguishing deep-seated Class A fires. To use the fog nozzle in fighting fire, turn on the fog on entering the compartment affected, keep nozzle high and in front of you, keeping yourself

FIRE FIGHTING INSTRUCTIONS (continued)

as low as possible. "Go in high, wet down topside, and come down". When the fire is extinguished, turn off the nozzle and back away from fire. Then the nozzle can be opened speedily in the event of reignition. Never shut off the fog and turn your back to the fire. In advancing on a fire, make sure that the flames do not get behind you. Sweep fog to right and left to make sure that flames are always in front, not at sides or behind you. The fog nozzle will extinguish fires in an astonishingly short time. The fog serves to smother the fire and in addition cools down the oil and hot metal to a temperature below that at which reignition will occur. Asbestos suits are unnecessary, since men can advance on the fire behind the protection of the fog spray. Be sure, however, that a stand-by line is charged and ready at the scene of the fire, in the event of losing pressure through failure of pumps or hose. If no fog nozzle is available, and a solid stream must be used, direct the stream at overheads and bulkheads, to break up the stream. When fires are discovered in smoke-filled compartments, don't wait until rescue masks are fitted and ready. By lying on the deck, a nozzleman can keep water playing on a fire even when smoke and fumes are dense. Seconds count, and the sooner water is on the fire, the better. The water spraying from the nozzle will bring some air in with it, and for the first few inches above the deck the fumes will be much less dense than might be expected. Men fitted with rescue masks should, of course, relieve the unprotected nozzleman and hosemen as soon as possible.

The Handy Billy pump, to be described later, should be used in emergencies, particularly when fire mains are ruptured. On all Navy ships fire plugs are so arranged that at least two 100 foot fire hose lengths can be led to any part of the vessel where fire is likely to occur. Cutout valves are provided so that portions of the fire protection system damaged by gun fire or otherwise may be cut off and leave the other parts of the system in operation. The location and operation of these valves should be clearly understood. Complete information on the fire protection system of any Navy ship is present in her "Booklet of General Information".

Other types of fog nozzles include the Type A fog nozzle which produces a fan-shaped spray or fog, and the Type B head, which produces an umbrella-shaped spray similar to that of the all-purpose nozzle. The Type B head is used in applicators and with these applicators produces an effective fog at pressures of as low as 60 pounds. The applicators are simply lengths of

FIRE FIGHTING INSTRUCTIONS (continued)

pipe with fittings for attaching to the nozzle and to the hose line. An applicator with a bayonet joint is provided for use with the Navy all-purpose nozzle.

Type B heads, usually with short applicators, are used to fight fires in spaces which cannot be entered. After pressure is on and the fog head functioning, the nozzle can be lowered into the compartment through a hatch, or through a hole cut in the deck with an acetylene torch. When dropping waterfog nozzles down a hatch or through a hole in the deck, make sure that water is running before the head is dropped, to prevent burning the hose. Be careful not to stand over the hatch, but keep low and to the side, to avoid flames and gases. Lower the nozzle slowly at first, then alternately raise and lower it, finally lowering it to the deck below to extinguish any remaining flames.

FOAM

Two types of foam are used for fire fighting in the Navy. Type A, or liquid foam, and Type B, or powdered foam. The liquid foam mixes more readily with sea water than powdered foam, and has the added advantages that it can be applied as fog and is better adapted for use in machinery spaces since it flows more freely. Powdered foam must be applied as a stream. The object in using foam is to apply a blanket of foam over the burning oil, effectively smothering the flames and preventing reignition.

The correct proportion of liquid foam to water is 6 per cent liquid foam to 94 per cent water. One gallon of this solution will make 15 gallons of foam, the added volume coming from untrapped air. Correct proportions of foam to water are provided automatically. Foam nozzles are provided with a short pick-up tube which is placed in a can of liquid foam, and which through the principle of the jet pump (as illustrated by a Flit gun) draws liquid foam from the can when water is being forced through the nozzle. Liquid foam can be used with Handy Billy pump, by means of an "S" Type proportioner which can be attached to the pump, and which also operates on the jet-pump principle. Permanently installed liquid foam proportioners are found in some ship engine rooms, holding ten gallons of liquid, or enough for about three minutes operation. Water pressure, on most installations, must be from 90 to 100 pounds for proper proportioning of the liquid foam to water. After the 10 gallons supply is exhausted, the special mixing nozzle can be used if more foam is needed. A dual-type system to provide a continuous supply of foam is now being perfected. Water and foam should not be used together, since the water

FIRE FIGHTING INSTRUCTIONS (continued)

will destroy the foam "blanket". When using the "permanent" foam proportioner, the special mixing nozzle should be put on a standby line, to be charged and put under pressure as soon as possible.

