

WATCH QUARTER STATIONS

GENERAL QUARTERS

AFTER STEERING

WAY CRUISING

#1 S.S. SWITCH BOARD

SPECIAL SEA DETAIL

AFTER STEERING

FUELING

AFTER STEERING

CLEARING STATION

AFTER STEERING

MAINTENANCE

LIGHT + POWER

Frank M. Frazitta

E. M. ~~2~~C

D.E. 667-U.S.S. Wiseman

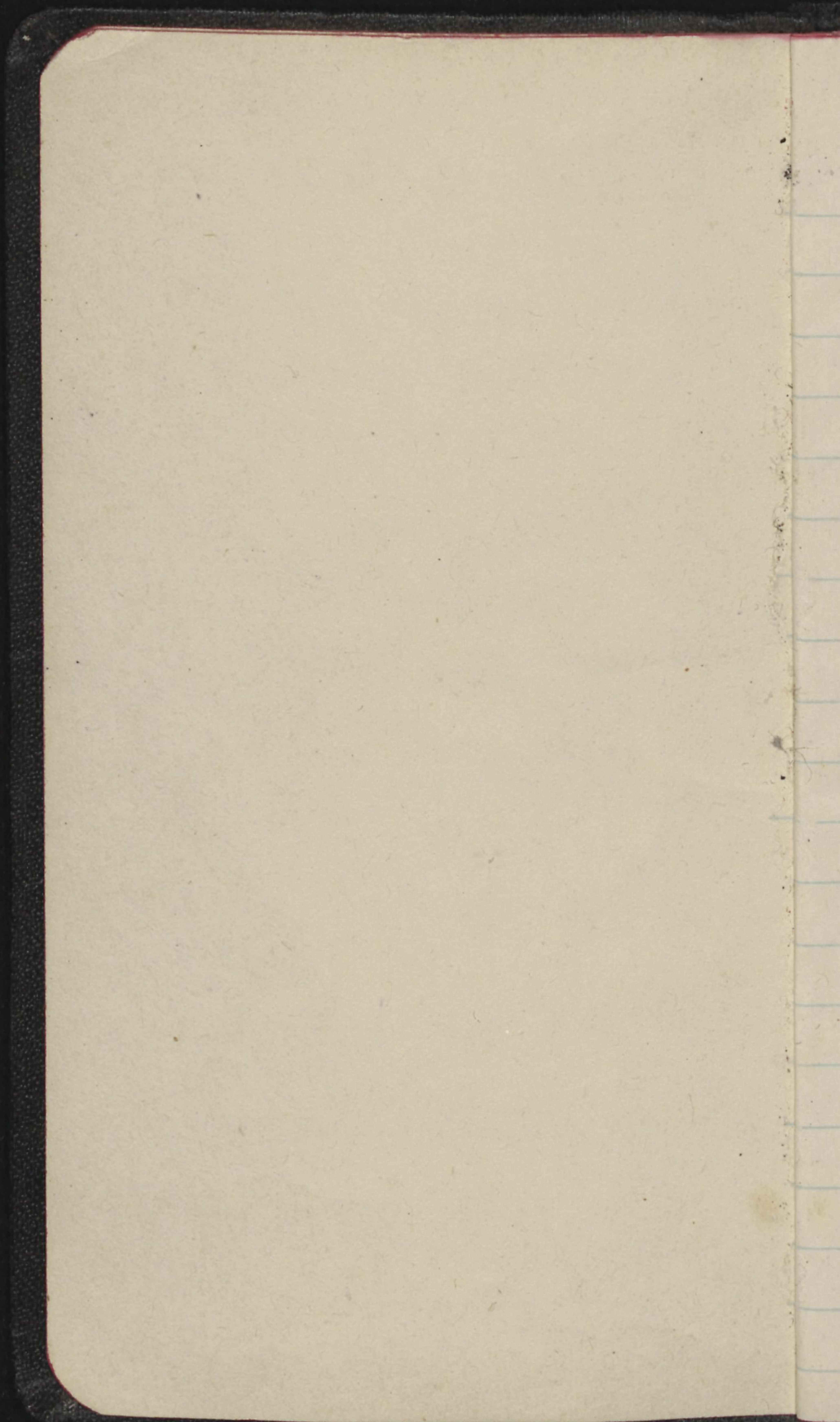
Commissioned

APRIL 4, 1944

B3 / 8

50171

Manufactured by
U. S. Government Printing Office



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Exc.

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M.

Exc.

ld

P.M.

GS

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MAIN MOTOR

2700 VOLTS - 1100 R.P.M.

AMP. ARM. 984 - P.F. 1.00

K.V.A. 4600 - 3 PHASE

93 $\frac{1}{3}$ CYCLES - 120V. D.C. EXC.

6000 H.P. - 200 AMP. FIELD

MAIN GENERATOR

2700 VOLTS - 5600 R.P.M.

AMP. ARM. 984 - P.F. 1.0

4600 K.V.A. - 3 PHASE

93 $\frac{1}{3}$ CYCLES - 110V. D.C. EXC.

4600 K.W. - 122 AMP. FIELD

AMPLYPINE

125 VOLTS D.C. 1750 R.P.M.

3 K.W. 24 AMP.

SEP. EXC. SH. COMP. WINDINGS

SHIP SERVICE GEN.

450 A.C. - 1200 R.P.M.
AMP. ARM. 481 - P.F. .8
300 K.W. - 3 PHASE
60 CYCLES 120K. D.C. EXC.

M.G. SET.

AC. INDUCTION MOTOR #1

440 VOLTS - 1765 R.P.M.
AMP. FULL LOAD - 108 - 85 H.P.
3 PHASE - 60 CYCLES

PROPULSION EXCITATION #2

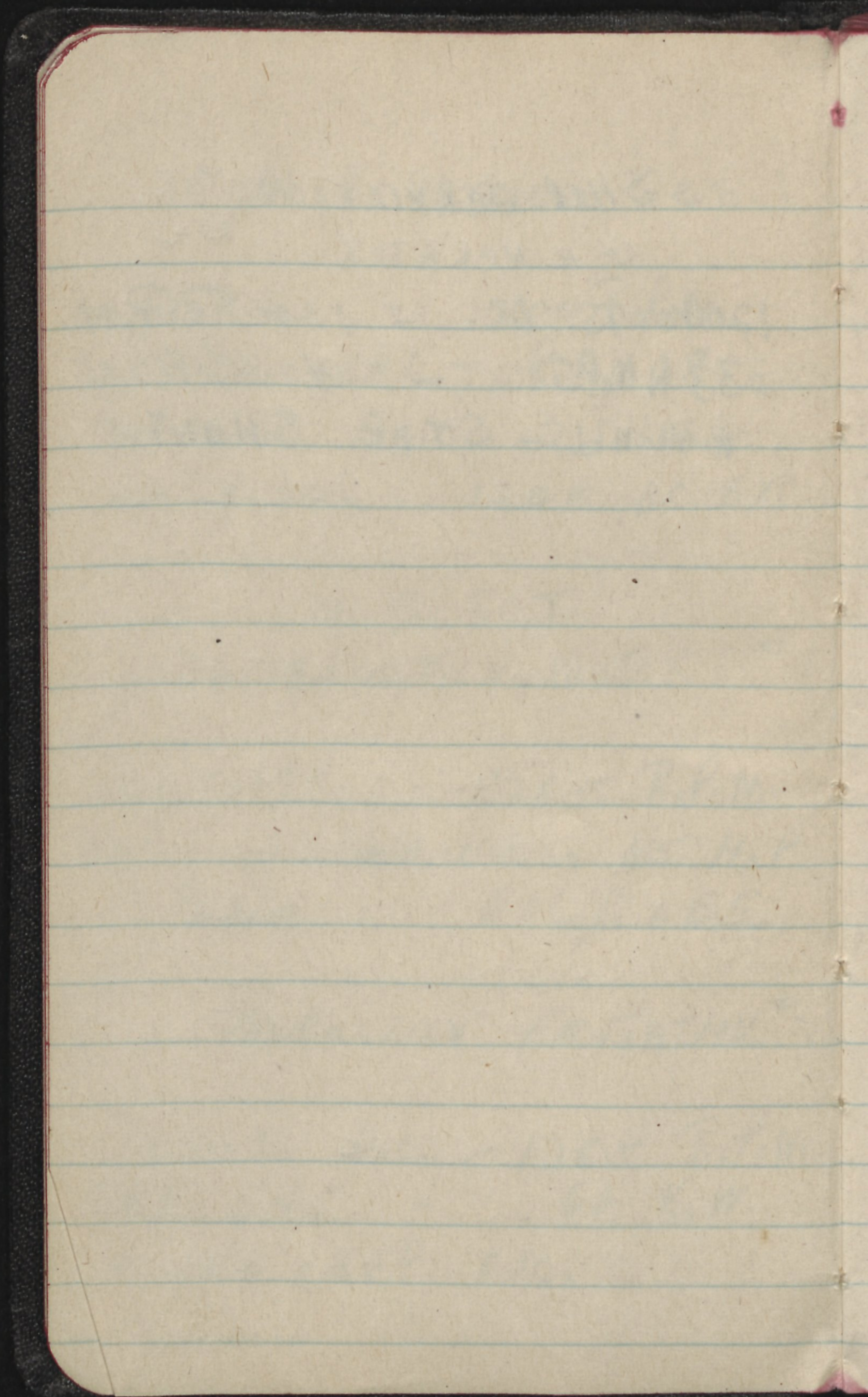
110 VOLTS D.C. - 1765 R.P.M.
AMP. 545 - 60 K.W.
WOUND - SEP. EXC.

SHIP SERVICE MOTOR
GENERATOR Hz

120 VOLTS DC. - 1200 R.P.M.

333 AMPS. - 40 K.W.

WOUND - STAB. SHUNT



INDICATING LAMPS

Red DANGER EMERGENCY
GREEN SAFE NORMAL
CLEAR WHITE LOCAL POWER ON
AMBER OPEN CAUTION
BLUE CLOSED

Bus Tie is WHITE
CKT. BREAKER when closed
is Blue . . . when open - AMBER

SAND CARBON BRUSHES
WITH '2.0' SandPaper
and finish off with
'4.0' or '5.0' Paper.

NAVY STANDARD CABLE
IS 60,000 C.M. DLPA - 96A
4000 C.M. IS THE SMALLEST
FOR ALL GENERAL WIRING

CASUALTY Power
Riser TERMINALS - LOCATION

1. AFTER STEERING ↘ ALIVE ↘
- ALSO 2 DEAD ONES
2. ABOVE AFTER CREWS HATCH
3. I.I AND Radar CONTROL
SHACK ↘ ALIVE ↘
4. HATCHWAY NEXT TO
SUPPLY OFFICE
5. NEXT TO LOG ROOM
6. BEHIND AFTER ENG. RM. S.S. BOARD
7. BEHIND FWD ENG. RM. S.S. SWITCH B.I.
8. ABOVE FWD CREWS HATCH
9. ABOVE HATCH LEADING TO
YEOMANS OFFICE
10. Radio SHACK ↘ ALIVE ↘

IDENTIFICATION MARKINGS

XFE - LIGHT AND POWER
EMERGENCY FEEDERS

FB - LIGHT AND POWER
BATTLE FEEDERS, OUTSIDE
ARMOUR PROTECTION

E - LIGHT AND POWER
GENERAL FEEDERS

FE - LIGHT AND POWER WITHIN
ARMOUR PROTECTION [BATTLE FEEDERS]

C - INTERIOR COMMUNICATION
LEADS

G - FIRE CONTROL CIRCUITS

S - UNDERWATER SOUND CIRCUITS

RL - RUNNING ANCHOR AND
SIGNAL LIGHTS

PANEL BOARDS Respectively

- (A) FEEDER
- (B) MAIN
- (C) SUBMAIN
- (D) BRANCH
- (E) SUB-BRANCH

IDENTIFICATION COLORED
TAGS (on cables)

- RED - VITAL LIGHT AND POWER
- YELLOW - SEMI VITAL - "
- LIGHT BLUE - VITAL INTERIOR
CONTROL AND FIRE CONTROL
- GREEN -
- NO COLOR - NON VITAL CABLES

