Annexed Table No. 2.

Standard of "B" Class Articles for Ships Store to be provided on board the Reparation Ships.

1. Under the supervision of First Lieutenant.

a. Fixtures (for Seamanship).

Articles	Units	Quantity: For Destroyers Escorts Mine-Layers Transports	Quantity: For other than enumerated in the left	Remarks
Mallet for covering hawser with yarns	piece,	2	2	
Mallet for tighting hawser	"			
Marine spike	"	2	2	
Palm leather	"	2	2	
Deck bucket	"	4	3	
Grapnel	"	1	1	
Oar, large & small	"	To be suitably provided in accordance with the number and type of life boats.		
Oar lock	"			
Oar, Japanese type (small)	"			
Boat hook, A	"			
Water barrel	"	1	1	
Bail	"	1	1	
Life jacket	"	As many as crew members.		
Wash tub	"	5	3	
Fire extinguisher	"	5	3	
Kerosene lantern	"	3	2	
Global lantern	"	2	2	
Lantern	"	2	2	

Hammock	sheet	As many as Crew-Members.	
Mattress for above	"		
Hammock lacing	piece		
Hammock clew	set		
Clew-ring	piece		
Fender, middle size	"	2	Small size 2
Boat fender (small size)	"	Suitable number in accordance with the type and number of boats.	
Boatswain's pipe	piece	2	2
Megaphone	"	2	2
Canvas hose	metre	60	48
Hose coupling	piece	10	8
Wrench for above	"	4	4
Canvas-bucket	"	1	1

b. Consumer goods (for Seamanship).

Sail cloth	metre	15	10
Old sail cloth	"	10	5
Waste cloth	kg	5	3
Unbleached cotton cloth	roll	1	1
Sewing twine	kg	0.2	0.2
Six-yarn nettle stuff	"	5	3
3-yarn nettle stuff	"		
Spun yarn rope	"		
Manila rope small size	"		
Wick	piece	8	8
Match-cord	"	20	15
Candle	"	50	40
Wax for seaming twine	kg	0.2	0.2

Sail needle	piece	5	5
Broom-stick	"	10	1
Cow hide	kg	0.5	0.5
Rubber packing	piece	10	8
Paint brush	"	5	5
Deck brush	"	15	10
Broom	"	15	10
Deck broom	"	15	10
Frothy fix extinguisher A	"	8	5
" B	"	8	5
Soap	kg	3	3
Safety matches	piece	15	15

c. Fixtures (for Smithery):

T-shaped anvil	piece	1	1
Sledge hammer	"	1	1
Wood hammer for copper smith	"		
Mallet for above	"	1	1
Scriber	"	1	1
Ruling needle	"	1	1
Calipers (inside)	"	2	2
Calipers (outside)	"	2	2
Divider	"	1	1
Frame saw	"	1	1
Metal cutting scissors	"	2	2
Circular set hammer	"	1	1
Fuller	"	1	1

Chipping fuller	piece	1	1
Fire shovel	"	1	1
Flat tongs	"	3	3
Round tongs	"	3	3
Square tongs	"	2	2
Flat chipping chisel	"	5	5
Cross-cut chisel	"	2	2
Chisel with handle	"	1	1
Soldering iron	"	2	2
Hydro chloric acid pot	"	1	1
Hand drill	"	1	1
Drill bit	"	5	5
Tap and Dies (English Type)	set	2	2
" (French Type)	"	1	1
Hand hammer	piece	4	4
File	"	5	5
Vice	"	2	2
Torch lamp	"	1	1
Folding measure	"	2	2

d. Consumer goods (for Smithery).

Tinned sheet	sheet	3	2
Brass solder	kg	0.5	0.3
Solder	"	1	0.5
Saw blade for frame saw	piece	5	5
Steel bar	"	3	3
Brass sheet	sheet	1	1
Copper sheet	"	1	1

Carolic acid	kg	0.5	0.5
Borax	"	0.5	0.5
File holder	piece	2	2

e. Fixtures (for Carpentry).