Hose lines through which liquid foam has been applied must be flushed out with water after use, since the foam will harden after exposure to air.

Powdered foam is a compound of aluminum sulphate, licorice root, and sodium bicarbonate. It is generally used in conjunction with a Foamite generator, installed in the line above or on the same deck level as the fire. The hopper of the generator is kept supplied with powdered foam, which is drawn into the water being forced through the generator. There should be 100 to 200 feet of hose on the nozzle side of the generator, to provide for thorough mixing of the powder and the water.

Neither the liquid nor the powdered foam produces noxious fumes, and neither has any harmful effects on skin or eyes.

One advantage of powdered foam is the long life of the foam blanket, two-inch or three-inch foam blanket effectively prevents evaporation of gasoline or other volatile liquids, minimizing the danger of reignition.

Foam should be applied as gently as possible. When applying powdered foam the stream should be directed at bulkheads or sides and allowed to flow down over the burning oil. Some foam will adhere to the bulkheads, partially insulating them and aiding to prevent fires from spreading into adjoining compartments. A general rule in fighting ship fires is that overheads and bulkheads should be kept cool, since fire will break out in adjoining compartments, even through watertight bulkheads, if the metal is allowed to get hot enough.

CO₂ EXTINGUISHERS

The Navy CO₂ extinguishers have a disc type valve, which is opened when the extinguisher is put into operation. The gas produced should be "swept" at the base of the flame. It provides an inert atmosphere, which necessitates the use of a rescue mask in closed or partially closed spaces. A standby line (water) should be charged and put under pressure as soon as possible, and additional standby CO₂ extinguishers should be provided. After the flames are extinguished, the operator

FIRE FIGHTING INSTRUCTIONS (continued)

should close the disc type valve, and back away, keeping the nozzle in position so that the extinguisher can be put into operation immediately in the event of reignition.

After the fire is out, compartments should be cleansed of CO₂, no one entering the spaces without a rescue mask until they have been thoroughly ventilated. This caution also applies, of course, when "permanent" CO₂ installations have been used.

MISCELLANEOUS NOTES

When a fire is discovered, the first step in fighting it is to give the alarm and summon help. Many a small fire has developed into a serious conflagration because the first person to discover it erroneously thought that he could extinguish it alone. The next steps are to size up the fire quickly, then "surround" or confine it, and prevent its spreading. Bulkheads should be cooled as soon as possible to prevent flames spreading to combustibles in other compartments. Finally, the fire should be extinguished as soon as possible.

Fire may be said to consist of fuel, heat and oxygen. The steps in combating it, therefore, consist of (1) removing the fuel (by "covering" the combustibles to which it might spread), (2) cooling down the surrounding (to remove heat), and (3) blanketing out the oxygen and extinguishing the fire.

The forecastle and fantail usually are least liable to fire hazards and will provide a safe base of operations. Therefore, lockers with fire fighting apparatus should be installed in these locations, preferably on the weather deck. On ships having "islands", a similar station should also be provided topside on the center island.

TYPE A RESCUE MASK

The Navy type A rescue breathing apparatus is a very efficient and reliable piece of equipment. With it, a man can enter and work in compartments filled either with smoke or poisonous gases. Damage control crews should be thoroughly familiar with this apparatus, so that every member of the crew can use the mask when necessary.

Men using the mask should always wear lifelines and should always work in pairs, in addition, one or more other men with masks functioning should stand by topside.

FIRE FIGHTING INSTRUCTIONS (continued)

The apparatus consists essentially of (1) a rubber face-piece which must fit tightly enough to prevent entrance of gases or escape of air, (2) breathing bags, which must be inflated before the mask is put in use, and (3) a canister of 60 minutes capacity which absorbs CO₂ and generates oxygen. The user of the mask breathes the same air over and over again, the air being purified by passage through the canister, which becomes very hot during the process. To put the mask into operation the operator must exhale into the mask at least 15 times, using the air valve, to provide himself fresh air for inhalation. Obviously this preparatory step must be carried out topside or in a space where the air is as yet uncontaminated. The relief valve on the breathing bag should be adjusted, either by taping with adhesive tape, or by the addition of a rubber cap, so that the bags will not deflate to any great extent when accidentally pressed against a stanchion, the wearer's arms, or other objects. Frequent drills in the use of the mask should be given.

