

U.S.S. SHANGRI LA (CV38) 50/KAA/py/11-1-44/  
c/o Fleet Post Office  
New York, N. Y.

THINGS WE MUST KNOW AND DO ABOUT OUR SHIP

1. Fire-fighting equipment, damage control gear and tools are placed in certain locations on our ship for very definite reasons. We are to leave this equipment strictly alone, unless we use it for drills or in actual combat of fire or damage. Such equipment is supplied our ship, so that trained men may control damage and save our lives. They must be able to find the tools under any conditions of fire or darkness. Let's knock off the habit of removing foam cans from racks and using them for seats. Let's leave the dog wrenches in their clips and keep our hands off the fire hose and spanner wrenches. We are only risking our own lives by interfering with damage control gear, unless we use it properly and in an emergency. Fire-fighting equipment, and damage control tools will be painted red; and we had better not get caught tampering with any of them, unless we are authorized to do so, for it is a serious offense.

2. In moving about the ship, "Keep the water on our right". Generally speaking, we go UP AND FORWARD ON THE STARBOARD SIDE and DOWN AND AFT ON THE PORT SIDE. There are, however, one or two exceptions in main deck hatches. Let's learn them at once.

3. MATERIAL CONDITIONS: This is a three-condition ship - that is, there are three steps to our closing the ship up for battle - just like putting a cork in an empty bottle so it won't sink - The first step is MATERIAL CONDITION X-RAY - This condition is set at all times, at peace or at war, at sea or in port. X-Ray doors and hatches are always closed unless someone is actually working inside. MATERIAL CONDITION YOKE is the second step in our bottling-up the ship. This is one step closer our maximum degree of watertight integrity. A good example of Yoke fittings are the hatches in our second deck passageways leading down to berthing spaces on the third deck. In Yoke condition, passage to the lower compartment is through the scuttle in the hatch. The hatch is classified as "Y" and is, therefore, closed in Condition Yoke - while the scuttle is marked "Z" and can be left open in Condition Yoke. During wartime we cruise in Yoke condition - because it permits us to go to and from our quarters, but still we can make our final closures in just a few minutes. MATERIAL CONDITION ZEBRA is our final step - the one in which we reach our maximum degree of watertight integrity. Condition Zebra is set mostly by the repair parties, and is our General Quarters, or Battle Condition. It is set after all General Quarters traffic has passed. Once Condition Zebra has been set, it shall not be broken except by repair parties controlling damage. No doors, hatches, scuttles, accesses or other classified fittings shall be opened except as noted above. Our watertight integrity, when at General Quarters, must not be violated. It is our watertightness that will keep us from sinking if we are hit. The opening of one door may result in the drowning of forty or fifty of your shipmates. Our watertight integrity in Condition Zebra must not be broken. To do so can only invite disaster to you and your shipmates. That is one point we must let soak in, "We cannot move about the ship, when in Zebra condition but must stay where we are". In Zebra condition, all "X", "Y", and "Z" fittings on the ship are closed. There are only a few fittings left open. These are mainly the ventilating valves to the boiler rooms. These fittings are marked "H", and would be closed only to control damage that has occurred. Obviously, we cannot shut off the air to the fire rooms while they are steaming.

4. In going to your battle stations, you may have to pass through an "X" door or hatch. If so, the "X" will have a black circle around it, and you may go through it going to or from your battle stations, without requesting permission. Of course, you have to dog it down tight behind you, going either way.

5. The Material Conditions of the ship, "X", "Y", and "Z", have to deal only with the mechanics of closing up the ship, doors, hatches, valves, etc. Conditions of Readiness indicate the conditions or degrees of preparedness of person-

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6. Our maximum Condition of Readiness is **CONDITION ONE, or GENERAL QUARTERS**. Battle is close at hand, all guns and battle stations manned, everyone on the alert, everyone is all set. This is the moment we have been training for. Material Condition Zebra is set, we have our maximum degree of watertight integrity. We and our ship are squared off and ready to take it or give it out.