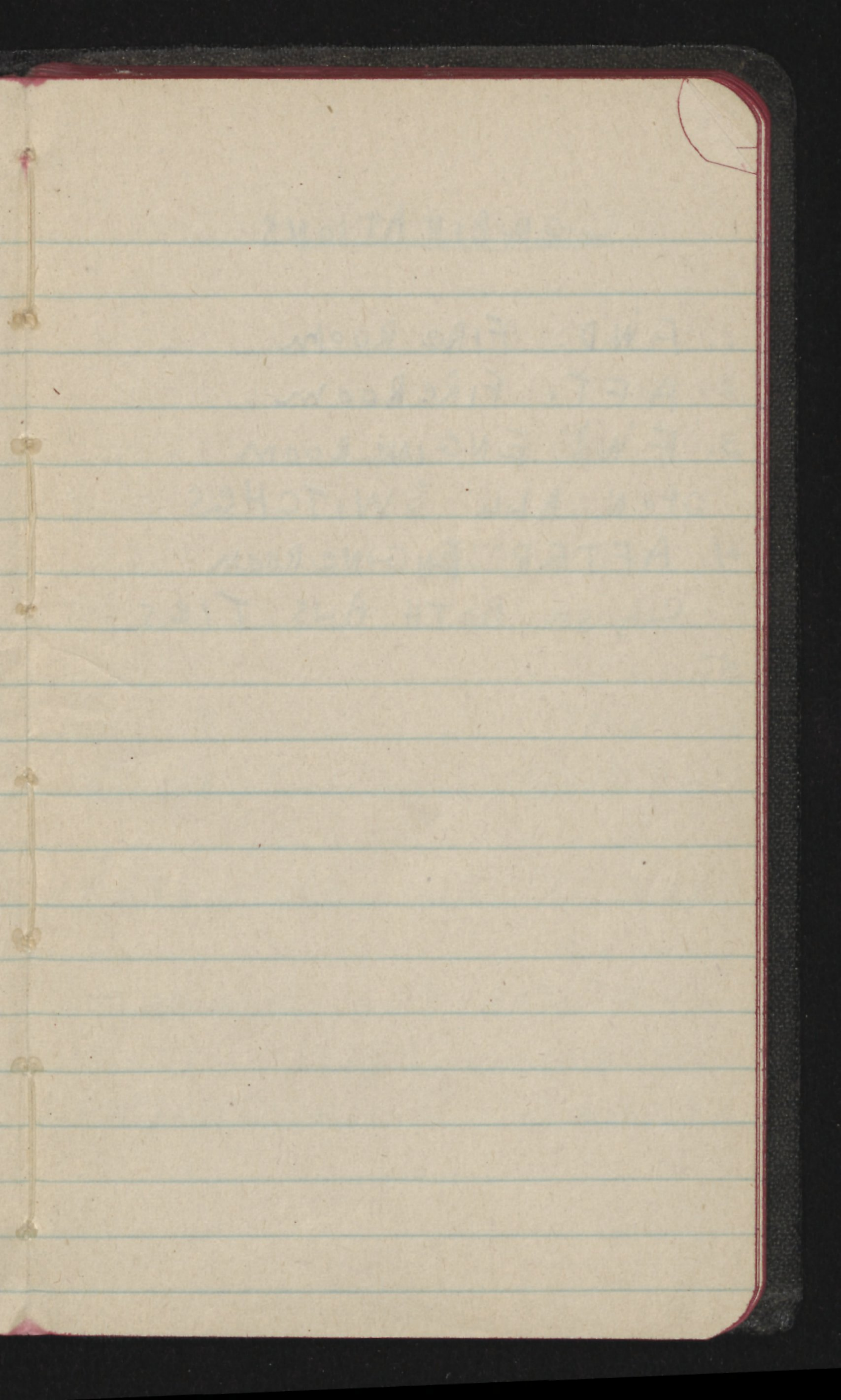
COLOR IDENTIFICATION
of PHASE CABLES

BLACK - PHASE	<u>A</u>
WHITE - " "	<u>B</u>
RED - " "	<u>C</u>

4.50V. LIGHT AND POWER PANELS

STEERING POWER FB-471

LOCATED IN AFTER STEERING



COMBINATIONS

1. FWD FIRE ROOM

2. AFT. FIRE ROOM

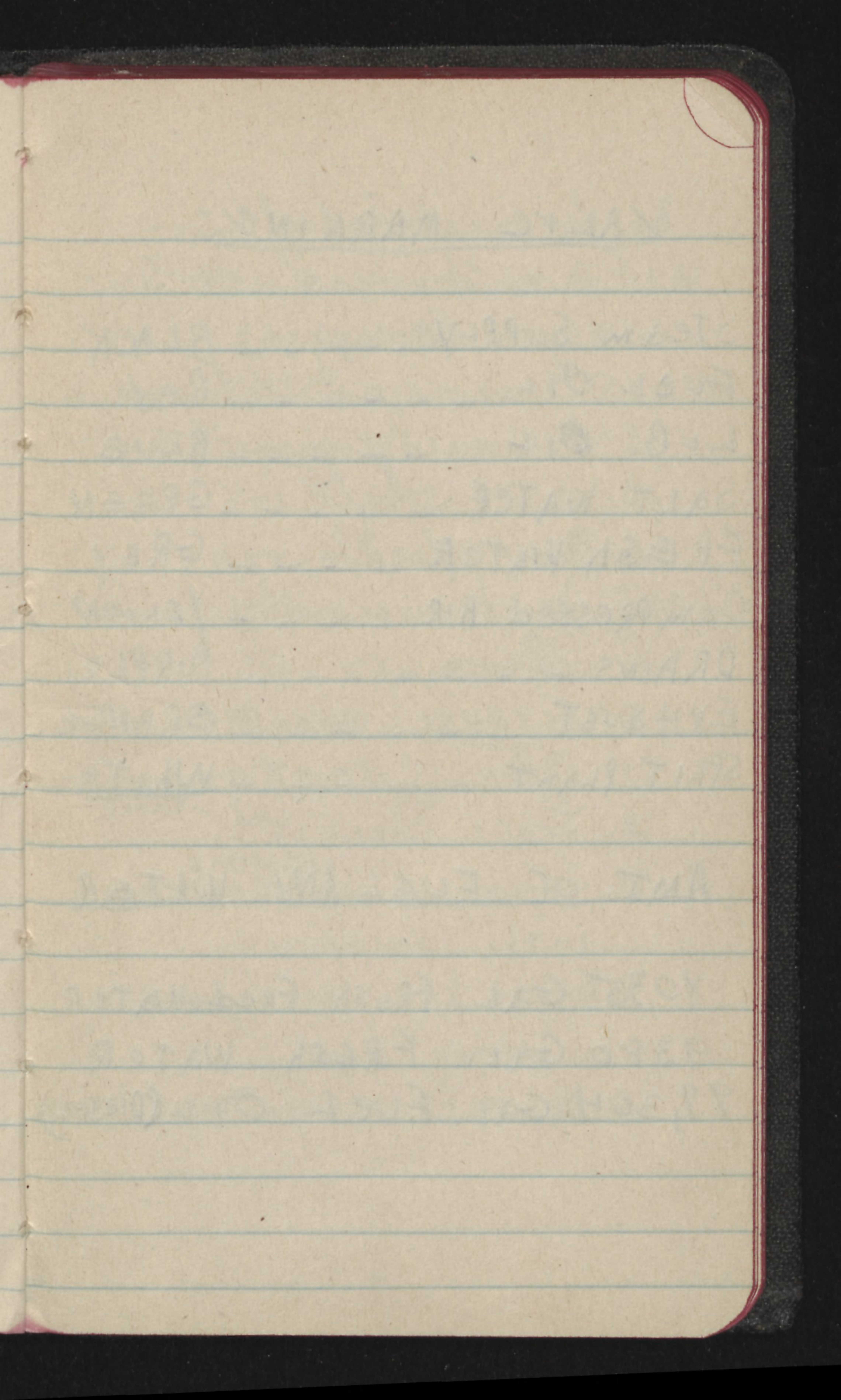
3. FWD ENGINE ROOM

OPEN ALL SWITCHES

4. AFTER ENGINE ROOM

CLOSE BOTH BUS TIES

5.



VALVE MARKINGS

STEAM SUPPLY	-----	BLACK
FUEL OIL	-----	Red
LUB. OIL	-----	BLUE
SALT WATER	-----	GREEN
FRESH WATER	-----	GREY
COMPRESSED AIR	-----	YELLOW
DRAINS	-----	PURPLE
EXHAUST	-----	ORANGE
SPLIT PLANT	-----	<u>WHITE</u>

AMT. OF FUEL AND WATER

8035 Gal. Fresh Feed Water
9380 Gal. FRESH WATER
99,364 Gal. FUEL OIL (Diesel)

1. Open circuit

2. Short circuit

3. Ground or low resistance

4. Short ext. between com.

5. Short ext. between com.

6. Short ext. between com.

7. Short ext. between com.

8. Short ext. between com.

Mechanical trouble in
a D.C. or Universal motor:

1. Worn Bearing
2. Loose commutator
3. Grooved commutator
4. Bent shaft
5. Bent teeth
6. Bands or armature coils loose.

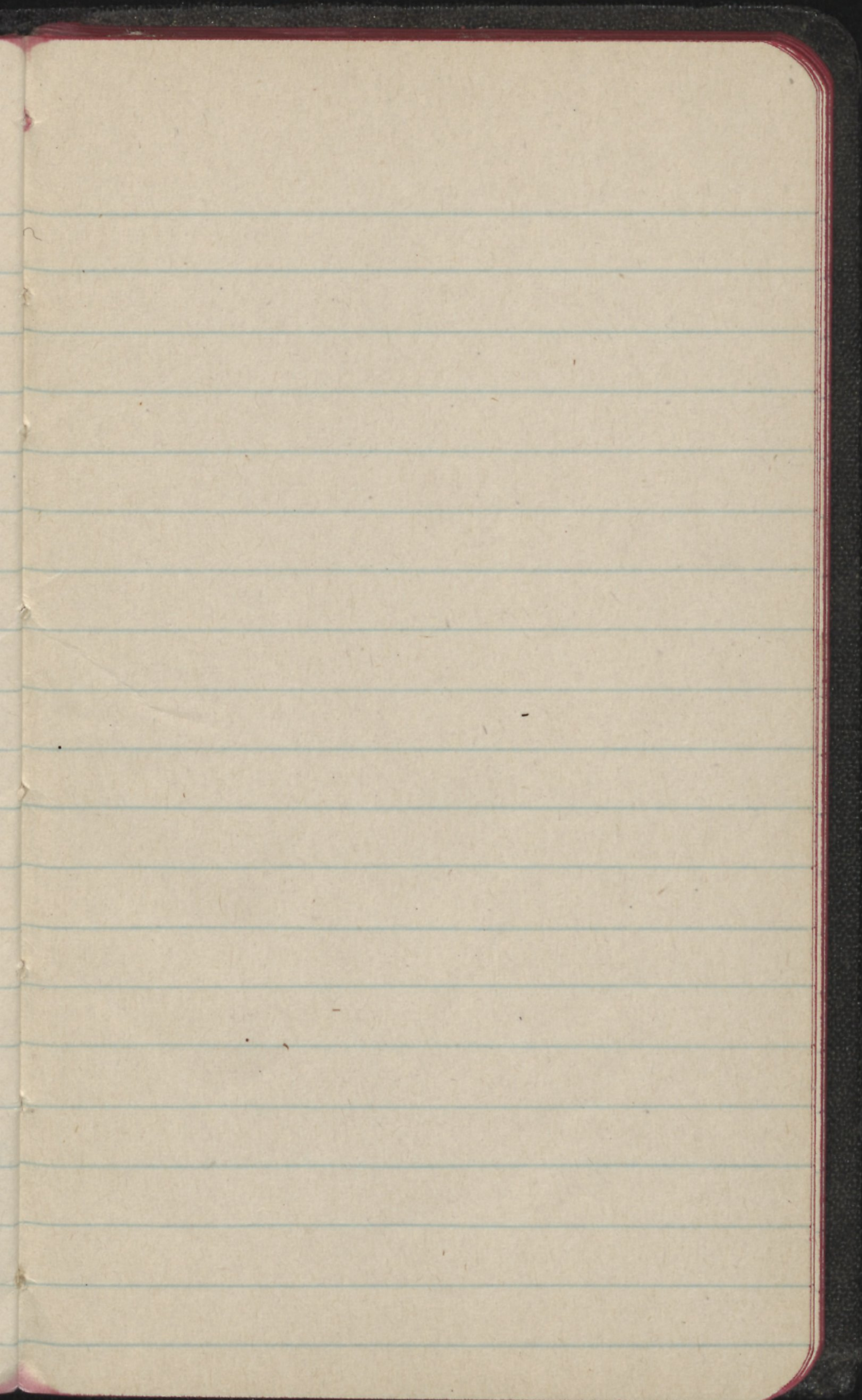
ELECTRICAL TROUBLES

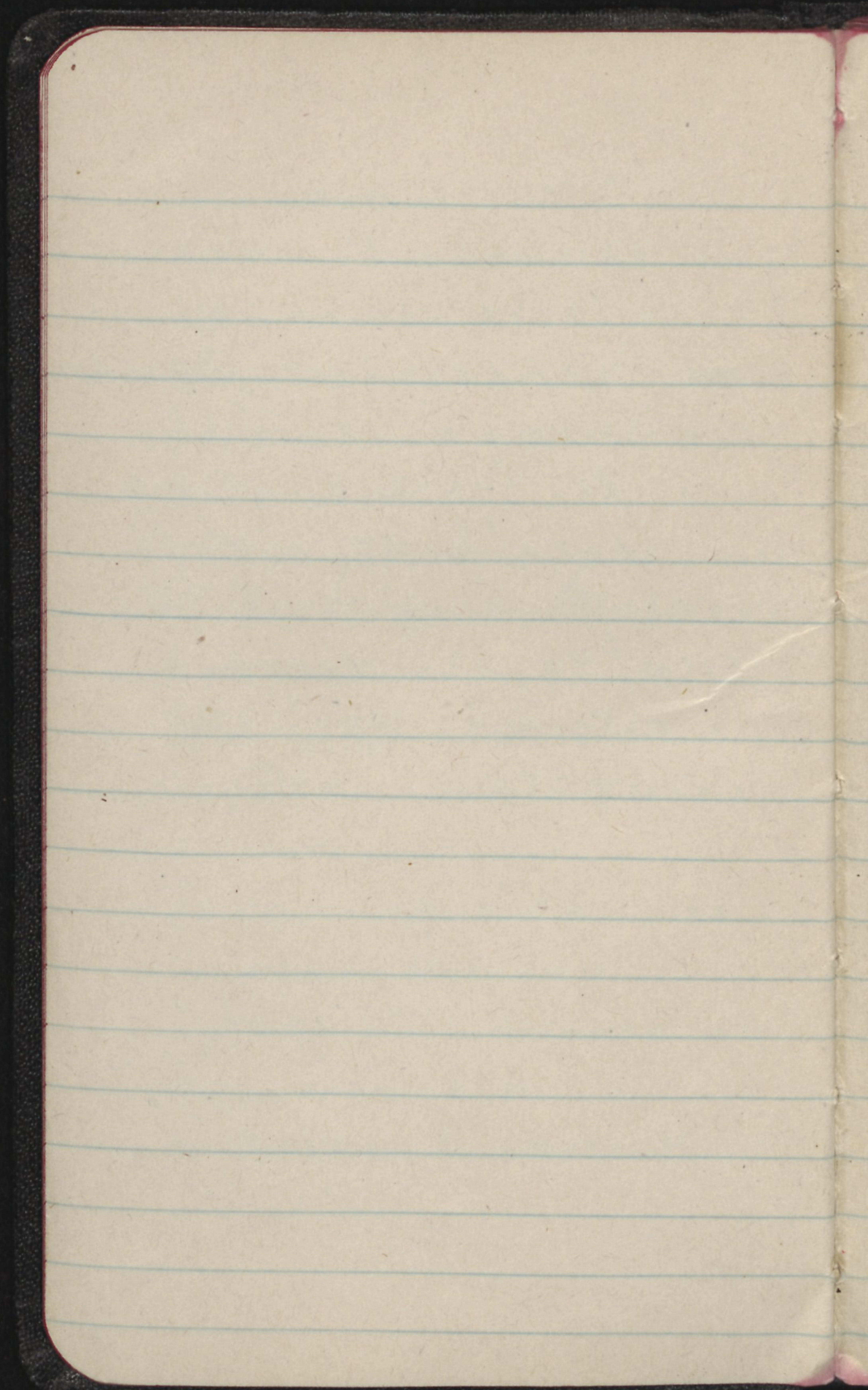
1. OPEN CIRCUIT } ARMATURE
2. SHORT CIRCUIT } COILS
3. GROUND OR LOW^{INSULATION} RESISTANCE
IN THE WINDINGS.
4. SHORT CKT. BETWEEN COM-
MUTATOR BAYS.
5. TROUBLE IN COMMUTATOR NECKS.

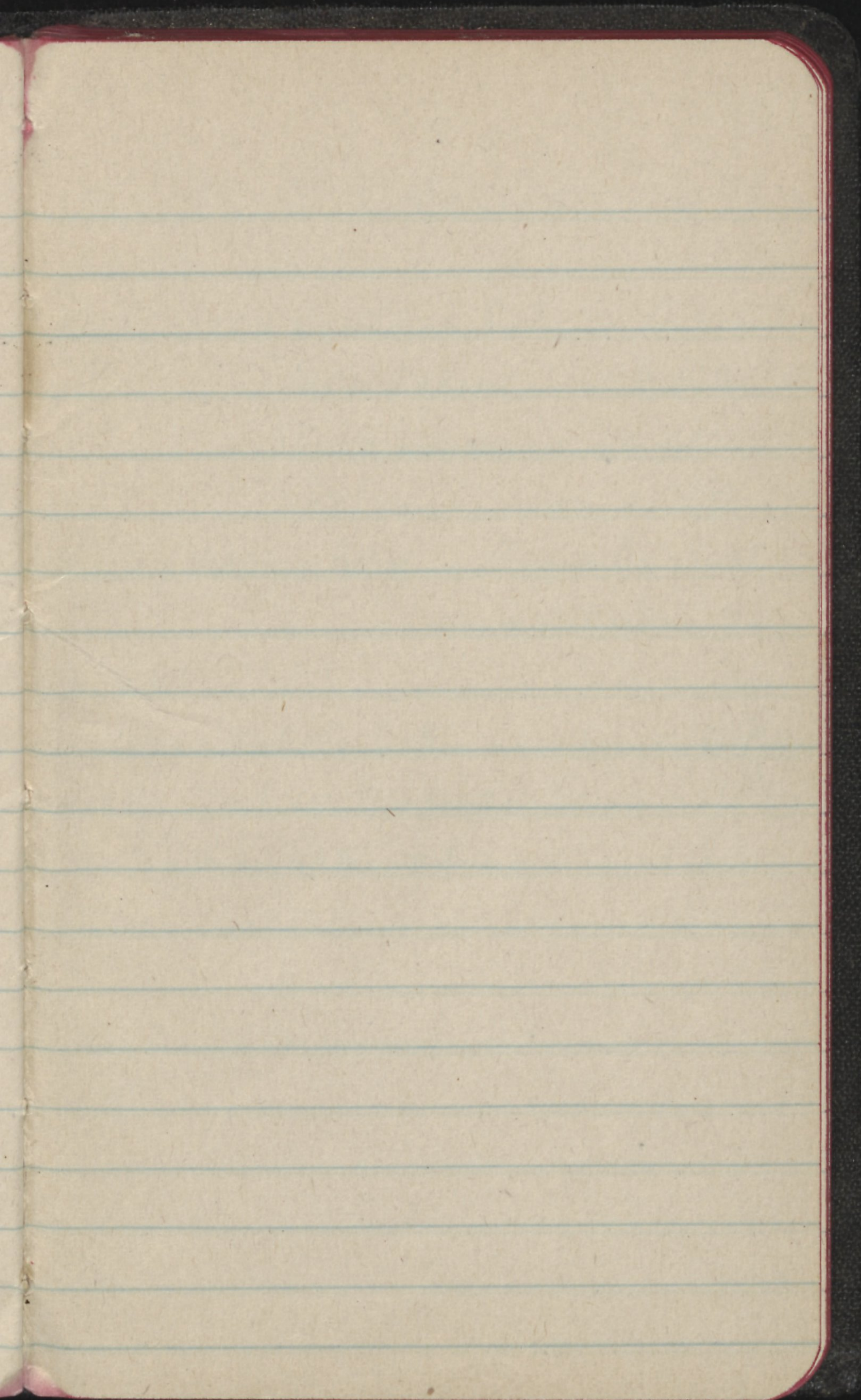
MISCELLANEOUS

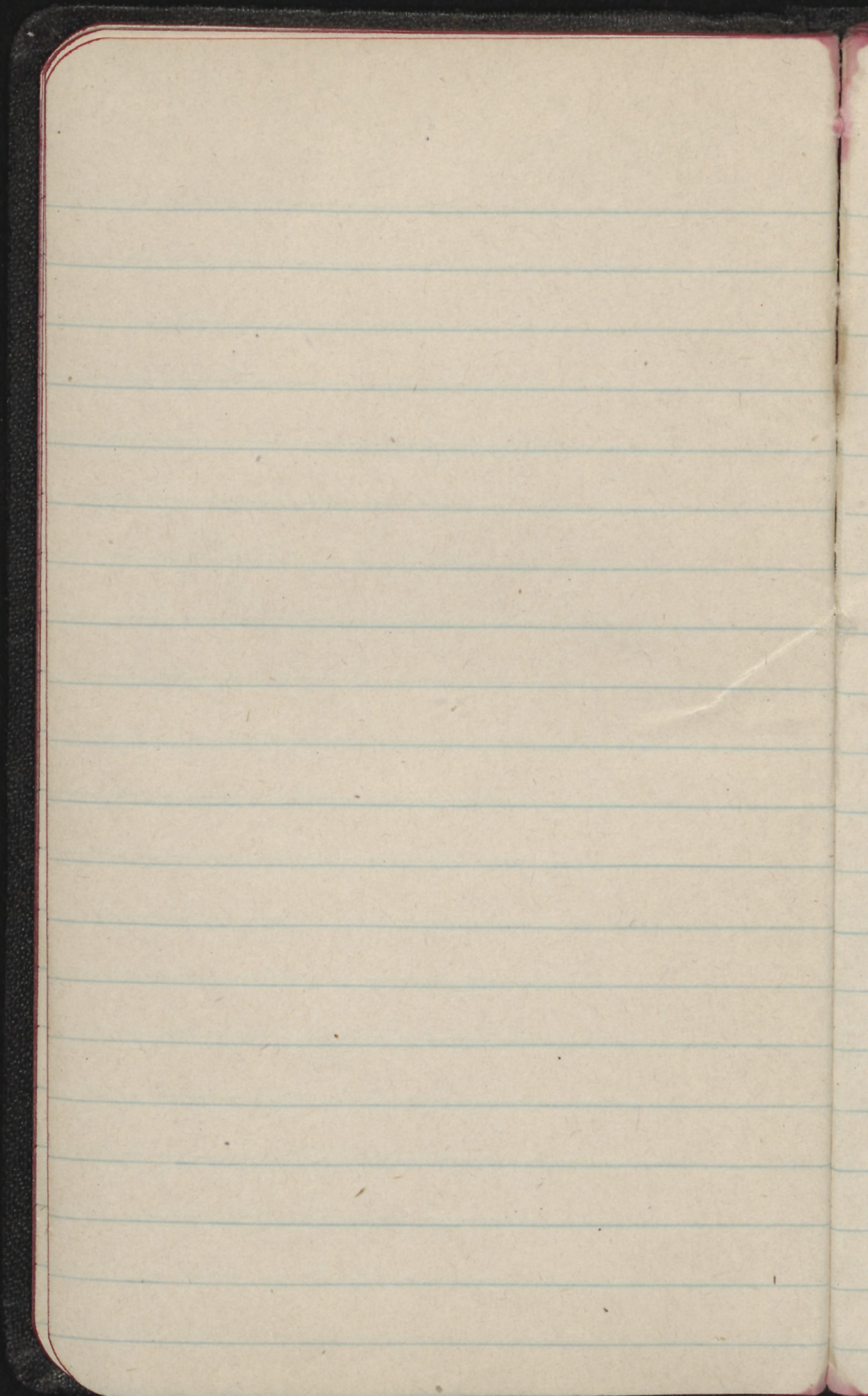
THE THICKER A WIRE OR
CABLE (MORE CIRCULAR MILLS)
~~THAT~~ IS, THE LESS RESISTANCE
THE THINNER IT IS, THE
MORE RES. -- TO CLERIFY
THIS STATEMENT, ALWAYS
REFER TO A WATER PIPE
SYSTEM. I.E. THE THINNER
THE PIPE, MORE RES. AND
VICE VERSA.

[Faint, illegible handwriting visible through the paper, likely bleed-through from the reverse side.]



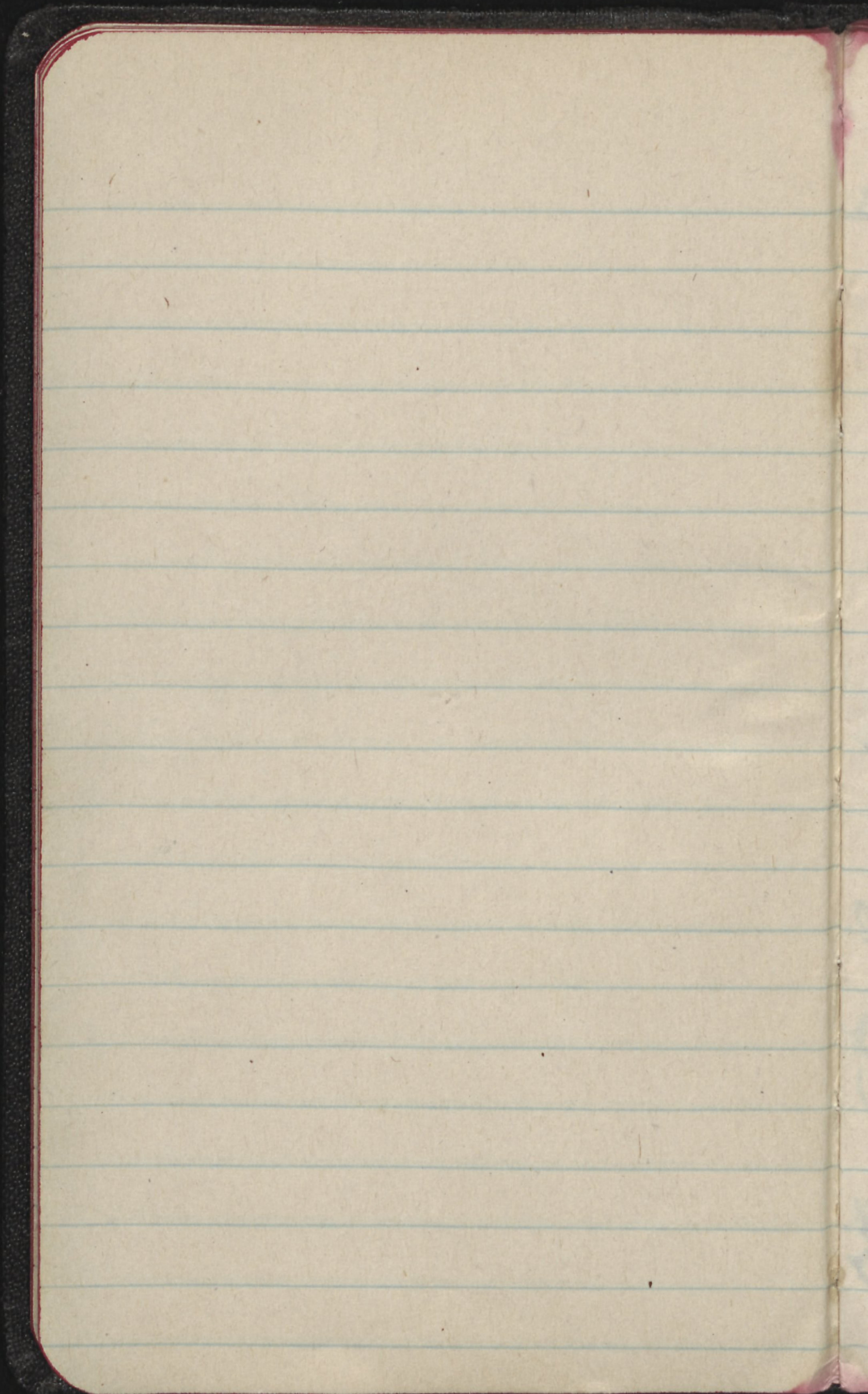






T. C. CIRCUITS

Heavy Duty Control Cir. - G.S.
 Gun Firing - 2-4-4
 Crane Firing - 2-4-4
 Jaly - 2-4-4
 Heavy Machine Gun - 2-4-4
 Crane Firing - 4-4-4
 Light - 2-4-4
 Crane Firing - 4-4-4
 Dept. Charge Protector Firing - 2-4-4
 Crane Firing - 2-4-4