HANDY BILLY PUMP

The Handy Billy portable pump is a positive displacement gear pump powered by a 2-cycle 9 $\frac{1}{2}$ horsepower gasoline motor of the familiar "outboard" type. Used either with water alone, or with liquid foam it pumps 60 gallons a minute at 100 pounds pressure, using a 1 $\frac{1}{2}$ inch hose with Navy standard fittings. This pump is an efficient and valuable aid to firefighting, and since its pressure is high enough for a foam nozzle, it can be used even as a primary means of fighting serious fires.

A Handy Billy in good condition will pump from a level of about 20 feet above the source of water. If freeboard is such that water must be pumped to a greater height, the Handy Billy can be slung and lowered over the side to the desired height.

Frequent drills should be held with the Handy Billy and all member of the Damage Control Crew given experience in starting and operating the motor and pump. It should be kept in mind that since the pump is of the positive displacement type, the nozzle must be open whenever the machine is pumping.

FIRE FIGHTING INSTRUCTIONS (continued)

THE H - H INHALATOR.

The H - H Inhalator is designed to stimulate breathing of patients suffering from gas poisoning, drowning, or electric shock. The gas used is "carbogen", which is 93 per cent oxygen and 7 per cent CO₂, the CO₂ serving as a stimulant to breathing. The inhalator must not be confused with a pulmotor, it provides no positive pressure, and the patient must be breathing either naturally or through artificial respiration, for it to be of effect. In other words, the inhalator is used in conjunction with artificial respiration, not as a substitute for it.

SHALLOW WATER DIVING OUTFIT.

The damage control locker on many ships will include a shallow water diving outfit, designed for depths up to 35 feet. The outfit consists of a copperhelmet, held down on the shoulders with lead weights, an air pump, air line, and life line.

ASBESTOS SUIT AND GLOVES.

The asbestos suit is designed for use in emergencies. With fog nozzles, such suits are not necessary in fire fighting, but one or more men may be outfitted in asbestos clothing to stand by for such emergencies as rescuing airmen from crashed and burning planes.

FIRE HOSE.

All connections should be made hand-tight, spanners being used only to loosen fittings, not to tighten them, except where serious leaks occur. Care should be taken not to drop fittings on the deck, since damaged threads make for poor joints. Navy standard rubber-lined hose comes in 2½ inch and 1½ inch sizes, each tested to 400 pounds pressure.

Type F M (linen) hose, not rubber-lined, comes in the 1½ inch size, tested to 300 pounds pressure.

Fire hose should never be stowed wet, but should be dried out slowly. Do not over dry, however, or dry in hot spaces, since the rubber lining should be slightly damp when the hose is rolled. Change the rolling of the hose frequently to prevent bend or break from coming in same place where hose is flaked.

CHAPTER 23

DARKEN SHIP BILL

For the duration of the war, the ship will be darkened from sunset to sunrise when at sea, and under such other circumstances as may be required or directed. Running lights may or may not be used as directed by the Commanding Officer.

The Darken Ship Bill is not strictly a Damage Control operating bill, but is included in the Damage Control Book for information and to provide a list of Circle Zebra (Z) fittings. The Darken Ship Bill may be found also in the Ship's Organization Book.

GENERAL INSTRUCTIONS

1. Division officers concerned will have all preparations for darken-ship completed one half hour before sunset.
2. The Gunnery Officer will make certain that arrangements have been made for turning off or dimming all lights at gun and fire-control stations on the weather decks.
3. The Engineer Officer will see that the electricians-mate-of-the-watch is properly instructed as to what circuits are opened or closed when the order is given to darken ship.
4. The officer-of-the-deck shall supervise the screening, dimming or turning on of all operating lights, such as running lights, wake lights, speed lights, etc., as ordered by the Commanding Officer.
5. At sunset, the officer-of-the-deck will cause the word to be passed 'darken ship, the smoking lamp is out on all weather decks'. The Engineering Officer of the watch shall see that the necessary switches are opened at the distribution board, and shall cause the battle-lighting circuit to be energized.
6. Division officers concerned will inspect and report to the O.O.D. when their parts of the ship are properly darkened.
7. When all divisions have reported, the O.O.D. will notify the Commanding Officer and the First Lieutenant via Damage Control Watch in Central Station (First Lieutenant's Office). The First Lieutenant will cause the C. and R. Security Watch and the Marine Security Patrol to inspect the ship for proper darkening, reporting the results to the O.O.D. and the First Lieutenant.