7. If things ease up a little, the Captain will want us to rest a little, but still keep our battle stations fully manned. He will then order **CONDITION ONE EASY** set. Now half of us can sit down and relax or stretch out on the deck for foxy winks. The other half will remain alert, ready to bounce us back on the job when things tighten up again.

8. Readiness **CONDITION TWO** is a watch and watch condition, starboard and port, one watch only manning battle stations. This permits work about the ship to be carried on. In **CONDITION ONE** and **CONDITION ONE EASY**, battle stations are fully manned, both starboard and port watches on station. In **CONDITION TWO**, only half of us, one watch at a time is on station.

9. In **CONDITION THREE**, the watches are one in four, so the battle stations are manned with only one quarter of the General Quarters complement. In this condition, of course, battle is not very near.

10. So, we have four personnel Conditions of Readiness, **CONDITION ONE, CONDITION ONE EASY, CONDITION TWO, and CONDITION THREE**. The Material Conditions are **X-RAY, YOKE, and ZEBRA**.

11. Now, for numbering compartments, we should be able to mentally locate any compartment on the ship, and tell what it is used for, by just hearing or seeing its number. In order to do this, we must learn how the ship is divided. In the first place, the ship is separated into three fore and aft sections as follows:

Section A - from bow to Frame 79,  
Section B - from Frame 79 to Frame 150,  
Section C - from Frame 150 to stern.

12. In going down, the decks are numbered as follows, the main (hangar) deck being the First Deck:

Next lower is the Second Deck,  
Then comes the Third Deck  
" " " Fourth Deck  
" " " First Platform Deck (Fifth Deck)  
" " " Second Platform Deck (Sixth Deck)  
" " " Hold (Seventh Deck)  
" " " Third Bottom (Eighth Deck)  
" " " Double Bottoms (Ninth Deck)

Above the main (hangar) deck, add a zero in front of the number, for example: the forecastle deck is the "01" deck, the gallery deck is the "02" deck. In other words, the deck numbers go up from the main deck and have an "0" in front of them.

13. Now, so far, we know how to locate the section of the ship a compartment is in, and also the deck it is on. For example: Compartment No. C-405 is aft of frame 150 on the fourth deck. Now, continuing with this same Compartment No. C-405, the last number being "5", indicates the compartment is on the starboard side of the ship. An even number as "4", would put it on the port side. So now we have located C-405 as being aft of frame 150, on the 4th deck, and on the starboard side of the ship.

14. There will always be a letter following such a group of numbers also, and this letter indicates the use or purpose of the compartment. The following letters signify the use of compartments:

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A - Storeroom  
B - Secondary gun battery compts., and torpedo rooms.  
C - Communications, radar etc.  
E - Engineering  
L - Living space  
M - Magazine  
T - Trunk  
V - Void,  
etc.

15. Now we add an "A" to C-405, making it C-405-A, and we have the whole story - where the compartment is located and what is its use. Sometimes, we might find two letters following the numbers, for instance, "EL", which means that there is a small Engineering space (fan room, or capstan room) within a watertight living compartment. Only watertight subdivisions of the ship are numbered.

16. Another little thing we must know and do if we are not in a fire party, is to make way for the fire party when fire call sounds. Get off the ladders and stand to one side of the passageways. If you are a member of a repair or fire party, however, light out for your station on the double, no matter what you are doing, even if you are standing Captain's Inspection. You have no duty more urgent than your repair or fire or battle station during an emergency. The call is sounded to get you there. Proceed at once to your station and prepare for action.

17. There is another small but very important thing to remember, and that is that all watertight doors are to be secured either open or closed. Never let them be free to swing when the ship heels or rolls. One of our own doctors has had the very unpleasant task of amputating the legs of two boys, who were going through watertight doors when the roll of the ship swung the doors shut. When doors are not closed, we must keep them hooked open. If the hook is broken or missing, we will report it to our division officers at once.

18. Last, but not least, a real blue water sailor is neat and clean when he goes ashore, is pleasing to the eye, and lives in a neat, clean compartment on board his ship. He won't tolerate dirt. Be a blue water sailor and a good one.

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