Screw driver	piece	2	2
Twist drill	"	2	2
Iron hammer	"	3	3
Axe	"	1	1
Pincer	"	1	1
Saw (grain wise)	sheet	2	2
Cross cut saw	"	3	3
Plane	piece	2	2
Chisel (Thick bit)	"	2	2
Chisel (Thin bit)	"	2	2
Carpenter's square	"	1	1

f. Consumer goods (for Carpentry).

Oil blankets	kg	1	1
Iron nail	"	3	2
Triangular drill	piece	1	1
Square drill	"	1	1
Semi-Circular drill	"	1	1
Saw-setting file	"	2	2
Planking	sheet	8	8
Putty	kg	3	2
Grindstone, medium-	piece	2	2
Grindstone, fine	"	1	1
Grindstone, coarse	"	2	2

2. Under the supervision of Navigating Officer.

a. Fixtures

Articles	Units	Quantity: For Destroyers Escorts Mine-layers Transports	Quantity: for other than enumerated in the left	Remarks
Life buoy	piece	4	2	
Set square	"	2	2	
Divider	"	2	2	
Mast-light	"	1	1	
Side-light	"	2	2	
Anchor-light	"	1	1	
Signal line	metre	100	80	
Lead line	"	100	80	
Lead	piece	2	2	
Naval Signal flag	suit	1	1	Width $1\frac{2}{3}$ - 2
Hand flag	"	2	2	
Signal flag, telling the length of coble dropped or hoisted	"	1	1	
Anchor flag	"	1	1	
Signal flag for anchor hoisting	"	1	1	
Signal flag hooks A	piece	140	140	
ditto B	"	5	5	
Signal Black ball	"	2	2	
Speed mark	"	(as many as the Screw-shafts)		
International signal Book. (Japanese-English)	copy	1	1	
ditto (Japanese)	"	1	1	
Meteorological table	"	1	1	
Ship-handling table	"	1	1	

b. Consumer goods

Chronometer log	piece	1	1
Log book	"	1	1
Signal Watch memo	"	1	1
Naval Signal memo-book A	"	10	10
Naval Signal memo-paper A.B.	"	15	15
Observation book	"	1	1
Observation paper	sheet	5	5
Marine Meteorological record at sea	copies	1	1
Self-recording paper for wind-direction meter	sheets	10	10
Blanks for Weather-charts	"	100	100
Cotton thread	kg	0.1	0.1
Cotton needle	piece	5	5
Gauze	"	1	1

3. Under the supervision of Chief Communication Officer.

a. Fixtures

Articles	Units	Quantity: For Destroyers Escorts Mine-layers Transports	Quantity: For other than enumerated in the left	Remarks
International Code-book A	copies	1	1	
ditto B	"	1	1	

b. Consumer goods

Telegram draft decode-blanks	piece	10	10	
Wireless Message forms	"	10	10	
ditto (English)	"	5	5	
Meteorological Wireless Message forms (receiving)	"	10	10	
Wireless Operators log	"	1	1	
Feather brush	"	1	1	

4. Under the supervision of Chief Enginner.

a. Fixtures

Articles	Units	Quantity: For Destroyers Escorts Mine-layers Transports	Quantity: For other than enumerated in the left	Remarks
Oil feeder	piece	5	4	
Syringe	"	2	2	
Oil can	"	1	1	
Funnel	"	2	2	
Metal backet	"	2		For coal burning and mixed burning Ships only
Shovel	"	4		
Fire rake	"	2		
Mude rake	"	2		
Slice bar	"	2		
Poker	"	2		
Coal mallet	"	2		
Monkey wrench	"	2	2	
Sledge hammer	"	1	1	
Copper hammer	"	1	1	
Lead hammer	piece	1	1	
Plier	"	3	3	
Oil stone	"	1	1	
Packing-Knife	"	1	1	
Scraper	"	2	2	
Boiler-water Tester	"	1	(for steem propelled Ships only)	
Flash lights	"	15	12	
Canvas hose	metre	36	36	
Coupling for above	piece	14	14	
Thermometer A	"	2	2	
ditto - B	"	3	3	