I. C. CIRCUITS

main BTRY. CONTROL CIR. - G.S.
" " GUN FIRING - 2 P.A.
" " Cease FIRING - 2 M
" " Salvo - 2 V.B.
Heavy MACHIN GUN GM-4 PA-GMP
" " Cease FIRING - 4 U
LIGHT " " - 5 U
TORPEDO FIRING CIR. - 6 PA
DEPT CHARGE PROJECTOR FIRING - 7 PA
A. S. PROJ. CONT. & FIRING - 6 U

<u>CIR. No</u>	<u>LOC</u>
1-FB-113	FWD. MACHINERY SPACES
1 EC	" " " "
2-FB-113	AFT
S. B.	" " " "
A	Officers Call Bell
1 EX	TEL. + V.T. Call Bell
2 EX.	" " " "
3 EX.	" " " "
K	SHAFT Rev. CONST. FREQ.
1 K	" " Shaft #1
2 K	" " " #2
8 K-10	" " CONST. FREQ.
8 K-20	" " " "
LC	GYRO-Compass Repeater
GLC.	" " (SUPPLY)
M	ENGINE Rev. Tele.
1 MB	ENGINE ORDER TEL. Fwd.
2 MB.	" " " Aft

CATION	PHASES
Z.C. PANEL (Feeder)	AB.
" " "	B.C
" " (Feeder)	CA
" " + AFT. FIRE-RM. IC. PANEL	BC
(CRUISING MISC)	CA
(SHIP CONTROL)	BC
(ENGINEERING)	AB
" " " "	CA
+ Alarm	B. C
" " " "	AB
" " " "	CA
+ Bus Shaft #1	AB
" " " #2	AB
+ Supply	AB
" " " "	ABC
" " " "	AB
Fire R.M. + Fwd. ENGINE R.M.	BC
" " + AFT. " " "	CA

C/R. No.

LOCATION

1-17-MC

GEN. ANNOUNCING

21-MC

CAPT. COMMAND & ANNOUNCING

1Y

UNDERWATER

LOG

2Y

"

"

2Y/100

"

"

3Y

"

"

PO 2

DETECTING RADAR R

GNI-4RA

HEAVY MACH-GON

G.S.

MHIN BTRY-CONTROL

or

PHASE

(SOPPLY)

~~CA~~

~~AB~~ AB

meing (SOPPLY) (SAPAK BOX)

~~CA~~ CA

(Speed)

~~CA~~ CA

DISTANCE

~~BC~~ BC

(DEAD RECKONING)

~~AB~~ AB

(CONST. FREQ. BUS)

