WATCH QUARTER STATIONS

General Quarters
After Steering

War Cruising
#1 S.S. Switch Board

Special Sea Detail
After Steering

Fueling
After Steering

Clearing Station
After Steering

Maintanance
Light + Power

Frank M. Frazitta

E. M. 2/c

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

Commisioned

APRIL 4, 1944

B3/6

50171

Manufactured by
U. S. Government Printing Office

M.

se
EXC.
ieLd

n.

EXC.
Ld

P.M.

GS

2

MAIN MOTOR

2700 VOLTS - 400 R.P.M.
AMP. ARM. 984 - P.F. 1.00
K.V.A. 4600 - 3 PHase
93 1/3 CYCLES - 120 V. D.C. EXC.
6000 H.P. - 200 AMP. FIELD

Main GENERATOR

2700 VOLTS - 5600 R.P.M.
AMP. ARM. 984 - P.F. 10
4600 K.V.A. - 3 PHase
93 1/3 Cycles - 110 V. D.C. EXC.
4600 K.W. - 122 AMP. FIELD

AMPLYDINE.
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 120 V. D.C. EXC.

M.G. SET.
AR. 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 #2

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
4,000 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 FW'd ENG. RM. S.S. SWITCH Bd.
8. ABOVE FW'd 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

PANAL BOARDS RESPECTIVELY

(A) FEEDER
(B) MAIN
(C) SUBMAIN
(D) BRANCH
(E) SUBBRANCH

IDENTIFICATION COLORED TAGS (on CABLES)

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

COLOR IDENTIFICATION
of PHASE CABLES

BLACK - PHASE A
WHITE - " " B
RED - " " C

450V. LIGHT AND POWER PANELS

STEERING POWER FB-471

LOCATED IN AFTER STEERING

COMBINATIONS

1. FWD FIRE ROOM
2. AFT. FIREROOM
3. FWD ENGINE ROOM
   OPEN ALL SWITCHES
4. AFTER ENGINEROOM
   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	WHITE

AMT. OF FUEL AND WATER

8035 GAL. FRESH FEED WATER
9380 GAL. FRESH WATER
99,364 GAL. FUEL OIL (DIESEL)

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 COILS
2. SHORT CIRCUIT }
3. GROUND OR LOW INSULATION RESISTANCE IN THE WINDINGS.
4. SHORT CKT. BETWEEN COMMUTATOR BARS.
5. TROUBLE IN COMMUTATOR NECKS.

MISCELLANEOUS

THE THICKER A WIRE OR CABLE (MORE CIRCULAR MILLS) ~~A 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.

I. C. CIRCUITS

main BTRY. CONTROL CIR. - G.S.
" " GUN FIRING - 2 P.A.
" " Cease FIRING - 2 U
" " 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 - G U

CIR. No	LOCA
1-FB-113	Fwd. MACHINERY SPACES
1EC	" " "
2FB-113	AFT " "
S. B.	" " "
A	Officers Call Bell
1EX	Tel. & V.T. Call Bell
2EX.	" " " "
3EX.	" " " "
K	Shaft Rev. Const. Freq.
1K	" " Shaft #1
2K	" " " #2
8K-10	" " Const. Freq.
8K-20	" " " "
LC	Gyro-Compass Repeater
GLC.	" " (Supply)
M	Engine Rev. Tele.
1MB	Engine Order Tel. Fwd.
2MB.	" " AFT

		PHASES
C. ATION		
	I.C. PANEL (FEEDER)	AB.
	" "	B.C
	" " (FEEDER)	CA
	" " + AFT. FIRE-RM. I.C. PANEL	BC
	(CRUISING MISC)	CA
	(SHIP CONTROL)	BC
	(ENGINERING)	AB
		CA
.	+ ALARM	B. C
		AB
		CA
Q.	+ BUS SHAFT #1	AB
	" " #2	AB
	(SUPPLY) +	AB
)		ABC
		AB
		BC
K.	FIRE P.M. + FWD. ENGINE R.M.	BC
	" " + AFT. " "	CA

CIR. NO.	LOCATION
1-17MC	GEN. ANNOUNCING
21-MC	CAPT. COMMAND & ANNOUNC
1Y	UNDER WATER LOG
2Y	" "
2Y/100	" "
3Y	" "
PD 2	DETECTING RADAR R
GM-4A	HEAVY MACH-GUN
G.S.	MAIN BTRY-CONTROL

ox	PHASE
	[redacted]
(SOPPY)	[redacted] AB
NCING (SOPPY) (SQUAK BOX)	[redacted] CA
(SPEED)	[redacted] CA
DISTANCE	[redacted] BC
(DEAD RECKONING)	[redacted] AB
(CONST. FREQ-BUS)	[redacted] AB
ANGE	[redacted] AB
V	[redacted] BC.
ROL	[redacted] CA

TO START CONSTANT FREQUENCY METER:

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

After K + 10K ARE STARTED TURN ON CONSTANT FREQUENCY ALARM CUTOUT + 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 2Y 100. Then

open gate valve &
flower accordam
& bleed off.

NEXT LIGHT OFF
GUN CIRCUITS.

1. TURN ON 2PA - 2PA1
2PA2 - 2PA3 FOR G.Q.
FOR JUST UNDERWAY, TURN
ON 2PA & 2PA2 ON LOCAL
FIRING.

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

THINGS TO DO:

TAKE GROUND READINGS WEEKLY

CLEAN SALINITY CELLS MONTHLY

RUN + TEST THE FOLLOW UP MOTOR + CONSTANT FREQUENCY METER MONTHLY

CHANGE CHANNELS WEEKLY

TEST PIT-LOG MONTHLY

WEEKLY INSPECTIONS

To check PIT LOG when Docked
open sea Valve, close Valve G
& open Cock - D - By Pass Valve
A is closed. - Vale F is open
And B & C are closed.