Thermometer C	piece	5	4
ditto D	"	2	2
ditto E	"	5	4
Thermometer Case	"	15	13
Stoker's Spectacles	pair	2	(for steam propelled Ships only)
Drinking water-tank	piece	2	2

b. Consumer goods

Waste Cotton thread	kg	100	80
Waste Cotton Clothe	"	100	80
Wooken Yarn	"	0.2	0.1
Pressure-Indicator-cord	"	0.3	(for ships Carrying Pressure Indicators only)
Steel wire	"	1	0.5
Semi-Circular Steel Wire	"	0.5	0.5
Copper wire	"	0.5	0.5
Semi-Circular Copper wire	"	0.5	0.5
Brass wire	"	0.5	0.5
Semi-Circular Brass wire	"	0.5	0.5
Lead wire	"	0.5	0.5
Glass tube	piece	5	4
Glass plate for Water gauge	sheets	4	(for steam propelled Ships only)
Test flask	piece	2	2
Test tube	"	3	3
Syringe	"	3	3
Electric bulb for flash light	"	20	15
Glass funnel	"	1	1

Packing for High temperature use	metre	1		1
Packing thread (Cotton)	kg	1		1
Stern tube Packing	"	1		1
Rubber-ring Packing	piece	1		3
Felt Packing	metre	1		1
Packing for Water gauge A	piece	3	for steam propelled Ships only	
ditto B	set	2		
Brown Card board Paper	sheet	2		1
Round Asbestos Packing	kg	1		1
Plate Asbestos Packing	metre	1		1
Tape Asbestos Packing	"	1		1
Plate Rubber Packing	"	0.5		0.5
Hand broom	piece	5		1
Stokers gloves A & B	pair	3	(for Steam propelled Ships only)	
Fatigue gloves	"	20		15
Emery Cloth	sheet	15		11
Emery powder	kg	0.5		0.3
Emery paste	"	0.5		0.3
Soda for Sundry use	"	10		
Nitric acid	piece	1		
Potassium Chromate	"	1		
Graphite paste	kg	1		
White lead paste	"	2		
Phenol Naphthaline	piece	1	for ships provided with Boiler water testers only	
Sulphuric Acid	"	1		
Dry Battery	"	50		5

5. Under the supervision of Chief Paymaster.

a. Fixtures.

Articles	Units	Quantity: For Destroyers, Escorts, Mine-Layers, Transports	Quantity: For other than enumerated in the left	Remarks
Pillows	piece		5	
Wash basin (I)	"	9	6	
Ink-slab (Japanese style)	"	4	2	
Ink-slab-case (ditto)	"	4	2	
Abacus	"	1	1	
Mimeograph	"	1	1	
File-plate for above	"	1	1	
Cooking utensils & table-wares	"	So many as crew members.		

b. Consumer goods.

"Fude" (Japanese pen)	piece	5	3	
"Sumi" (Japanese Ink-stick)	"		1	
Chalk	"	50	40	Quantities to be fittfully adjusted as may be needful for the voyage.
Ink-pad (for Japanese seal)	"	4	2	
Ink for above	gramme	6	2	
Printer's ink	piece	2	3	
" roll	"	1	1	
Steel pen	"	4	3	
Duplicators under board	sheet	3	2	

pen	piece	36	30	
pen holder	"	5	4	
Ink	"	3	3	
pencil	"	40	35	Quantities to be fitfully adjusted as may be needful for the voyage
Ruled Rice paper (Japanese-full size)	sheets	500	450	
"Ditto" (half size)	"	700	450	
Ruled paper (full size)	"	500	450	
"Ditto" (half size)	"	700	650	
Non-ruled Rice-paper (fall size)	"	500	450	
Stencil-paper for Mimeograph	"	70	65	
Carbon paper	"	80	75	
Foreign paper "C"	"	1000	900	
Envelope "large size"	"	50	45	
"small	"	150	130	
Cooking and Table necessanies	"	As much as needed for the crew members in the sailing		

Remark:

1. When articles on board exceed this Standard the excess quantity should be returned to the Supply Division.

2. Articles other than those listed in this Standard will be left as they are at present, except:-

(a) Artibles which are either not needed for present voyage or particularly in excess should be returned to the Supply Division.