~~AB~~ AB

RANGE

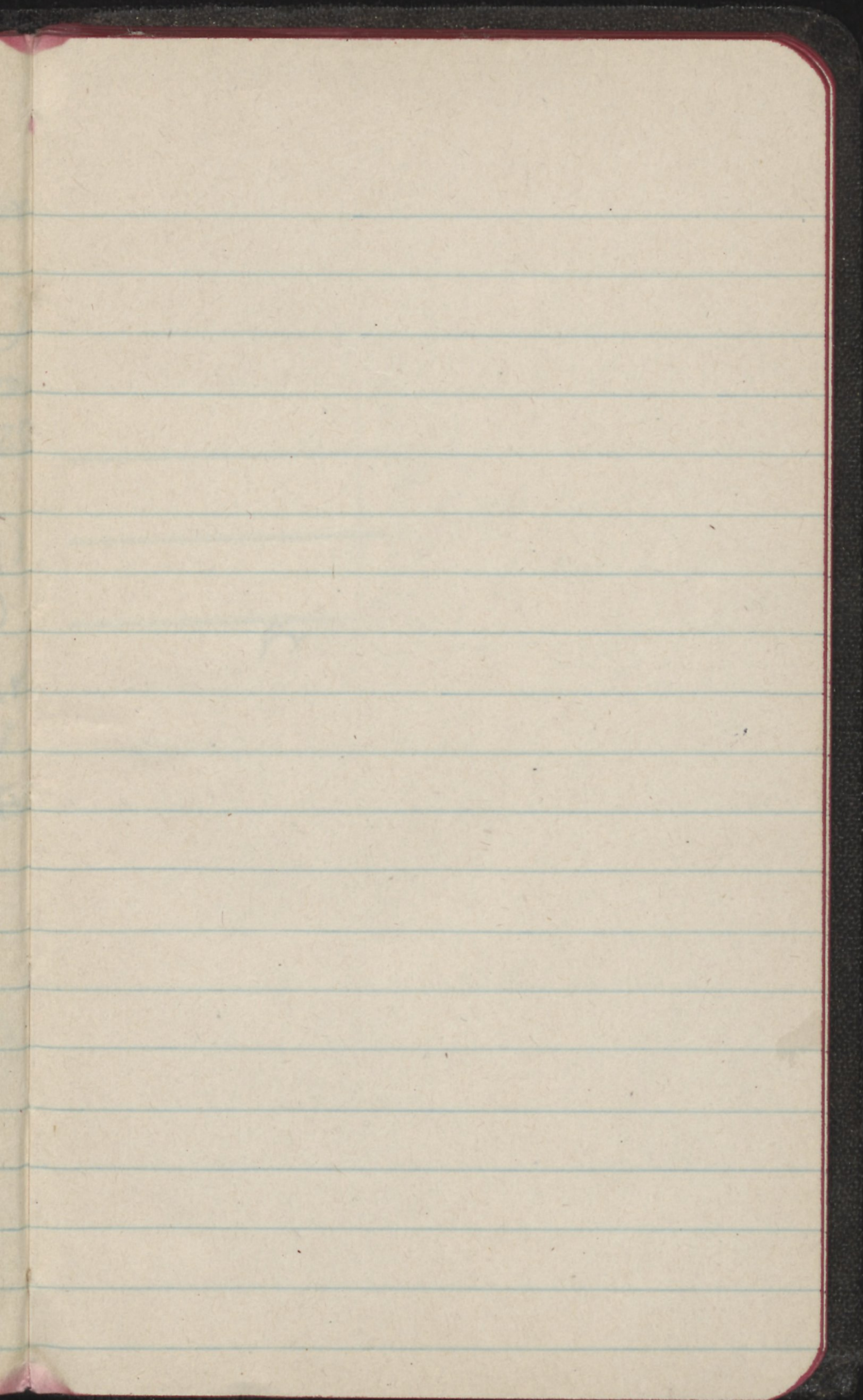
~~AB~~ AB

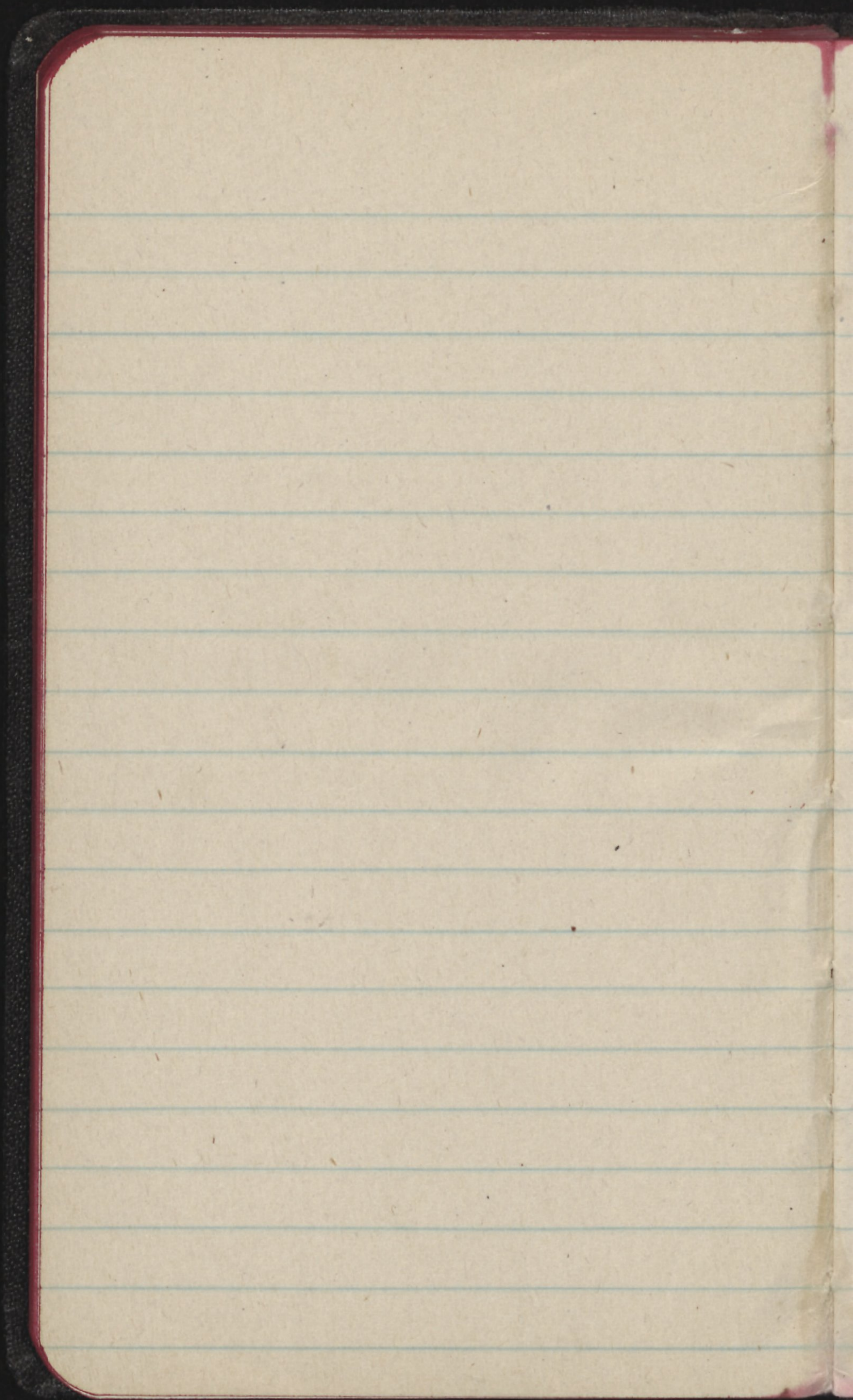
~~BC~~ BC

ROL

~~CA~~ CA

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TO START - CONSTANT

FRIDAY 10 AM

1. TURN SWISS R. IN AM

2. 10:00 AM

3. 10:30

4. 11:00

5. 11:30

6. 12:00

7. K + 10K - ALL SEATS

TURN ON CONSTANT SPEED

MARK CUT OUT - CONSTANT

Frequency Bus on 10:00

TURN ON M

8. 11:00

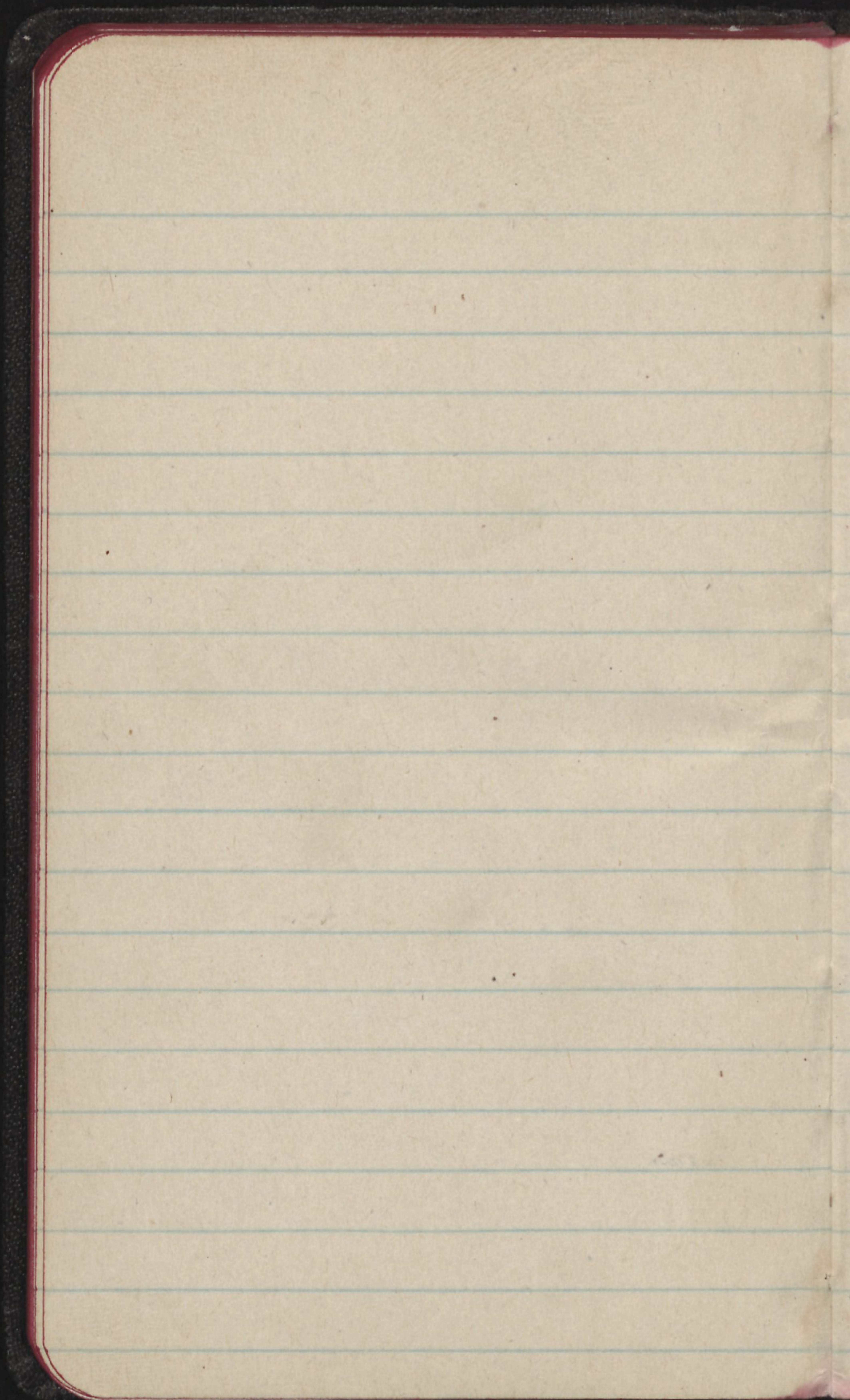
9. 11:30

10. 12:00

11. 12:30

12. 1:00

13. 1:30



TO START CONSTANT
FREQUENCY METER:

1. TURN SWITCH K ON
2. " " " 10K ON
3. " " " 8K10
4. " " " 8M-20
5. " " " IK
6. " " " 2K.

After K + 10K ARE STARTED
TURN ON CONSTANT FREQUENCY
ALARM CUT OUT + CONTROLLED
FREQUENCY BUS ON SUPPLY

7. TURN ON M
8. " " " 1MB
9. " " " 2MB

~~After underway + pit~~
~~Log is lowered, turn~~
10 Turn on switches 3Y,
1Y 2Y 2Y100. Then

open gate valve &
lower sword arm
& bleed off.

NEXT LIGHT OFF
GUN CIRCUITS.

1. TURN ON 2PA - 2PA1
2PA2 - 2PA3 FOR G.P.

FOR JUST UNDERWAY, TURN
ON 2PA & 2PA2 ON LOCAL
FIRING.

2. NEXT TURN ON 2GN1,
5N, 7PA,

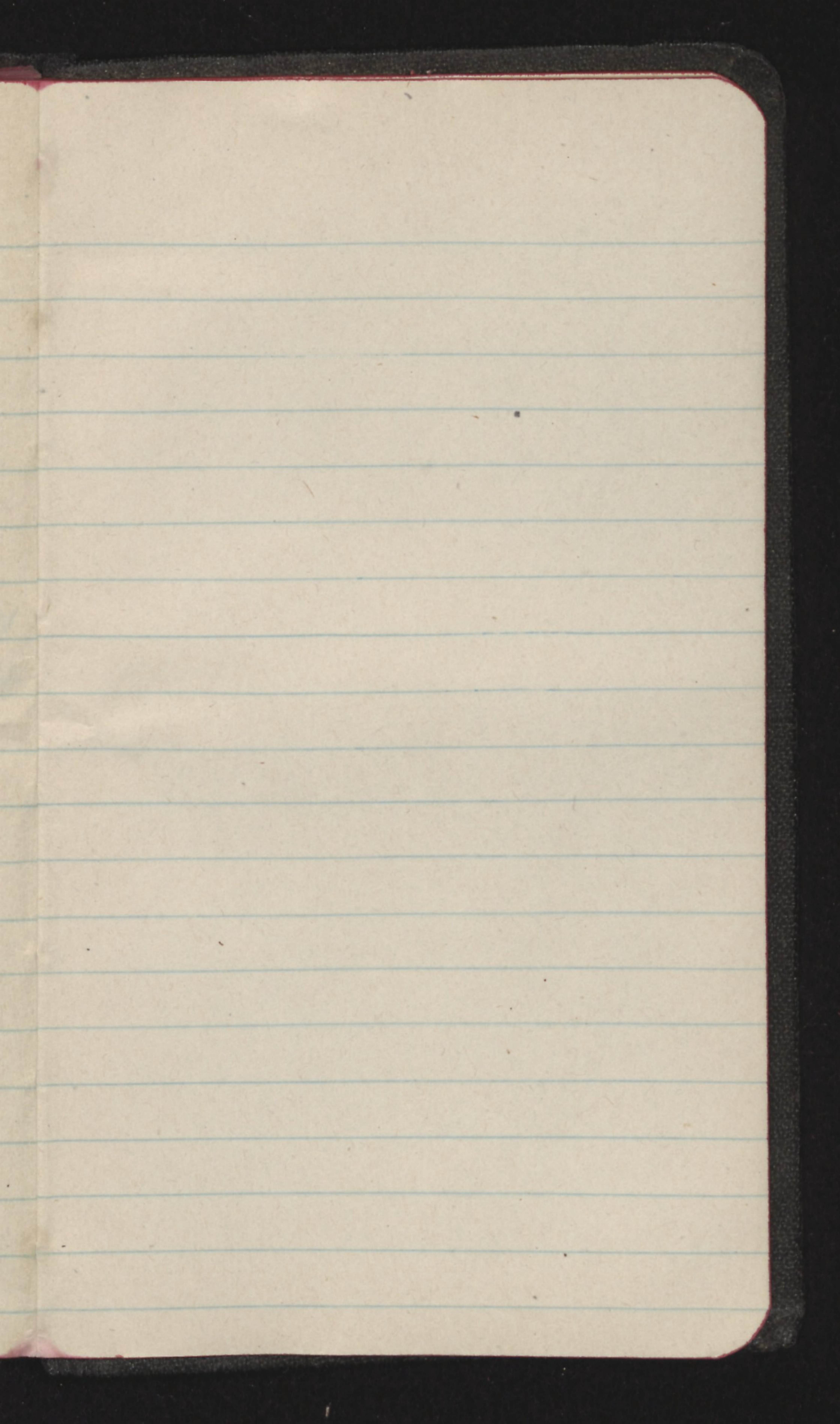
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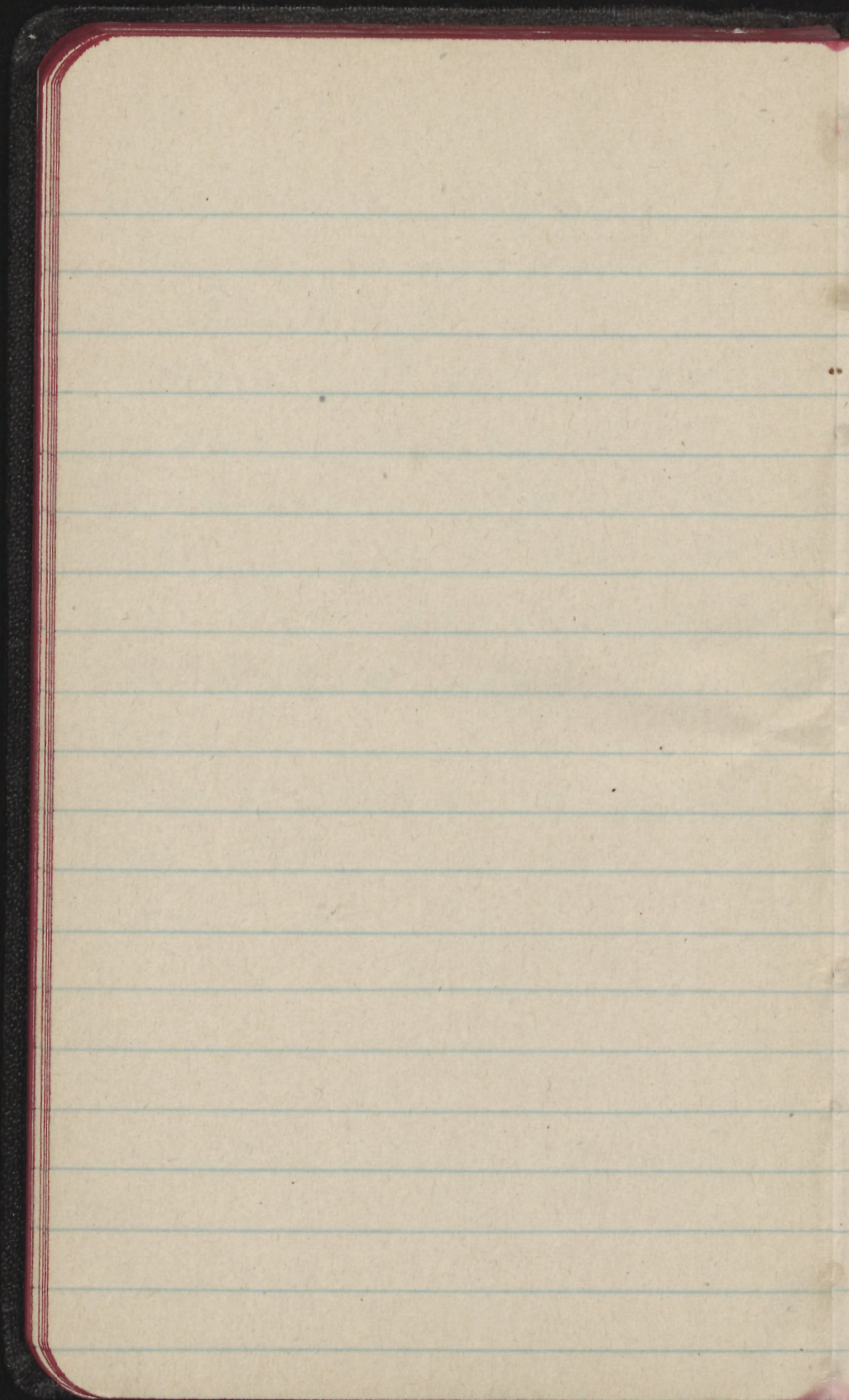
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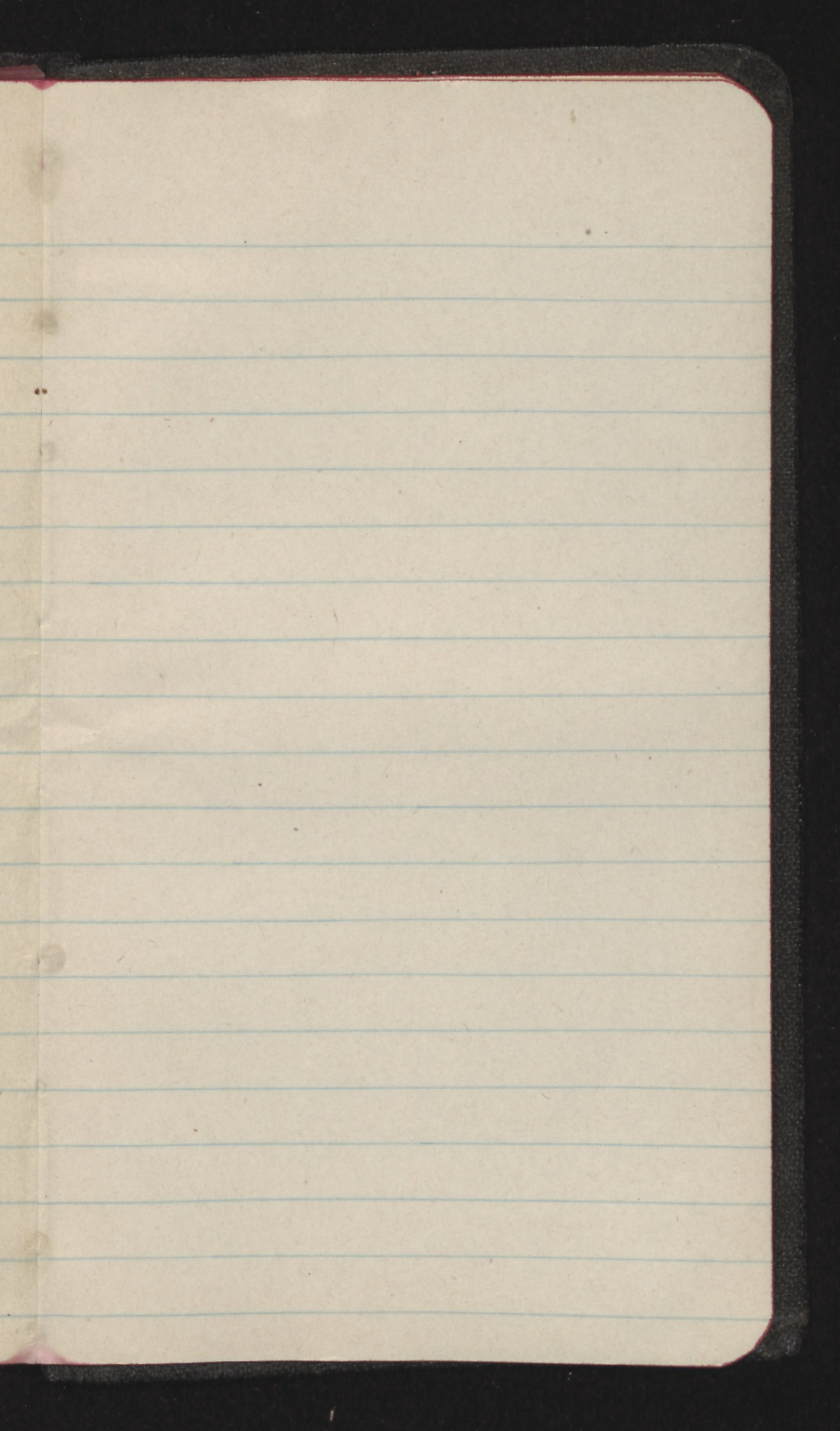
open gate valve of
blowdown
bleed off