DARKEN SHIP BILL (continued)

8. The following lights shall be ready for instant use in case of emergency or as directed:

- (a) Running lights dimmed not to show more than two miles.
- (b) Wake and Screened Speed Light dimmed and used as directed.
- (c) Stem Light dimmed and blued, to show not more than two miles.
- (d) Blinker tubes for signaling, "redded" and dimmed to be visible only as required by the circumstances. At night the night blinker tube shall ordinarily be used unless the use of the day blinker tube is required, in which case it should be "redded" and fitted with a diaphragm having a maximum three inch opening.
- (e) Yardarm blinker will not be used when the ship is darkened. During darken-ship the blinker switch shall be opened and the key kept covered.

9. No lights of any kind will be permitted on the weather decks.

10. Smoking is prohibited on the weather decks during darken ship. It has been determined by actual test that the momentary glare of a lighted match is visible for five miles, a steadily burning match is visible for two miles and the glow of a lighted cigarette or cigar is visible over five hundred yards.

11. To avoid confusion and accidents, traffic throughout the ship will be routed during darken ship the same as during emergencies, viz.: Forward and Up on Starboard Side, Down and Aft on Port Side.

12. Bells will not be struck nor the whistle blown while the ship is darkened except in case of emergency. There will be no unnecessary noise or loud talking.

DARKEN SHIP BILL (continued)

DIVISIONAL RESPONSIBILITIES

1st DIVISION: All doors, hatches, and other openings leading to the weather decks marked (Z) (Circle Zebra) on main and upper boat decks to frame 112, with the exception of all ports and inboard light-lock doors from frames 75 to 112 on the boat deck and from frames 59 to 112 on the main deck.

2nd DIVISION: All doors, hatches, and other openings leading to the weather decks on the boat deck from frame 112 to frame 157 and on the main deck from frame 112 to frame 210 with the exception of all ports and inboard light-lock doors from frame 112 to frame 140 on the boat deck and from frame 112 to frame 169 on the main deck.

3rd DIVISION: Battle and instrument lights at all gun and fire control stations.

"N" DIVISION: All doors, ports and other circle Z fittings on the bridge deck and the navigating bridge deck with the exception of the ports in the Captain's Cabin and Office.

"S" DIVISION: All ports, battle ports, and inboard light-lock doors in officers' country (boat deck, frames 75 - 140 port and starboard) and all ports in Captain's Cabin and Office. Stewards' mates will be assigned specific closure fittings by the "S" Division Officer.

"H" DIVISION: All doors, ports, battle ports, light-lock doors and other Circle Z fittings in the hospital country (main deck, frames 57 to 168 with the exception of ports in "Mental Wards" occupied by troops, and weather deck doors).

"R" and "X" DIVISIONS: Security patrols will check the entire ship as indicated in paragraph 7, when the O.O.D. has notified Damage Control Central that all divisions have reported their parts of the ship darkened.

DARKEN SHIP BILL (continued)

WEATHER DECK DOORS TO BE CLOSED AT DARKEN SHIP.