(b) When the articles on board at present are found ill-balaneed in quantity, they will be suitably adjusted.

3. Articles for Engine & Machinery room already on board at present will be so left just as they are.

4. Minimum quantity of fuel will be loaded on board as required for present voyage.

5. Hydraugraphic books and Charts: Same as above.

6. Medical supplies: Same as above.

7. Clothing: to be managed with those already lented to the officers and men of the ships, and will not be specially put aboard for the derivery voyage.

8. Provisions: enough quantity for crew-members for days on passage required for present voyage plus 4 days.

Note. For ships carrying aboard the returning officers and men, provisions will be equipped for the return-voyage with some adequate margin.

9. Canteen goods: to be put aboard for the number of officers and men on board for a month's supply.

SITS

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Heavy Oil Tank Inventory
重油タンク在庫量

Date (月日)

1. Blache oil 缶用重油

Tank number タンク番号	Capacity 容量	Inventory 在庫量	Consumption 消費量
⋮	⋮	⋮	⋮

1 2. Diesel oil ディーゼル重油

様式ハ Black oil ニ同ジ

(参考) 引渡船ノ燃料処理ニ関スル電報写

総務第10番号(5月9日) 着総務部 発各後

賠償船ノ燃料処理ニ関シ左記ヲ実施報告サレ度

1、重油

(1) 各船ハ各タンクノ毎日正午現在量並ニ消費量記録保存スルコト 尚 左記特日ニ於ケル重油在庫量ヲ米極東海軍指揮官ニ詳細報告セシメラルル予定

抽籤ニ依リ引渡口決定時(決定次第通知ス)

最後ノ内地出港時

引渡時

(ロ)「タンク」指ヲ遺漏ナク整備スルコト

(ハ)記録報告ハ總テ現在使用中ノ「トン」單位デ実施ノコト

2、石油 略

2119

運轉標準表
Table of Driving Standard of Engine

速力（節） Speed (knot)	
推進軸毎分回転数 Revolution per minute	
発生軸馬力 Shaft horse power	
一晝夜燃料費負(圓) Oil consumption per	
航續距離(浬) Cruising radius (mile)	
燃料加減調整度(分數) Regulating	
燃料噴射時期(分數) Fuel ejecting time	
壓力 Pressure — 燃料噴射圧力 (kg/cm²) Oil ejecting pressure	
壓力 Pressure — 循環水圧力 (kg/cm²) Circulating water pressure	
壓力 Pressure — 軸受注油圧力 (kg/cm²) Lubricating pressure of bearing	
壓力 Pressure — ピストン冷却油圧力 (kg/cm²) Pressure of piston cooling oil	
冷却水ポンプ使用台數 Using number of cooling water pump	
注油ポンプ使用台數 Using number of lubricating pump	

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example:

Standing Standard Table of Main engine

		Speed (knot)	Revolution per minute	Reading time for Setting	
				increase	decrease
Astern	High Speed				
	Standard Speed				
	Two-thirds Standard				
	Half Standard				
	Stop				
Ahead	Half Standard				
	Two-thirds Standard				
	Standard Speed				

Standard Table for Increasing and Decreasing Speed of Main Engine

Speed (knot)	Revolution per minute	Reading time for setting
12		
14		
16		
18		
20		
22		
24		
26		
28		