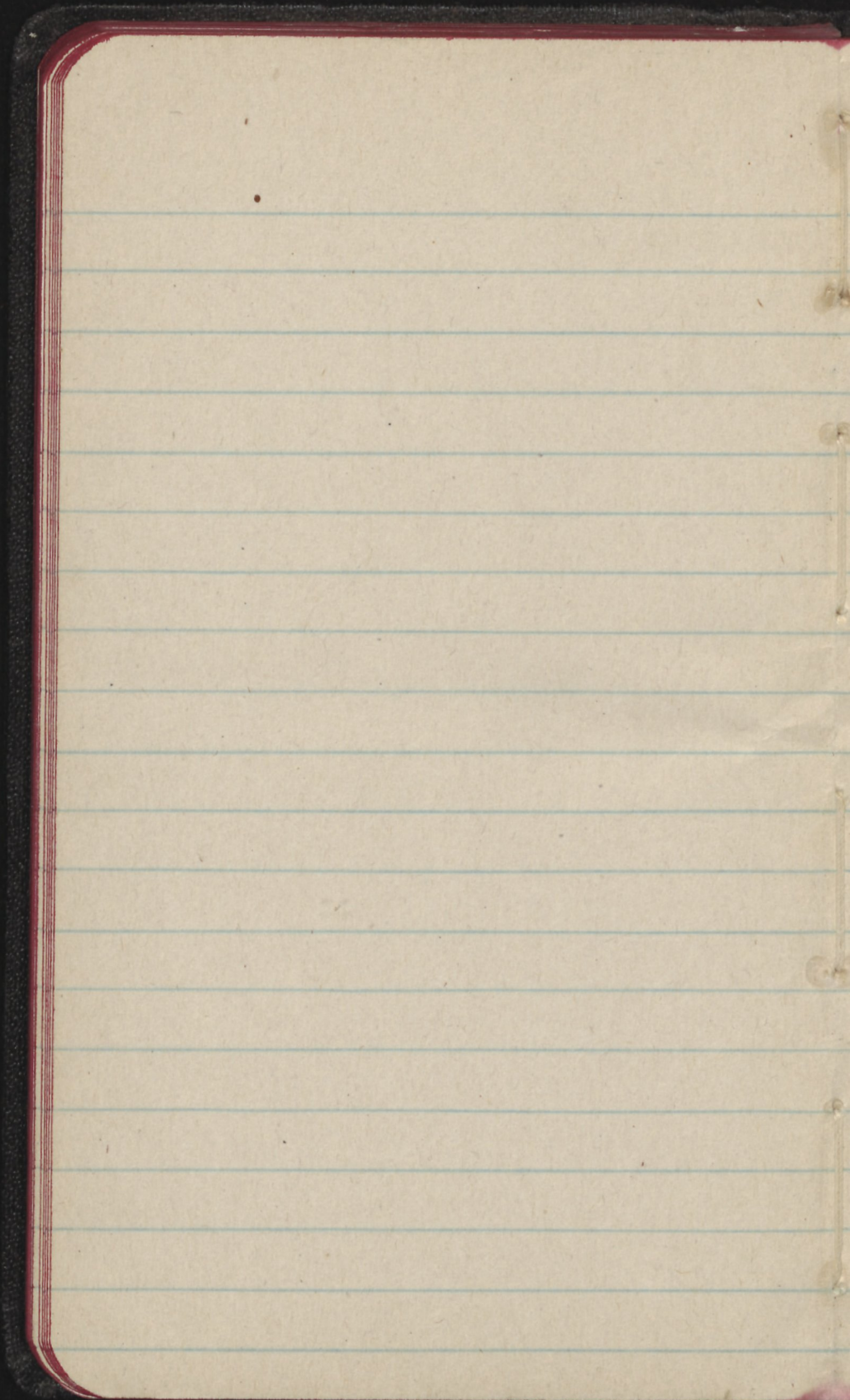
NEXT LIGHT OFF
GUN CIRCUITS
TURN ON 2PA-2PA-1
2PA-2 PA-3 FOR G.P.
FOR JUST UNWARRANTED
ON 2PA-2 PA-3 ON LOCAL
FIRM