<u>DOORS</u>		<u>CLASS</u>	<u>DIV.</u>
<u>NUMBER</u>	<u>LOCATION</u>		
<u>MAIN DECK</u>			
1-25-2	Main Deck (Weather) - Booby Hatch (No. 1 Hatch)	(Z)	1
1-35-1	Main Deck (Weather) - Booby Hatch (No. 1 Hatch)	(Z)	1
1-45-1	Main Deck (Weather) - Booby Hatch (No. 2 Hatch)	(Z)	1
1-45-2	Main Deck (Weather) - Booby Hatch (No. 2 Hatch)	(Z)	1
1-55-1	Main Deck (Weather) - Booby Hatch (No. 2 Hatch)	(Z)	1
1-55-2	Main Deck (Weather) - Booby Hatch (No. 2 Hatch)	(Z)	1
1-58-1	Main Deck (Weather) - A-104-L, light-lock (Stbd. passage)	(Z)	1
1-58-2	Main Deck (Weather) - A-104-L, light-lock (Port passage)	(Z)	1
1-153-2	Main Deck Port Promenade - A-104-L, Radar Room	(Z)	1
1-159-1	Main Deck (Weather) - A-104-L, light-lock	(Z)	2
1-159-2	Main Deck (Weather) - A-104-L, light-lock	(Z)	2
1-169-1	Main Deck (Weather) - Booby Hatch (No. 6 Hatch)	(Z)	2
1-169-2	Main Deck (Weather) - Booby Hatch (No. 6 Hatch)	(Z)	2
1-176-1	Main Deck (Weather) - Booby Hatch (No. 6 Hatch)	(Z)	2
1-176-2	Main Deck (Weather) - Booby Hatch (No. 6 Hatch)	(Z)	2
1-181-1	Main Deck (Weather) - Booby Hatch (No. 7 Hatch)	(Z)	2
1-181-2	Main Deck (Weather) - Booby Hatch (No. 7 Hatch)	(Z)	2
1-187-1	Main Deck (Weather) - Booby Hatch (No. 7 Hatch)	(Z)	2
1-202-1	Main Deck (Weather) - Booby Hatch (No. 8 Hatch)	(Z)	2
<u>BOAT DECK</u>			
01-65-2	Boat Deck (Weather) - Booby Hatch (No. 3 Hatch)	(Z)	1
01-72-1	Boat Deck (Weather) - Booby Hatch (No. 3 Hatch)	(Z)	1
01-96-1	Boat Deck (Weather) - A-103-L, N.O. Country	(Z)	1
01-96-2	Boat Deck (Weather) - A-0103-L, N.O. Country	(Z)	1
01-96-1	Boat Deck (Weather) - A-0103-L, N.O. Country	(Z)	1
01-124-1	Boat Deck (Weather) - A-0103-L, N.O. Country	(Z)	1
01-124-2	Boat Deck (Weather) - A-0103-L, N.O. Country	(Z)	1
01-139-1	Boat Deck (Weather) - A-0103-L, N.O. Country	(Z)	2
01-139-2	Boat Deck (Weather) - A-0103-L, N.O. Country	(Z)	2
01-149-2	Boat Deck (Weather) - Booby Hatch (No. 5 Hatch)	(Z)	2
01-149-2	Boat Deck (Weather) - Booby Hatch (No. 5 Hatch)	(Z)	2
<u>BRIDGE DECK</u>			
02-82-1	Bridge Deck (Weather) - A-0201-LC (Passageway)	(Z)	N
02-82-2	Bridge Deck (Weather) - A-0201-LC (Passageway)	(Z)	N
02-127-2	Bridge Deck (Weather) - B-2 (Passageway)	(Z)	N
02-82-1	Bridge Deck (Weather) - A-0201-LC (Light-lock)	(Z)	N
02-82-2	Bridge Deck (Weather) - A-0201-LC (Light-lock)	(Z)	N

DARKEN SHIP BILL (continued)

DOORS

<u>NUMBER</u>	<u>LOCATION</u>	<u>CLASS</u>	<u>DIV.</u>
03-85-2	NAVIGATION BRIDGE		
03-88-1	Navigation Bridge Deck - A-0301-C, Chart Room	(Z)	N
	Navigation Bridge Deck - Radar Room	(Z)	N

LIGHT-LOCK DOORS TO BE CLOSED AT "DARKEN SHIP"

<u>MAIN DECK</u>			
1-61-1	Starboard Passageway, A-104-L to Light-lock	(Z)	1
1-61-2	Port Passageway, A-104-L to Light-lock	(Z)	1
1-159-1	Starboard Passageway, A-104-L to Light-lock	(Z)	H
1-159-2	Port Passageway, A-104-L to Light-lock	(Z)	H

<u>BOAT DECK</u>		
01-96-2	Port Passageway, A-0103-L to Light-lock	S
01-96-1	Starboard Passageway, A-0103-L to Light-lock	S
01-124-1	Starboard Passageway, A-0103-L to Light-lock	S
01-124-2	Port Passageway, A-0103-L to Light-lock	S
01-137-2	Port Passageway, A-0103-L to Light-lock	S
01-137-1	Starboard Passageway, A-0103-L to Light-lock	(Z) S

<u>BRIDGE DECK</u>			
02-82-1	Starboard Passageway, A-0201-LC to Light-lock	(Z)	N
02-82-2	Port Passageway, A-0201-LC to Light-lock	(Z)	N

<u>NAVIGATION BRIDGE</u>			
03-84-2	Passageway, A-0301-C to Light-lock	(Z)	N

DARKEN SHIP BILL (continued)

POR TS TO BE CLOSED AT DARKEN SHIP.