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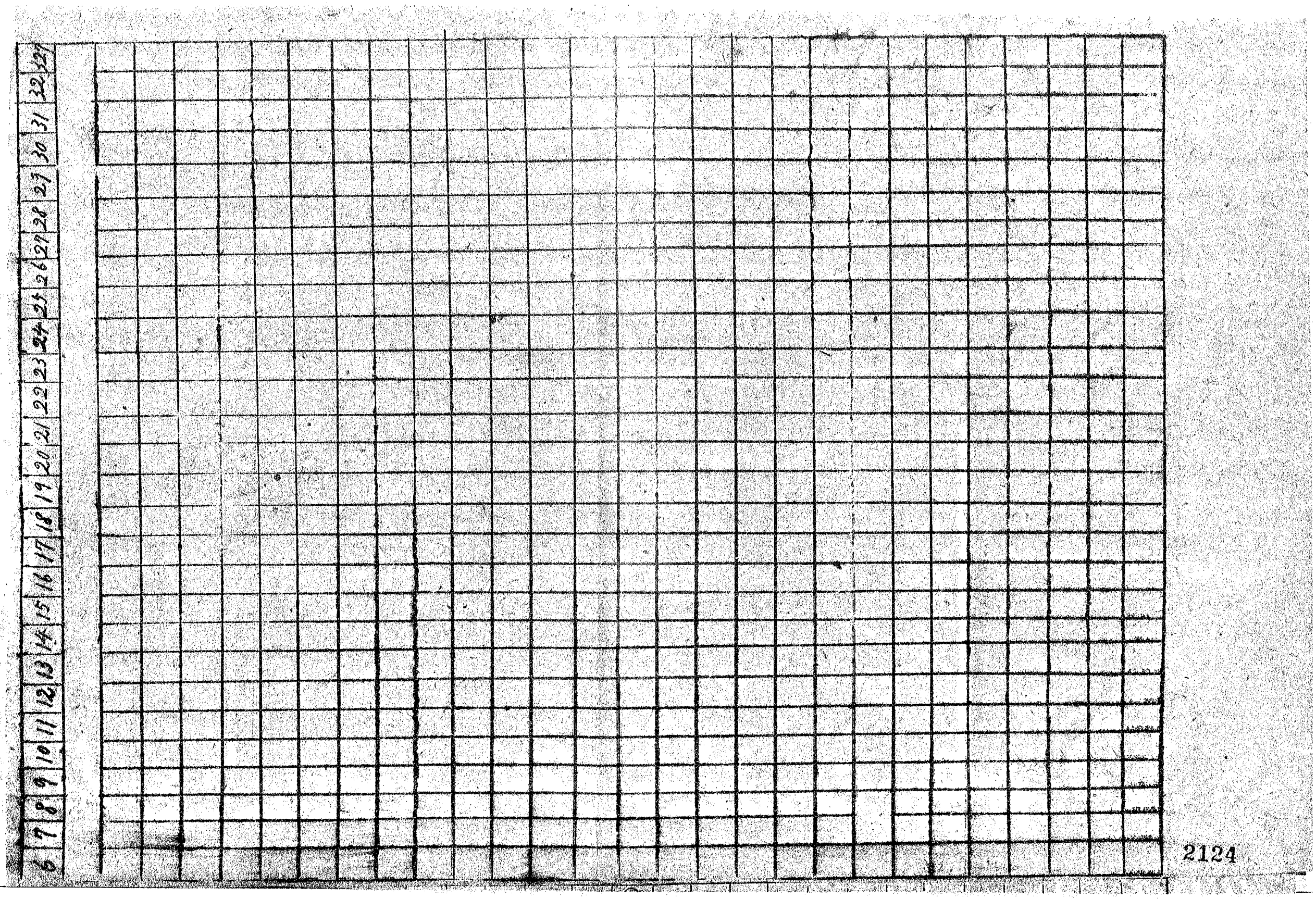
Diving Standard Table of Engine