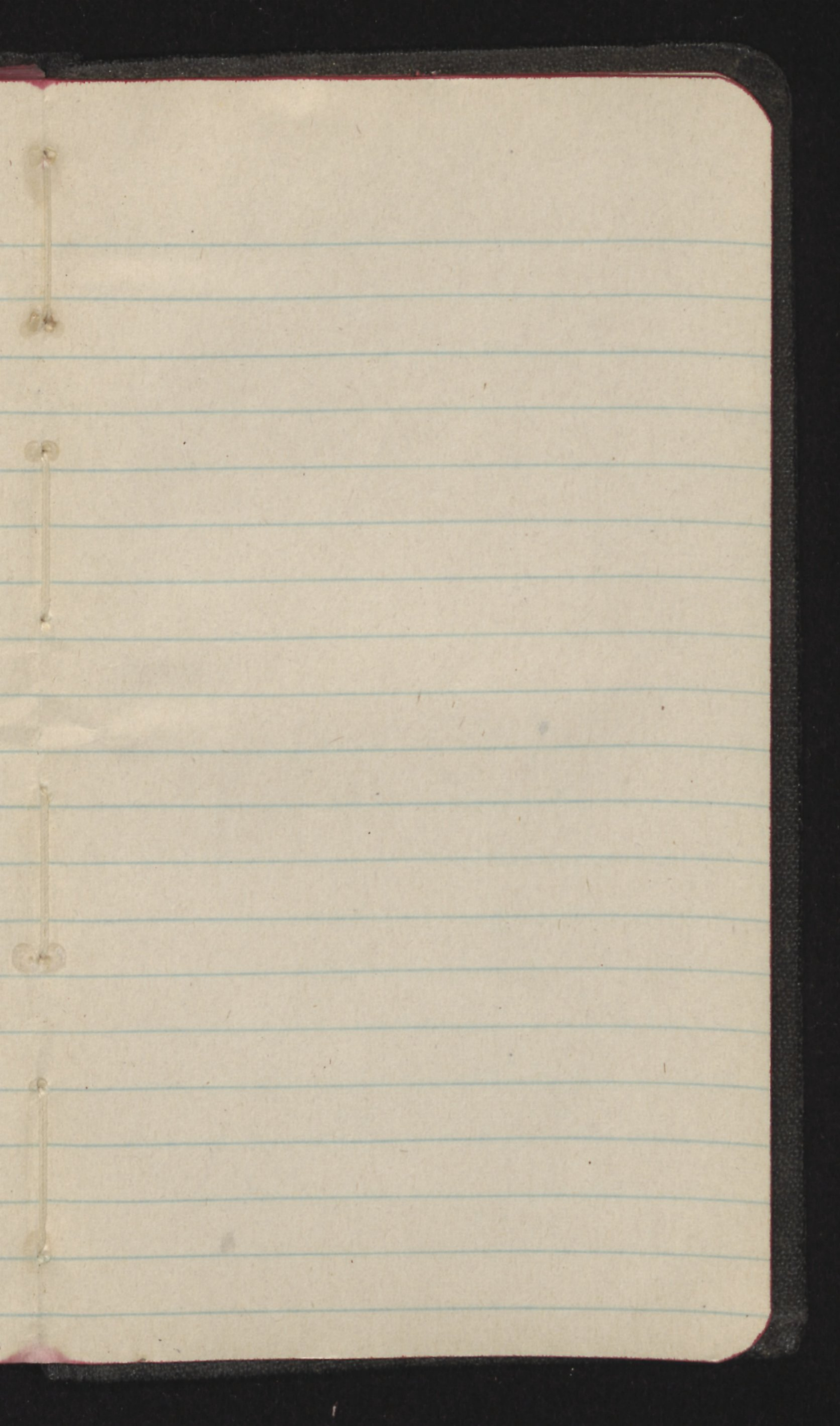
NEXT TURN ON 2PA-1
2PA-3

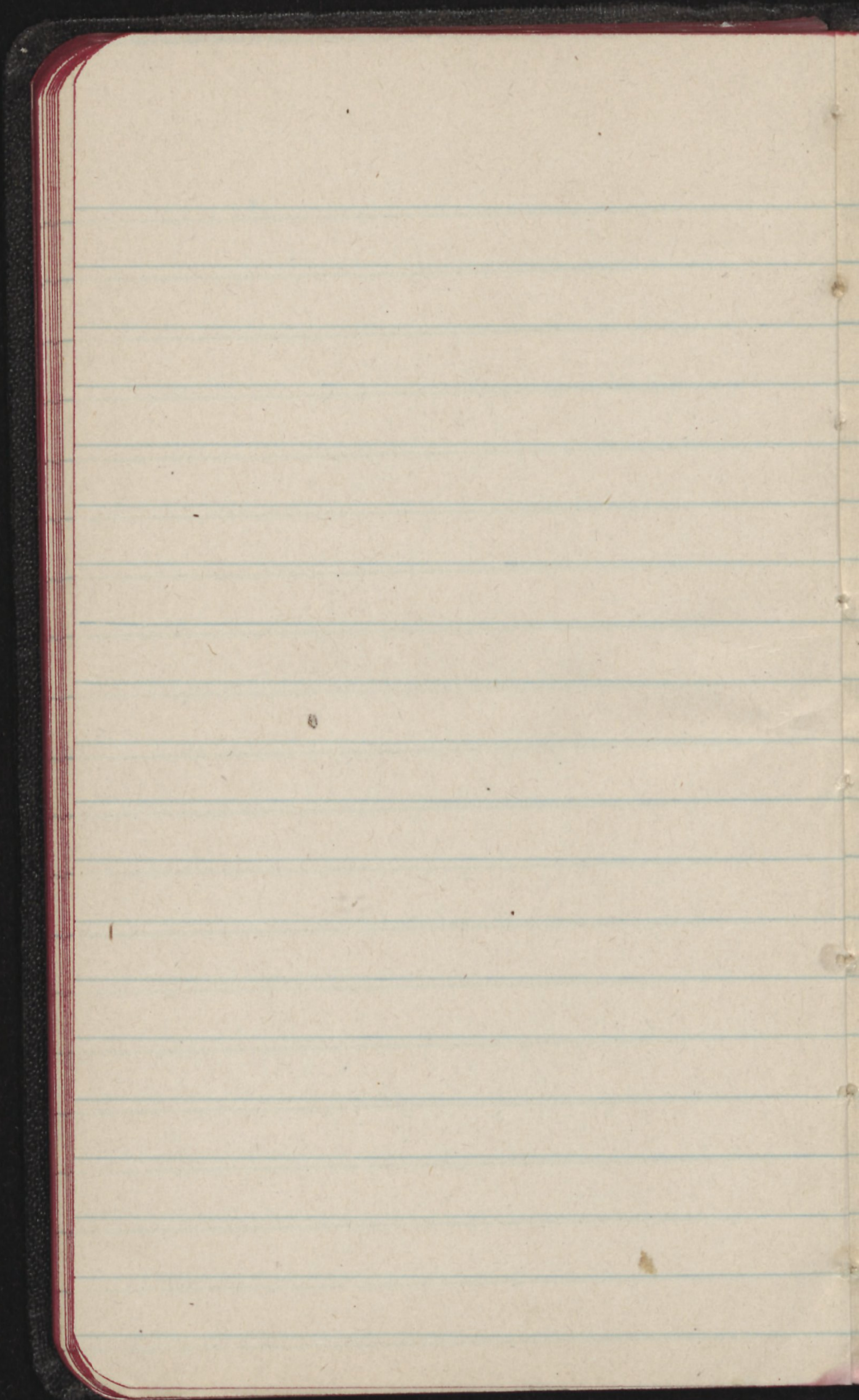


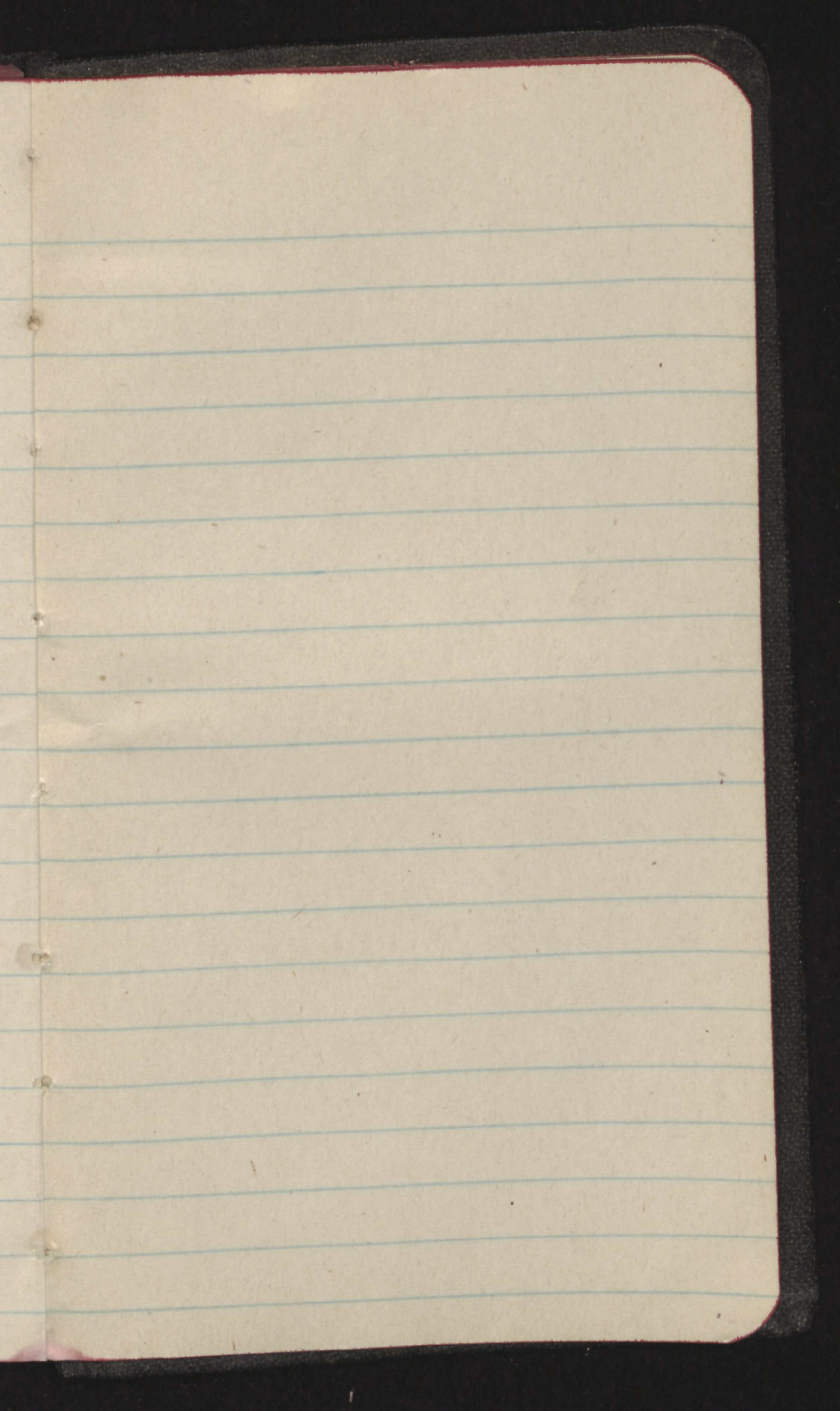


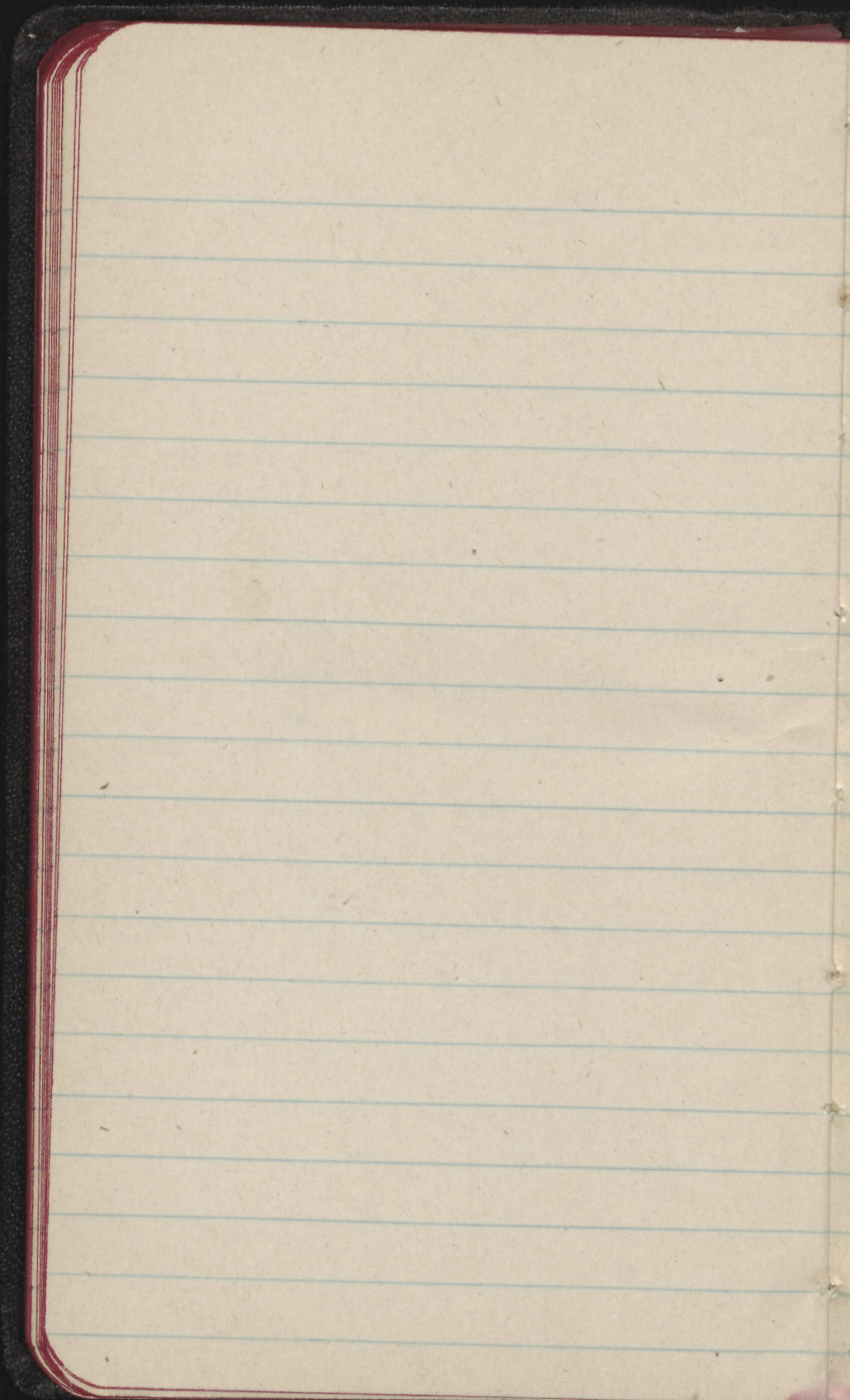


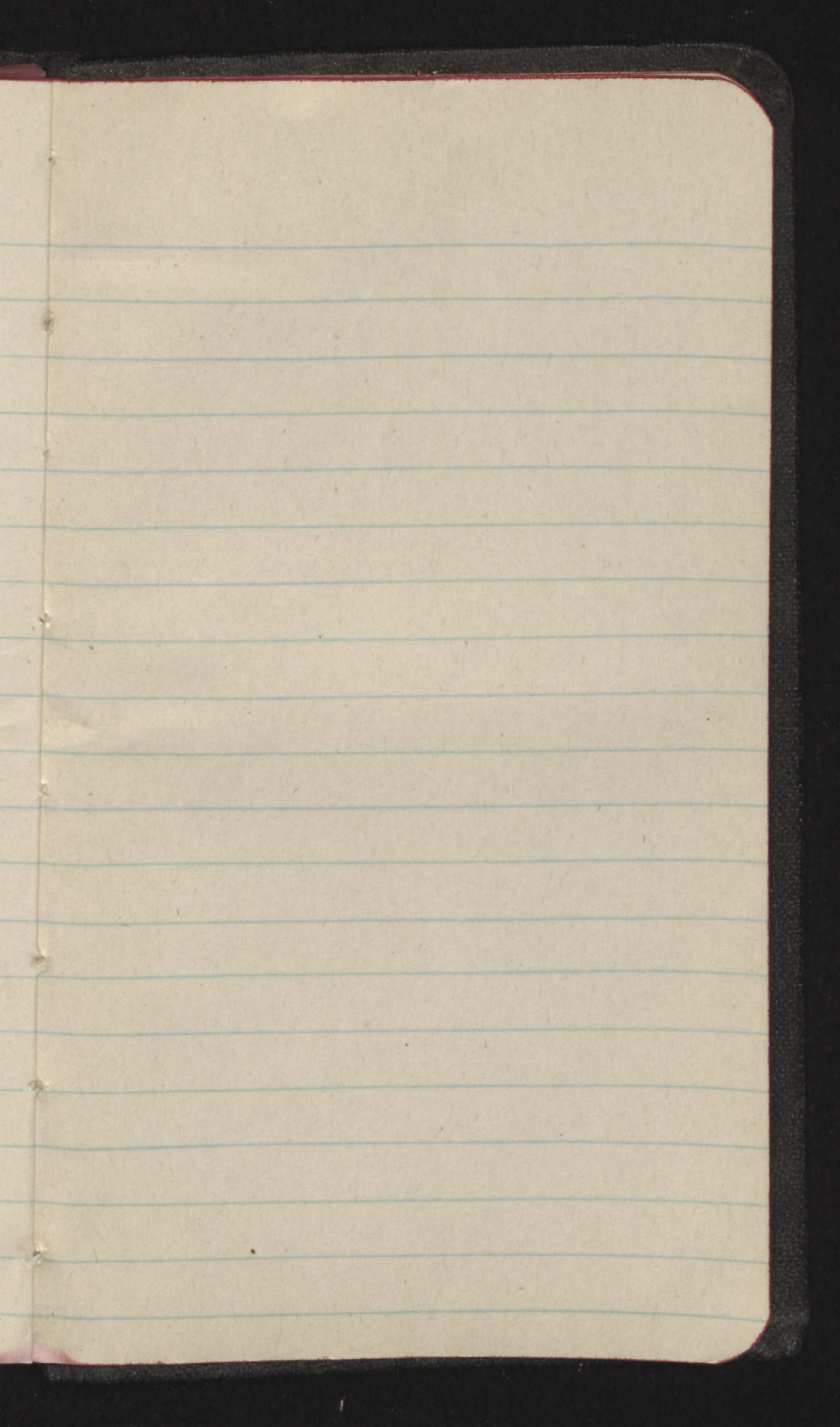


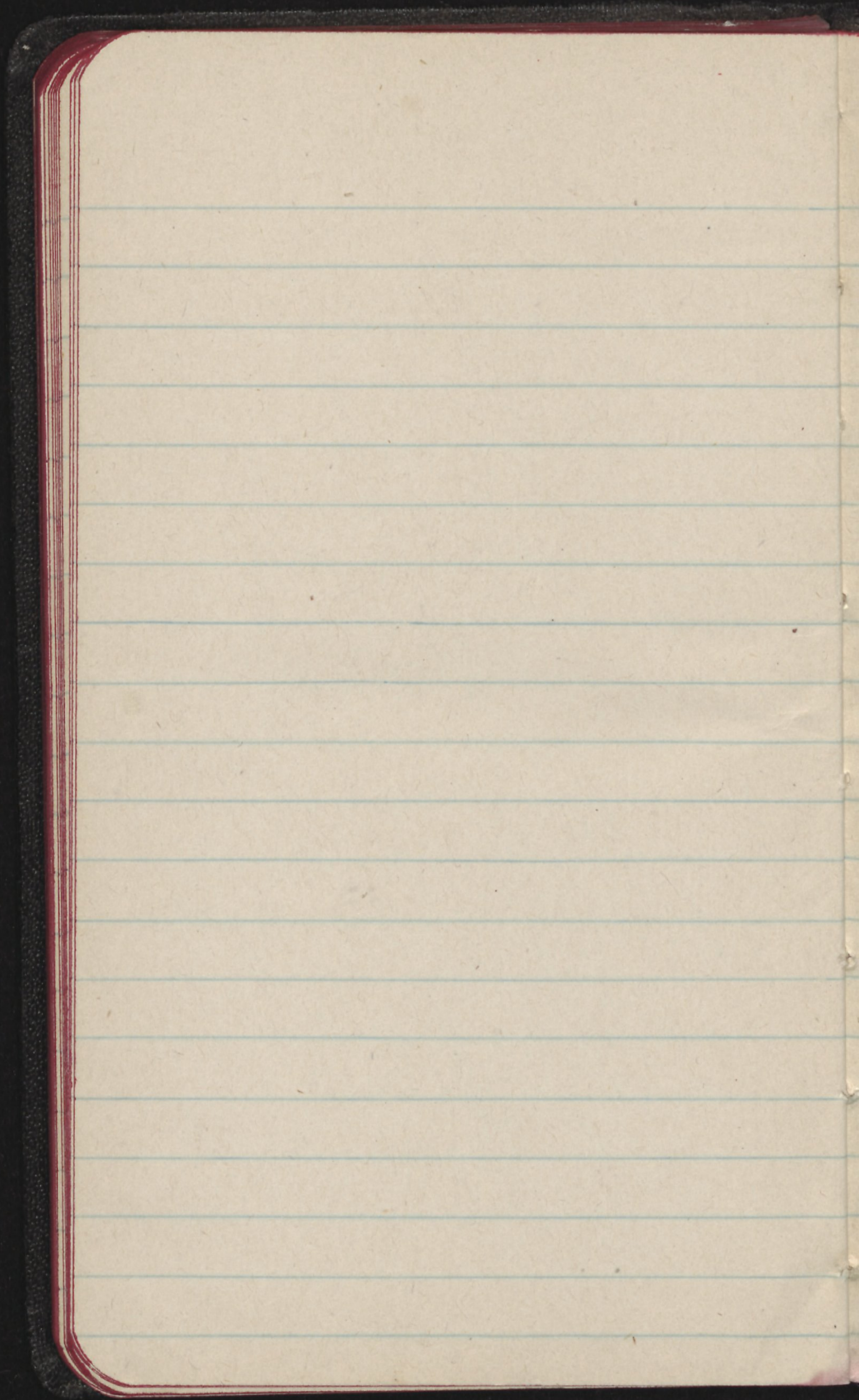


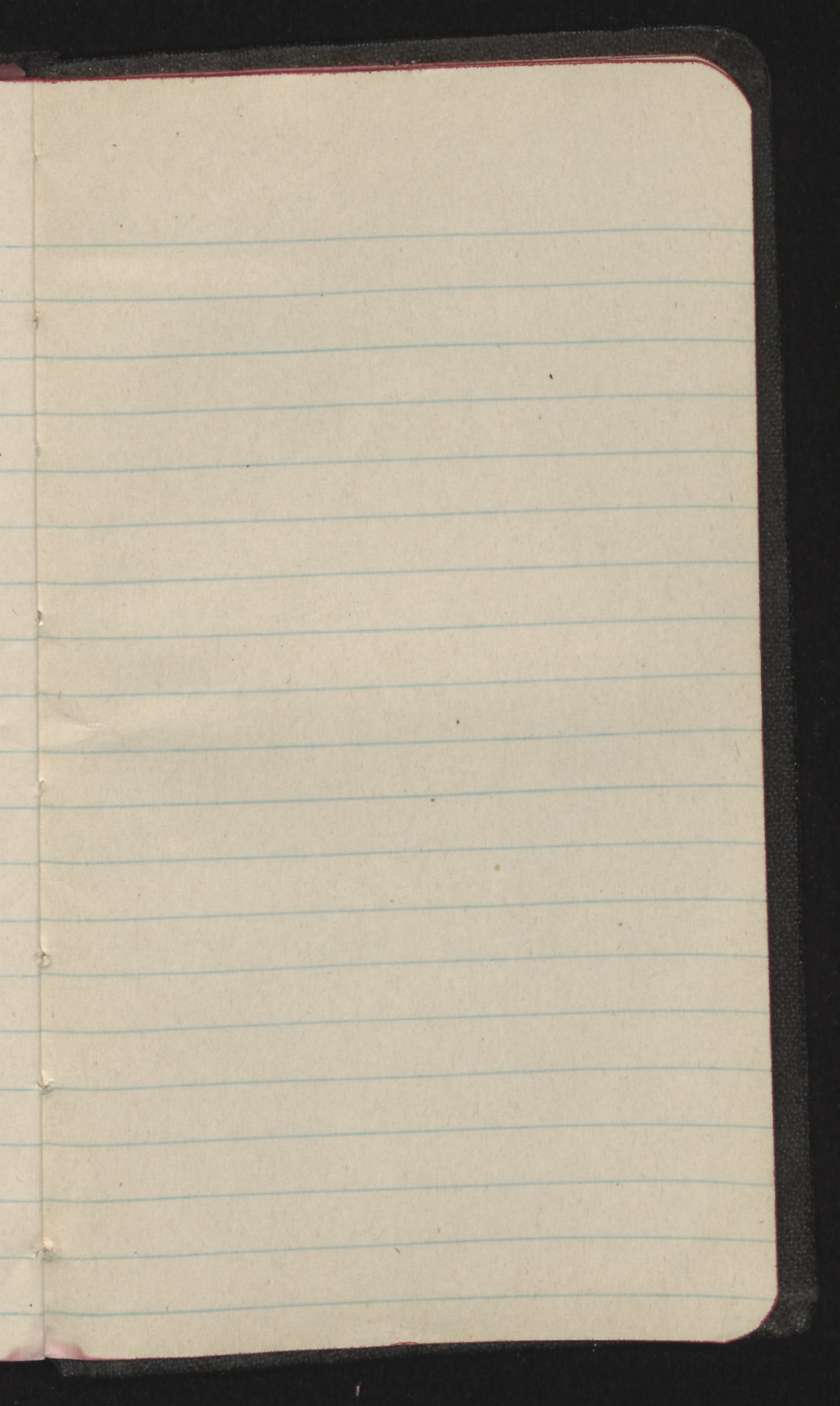


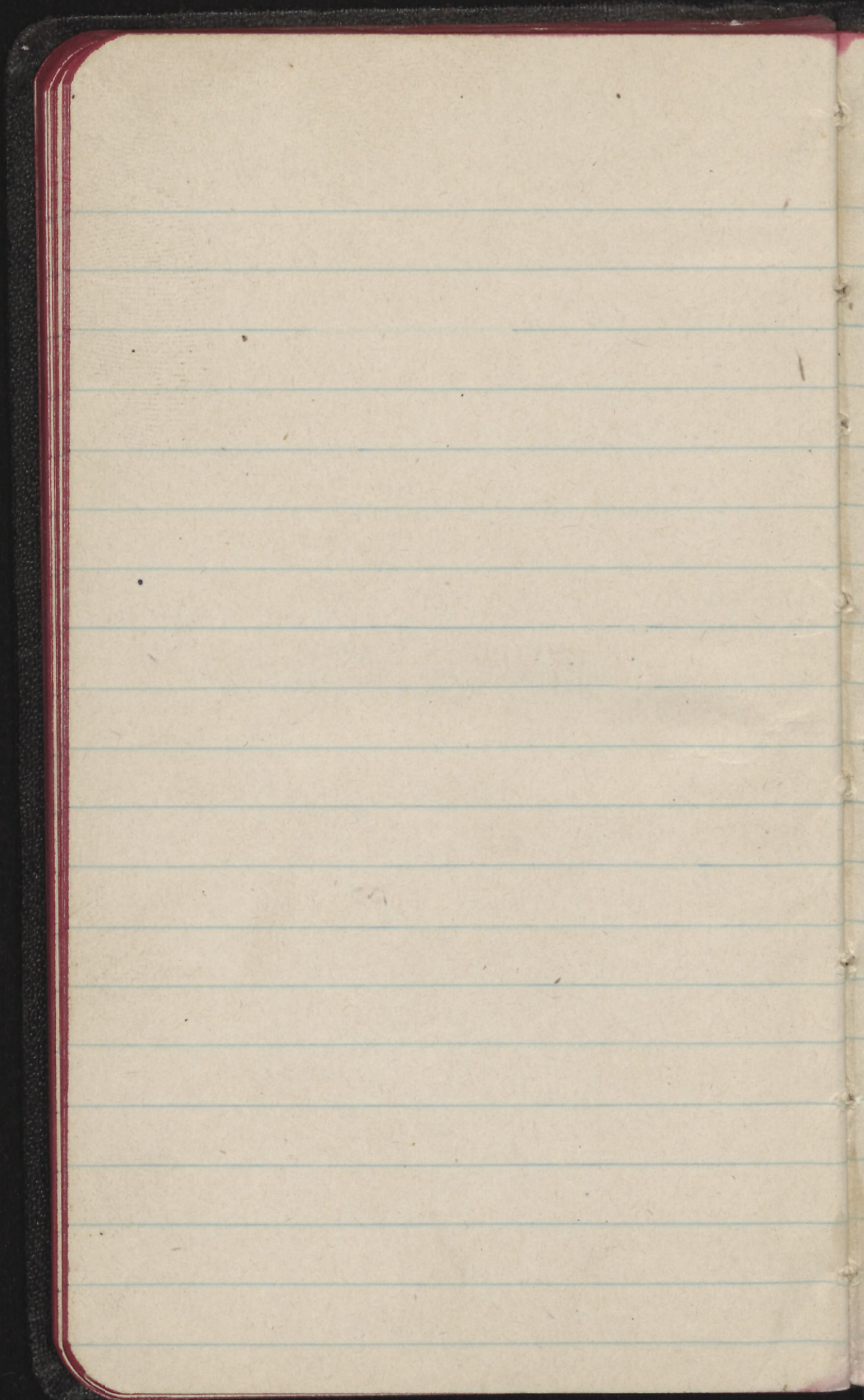












THINGS TO DO:

TAKE GROUND READINGS WEEKLY

CLEAN SALINITY CELLS MONTHLY

RUN & TEST THE FOLLOW UP MOTOR & CONSTANT FREQUENCY METER ^{1/2 hr.} MONTHLY