<u>COMPARTMENT</u>	<u>DECK</u>	<u>FRAME</u>	<u>SIDE</u>	<u>DIV.</u>
<u>MAIN DECK</u>				
Mental Ward No. 13	Main	107		H
Mental Ward No. 13	Main	111	S	H
Mental Ward No. 17	Main	115	S	H
T. O. Stateroom 103	Main	123	S	H
Dental Office	Main	129	S	H
Dental Office	Main	131	S	H
Doctor's Office	Main	136	S	H
Quiet Room	Main	138	S	H
Isolation Ward No. 3	Main	146	S	H
Isolation Ward No. 3	Main	148	S	H
Bath No. 3 Ward	Main	152	S	H
Bath No. 3 Ward	Main	154	S	H
Insane Ward No. 2	Main	155	S	H
Insane Ward No. 2	Main	157	S	H
Ward	Main	161	S	H
T.O. Stateroom, 104	Main	123	S	H
Ward No. 5	Main	126	P	H
Ward No. 5	Main	129	P	H
Ward No. 5	Main	131	P	H
Ward Bath No. 4	Main	133	P	H
Ward No. 4	Main	138	P	H
Ward No. 4	Main	140	P	H
Ward No. 4	Main	143	P	H
Ward No. 4	Main	146	P	H
Ward No. 4	Main	131	P	H
Attendant	Main	157	P	H
Ward	Main	161	P	H
<u>BOAT DECK</u>				
Navy Officers' Stateroom, 0103	Boat	78	S	S
Navy Officers' Stateroom, 0104	Boat	78	P	S
Navy Officers' Stateroom, 0105	Boat	84	S	S
Navy Officers' Stateroom, 0106	Boat	84	P	S
Navy Officers' Stateroom, 0107	Boat	85	S	S
Navy Officers' Stateroom, 0108	Boat	85	P	S
Navy Officers' Stateroom, 0109	Boat	92	S	S
Navy Officers' Stateroom, 0110	Boat	92	P	S
Navy Officers' Stateroom, 0113	Boat	94	S	S
Navy Officers' Stateroom, 0114	Boat	94	P	S

DARKEN SHIP BILL (continued)

PORTS TO BE CLOSED AT DARKEN SHIP.

<u>COMPARTMENT</u>	<u>DECK</u>	<u>FRAME</u>	<u>SIDE</u>	<u>DIV.</u>
<u>BOAT DECK</u>				
Navy Officers' Stateroom, 0115	Boat	104	S	S
" " " 0116	Boat	104	P	S
" " " 0118	Boat	108	P	S
" " " 0117	"	111	S	S
" " " 0119	"	112	S	S
Wardroom	"	113	P	S
Navy Officers' Stateroom, 0121	"	119	S	S
Wardroom	"	118	P	S
Navy Officers' Stateroom, 0123	"	120	S	S
Wash Room and Water Closet	"	121	S	S
Navy Officers' Stateroom, 0125	"	129	S	S
Navy Officers' Stateroom, 0120	"	130	S	S
Navy Officers' Stateroom, 0127	"	136	S	S
Navy Officers' Stateroom, 0122	"	136	P	S
<u>BRIDGE DECK</u>				
C. O. Stateroom, A-0201-LC	Bridge	75	Forward	S
C. O. Stateroom, "	"	75	Forward	S
C. O. Office	"	75	Forward	S
C. O. Office	"	75	Forward	S
C. O. Stateroom,	"	77	S	S
C. O. Stateroom,	"	80	S	S
C. O. Office	"	77	P	S
C. O. Office	"	80	P	S
Plotting Room	"	84	S	S
Plotting Room	"	86	S	N
Radio Room, A-0201-LC	"	91	S	N
<u>NAVIGATING BRIDGE DECK</u>				
Wheelhouse, A-0301-C	Nav. Bridge	79	S	N
Wheelhouse, A-0301-C	Nav. Bridge	79	P	N
Chart Room	Nav. Bridge	80	S	N
Chart Room	Nav. Bridge	83	S	N