速力 (節)		Speed (knot)	
主機械使用区分		Using method of main engine	
推進器回転数(毎分)		Revolution per minute	
罐使用数 (分数)		Number of using boiler	
罐蒸氣圧力 kg/cm²		Steam pressure of boiler	
使用ノズル数 (分数)		Number of using nozzle	
軸馬力		Shaft horse power	
蒸氣圧力	機械室	Steam pressure	main engine room
	主タービン蒸氣室(巡航)		main turbine Steam chamber
	主タービン一段落(巡航)		main turbine first stage (cruising)
	補助排気		Auxiliary exhaust steam
主復水器真空		Vacuum of main condenser	
主送水ポンプ回転数		Revolution of main circulating pump	
復水ポンプ使用台数		Number of using wet air pump	
空氣ポンプ	使用数	Air pump	Using number
	圧力 (一段/二段)		Pressure (first stage / second stage
注油ポンプ	使用台数	Lubricating pump	Using number
	吐出圧力		Outlet pressure
油冷却器		Oil cooler	
給水ポンプ	使用台数	Feed pump	Using number
	吐出圧力		Outlet number
重油噴燃ポンプ	使用台数	Oil burning pump	Using number
	重油圧力		Heavy oil pressure
送風機	使用台数	Forced draught fan engine	Using number
	通風圧力		Forced air pressure
一晝夜燃料費額		Oil consumption per day	
使用噴燃器数		Number of using burner	
燃焼度		Burning oil per unit space (Unit: gram/minute ×)	
補給水量(一晝夜)		Feeding water per day	



2125

COMMANDER NAVAL FORCES, FAR EAST
Tokyo, Japan

From: Commander Naval Forces, Far East.
To : Second Demobilization Bureau.

Subject: Standard Articles to be On Board Vessels Being Distributed Among the Four Powers.

Reference: (a) SDB letter serial 343 of 14 May 1947.

1. The use of reference (a) as a standard guide for materials to be aboard vessels prepared for delivery to the Four Powers is approved.

2. When the Japanese crews leave the ships at the delivery ports they will remove from the ships the following items only:

(a) All remaining food.

(b) Clothing.

(c) Blankets.

(d) Personel gears.

(e) Canteen goods.

M.W. BARD,
Chief of Staff.

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Operating method of Steering Apparatus.

Using division	Using oil pressure pump	Using oil Pressure cylinder	Valve to open	Valve to shut
I	No.1	1, 3, 2, 4	ABEF	CDGH $\alpha\beta\gamma\delta$
	No.2	1, 3, 2, 4	CDEF	ABGH $\alpha\beta\gamma\delta$
II	No.1 No.2	1, 3, 2, 4	ABCDEF	GH $\alpha\beta\gamma\delta$
III	No.1	1, 3	ABH	CDEFG $\alpha\beta\gamma\delta$
	No.2	2, 4	CDG	ABEFH $\alpha\beta\gamma\delta$
IV	Handle oil pressure pump	1, 3, 2, 4	$\alpha\beta\gamma\delta$	ABCDEFGH
		1, 3	$\alpha\beta$ H	ABCDEFG $\beta\delta$

Using division is as follows:

I .....Ordinary time.
II .....Fighting time.
III .....Time of emargency.

Remarks:

1. In case of using division II, do not shut (E) (F) valve.
2. In case of using division I and III, separate oil pressure pump which is not using from control shaft.
3. In case of using division III, mind that pressure of oil pressure cylinder may not exceed designe oil pressure.
4. In case of using division IV.
   (a) Separate persuit apparatus.
   (b) To hold the position of a helm is by shutting change cock.
5. In case of clutching or detaching plug for changing in accordance with each using division, do at first clutching operation, and then, detaching operation.
6. In case of opening (G) (H) valve, do it after shutting (E) (F) valve, and in case of shutting, do it at first and then open (E) (F) valve.