CHANGE CHANNELS WEEKLY

TEST PIT-LOG MONTHLY

WEEKLY INSPECTIONS

THINGS TO DO:

Make Ground Readings Weekly

Make Salinity Tests Monthly

and test the follow up water
resistant frequency meter monthly

Make Channel's Weekly

Get Pit-log Monthly

Make Weekly Inspections

THUR

WED

WED

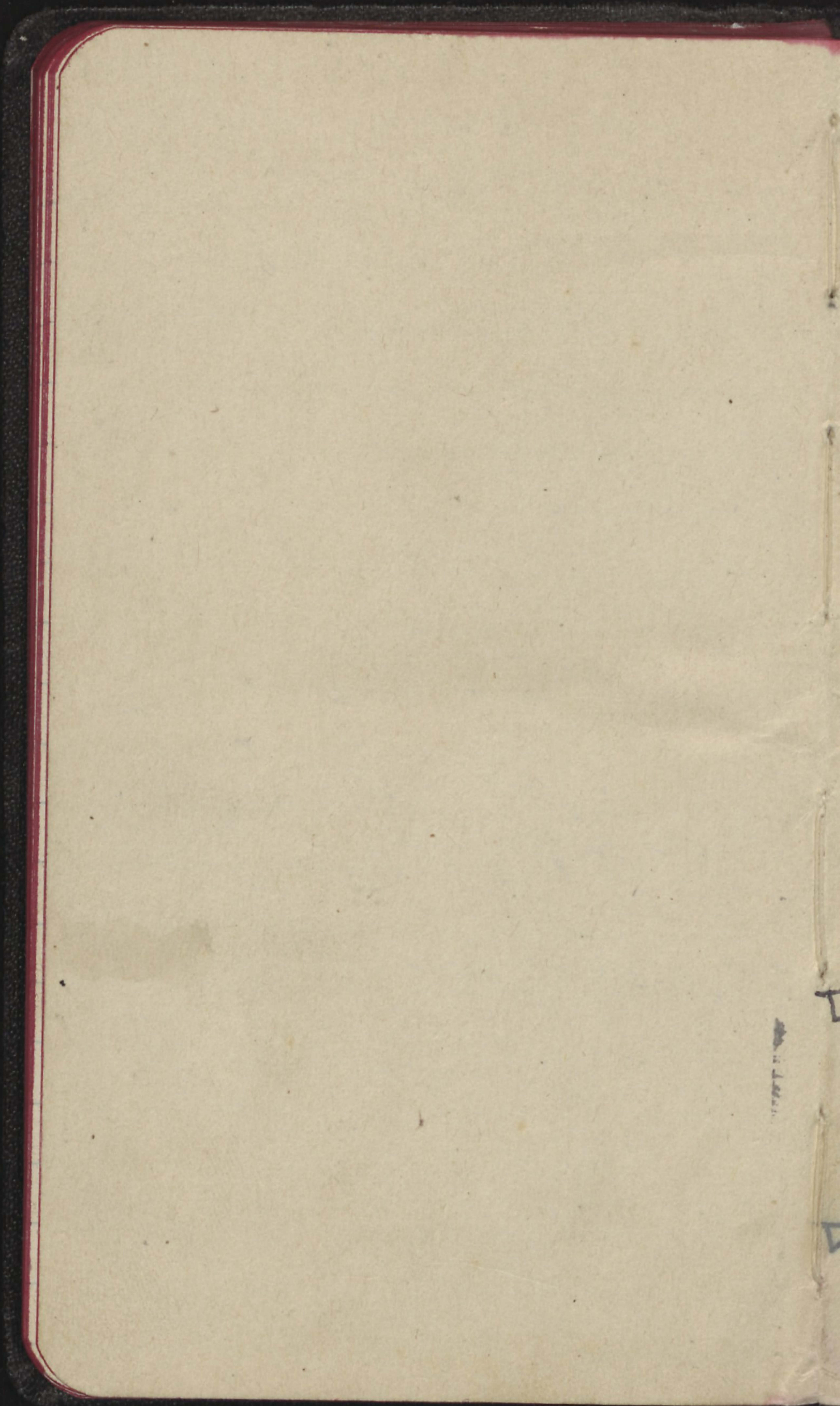
WED

WED

WED

WED

WED



TO CHECK PIT LOG WHEN DOCKED
OPEN SEA VALVE, CLOSE VALVE G
OPEN COCK - D - BY PASS VALVE
A IS CLOSED. - VALVE F IS OPEN
AND B + C ARE CLOSED.