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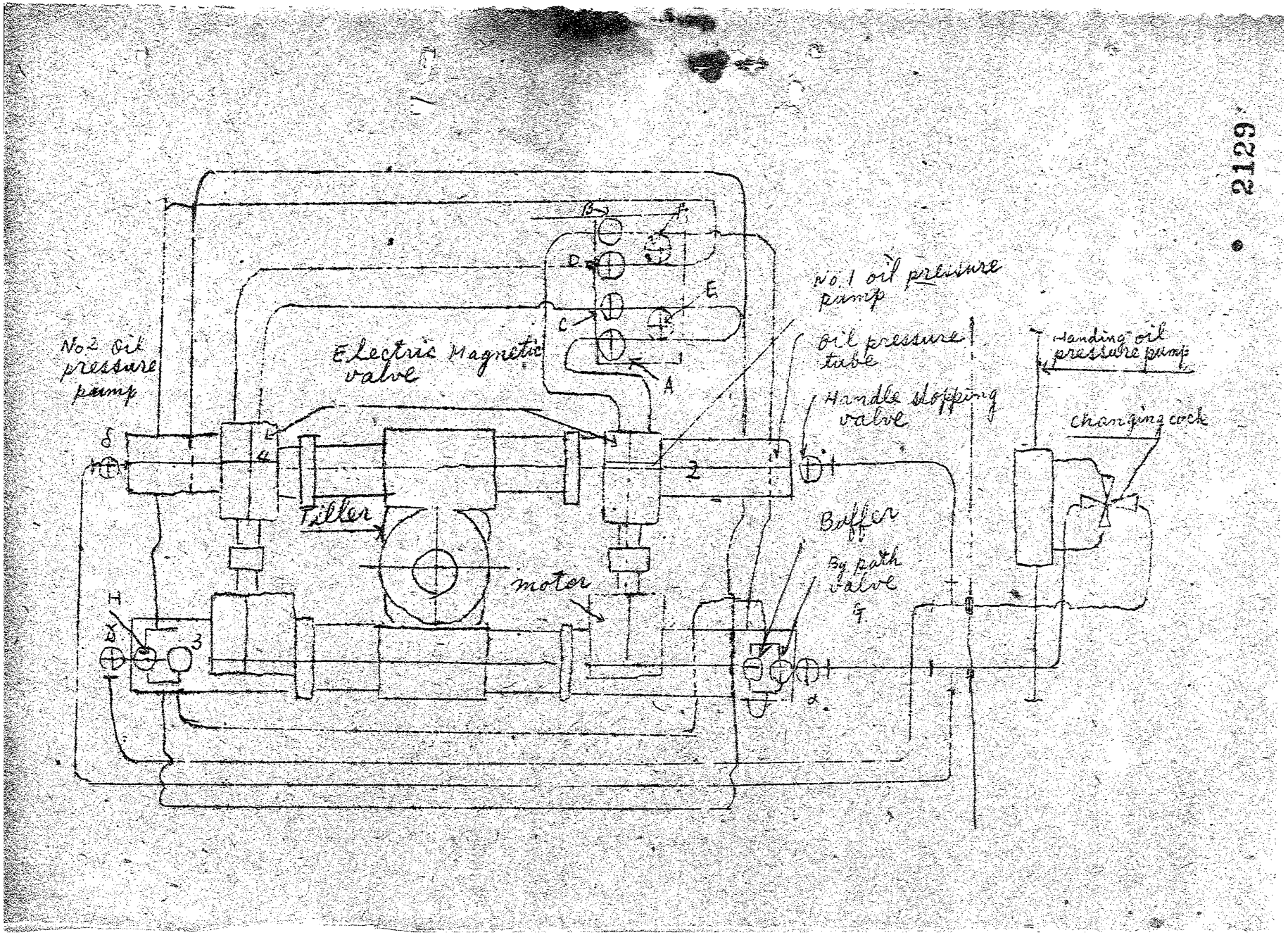


冷却法(3)

Operating Method of Refrigerating Method

1. Preperation of starting

(a) Examine existing of lubricating oil in compressor crank chamber.

(b) After opening (F) valve, open (A) (B) (D) (E) valve.

2. Starting

After having done above preparation, start compressor slowly and when pressure of (A) (B) (D) valve become zero, open (C) valve and begin cooling inne r part of ice-box. At the same time opening (H) valve, cool expanded gass of inner part of refrigerating machine. As by opening fully (C) valve expansion of gass become excessively great, slowly snut (D) valve till the moderate degree. Then pressure of (B) valve keep usually between 7 kg/cm and 10 kg/cm.

3. Stopping

To the contrary of starting, shut (C) valve and gather gass of cooling tubes into refrigerating machine, and when pressure of (A) (D) valve become zero, shutting (G) valve, stop the machine. Then snut (F) and (B) (A) (E) (D) (H) valve, and rotate the pump two or three round by hand.

4. Remarks while operating

(a) Take care of temperature of cylinder and crank, as revolution of compressor is great.

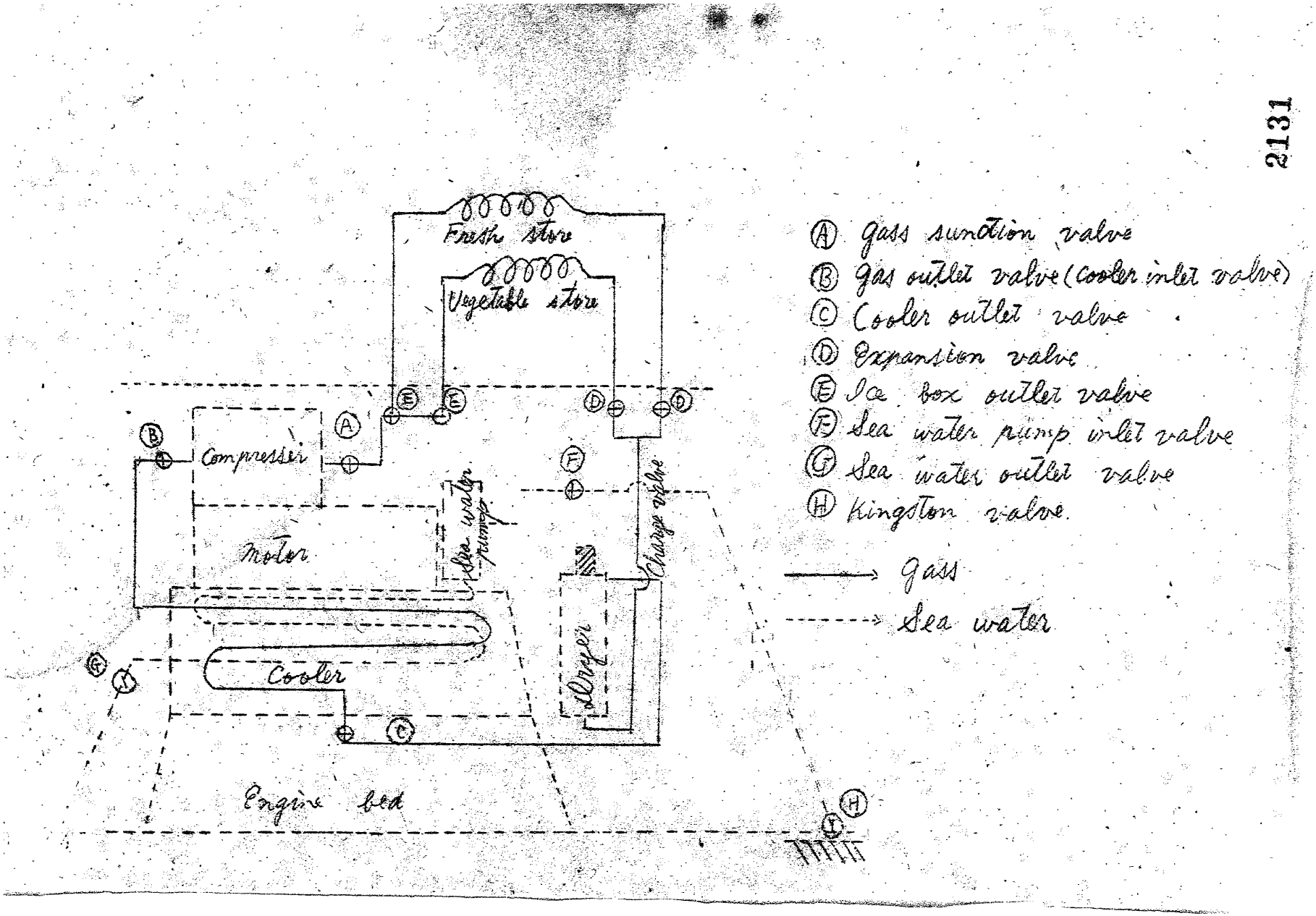
(b) Take care of suddenly pressure changing of (D) (A) valve.

(c) Instill lubricating oil into fly wheel and crank joint every thirty minutes.

5. Method of charging gass

(a) (While operating) Shut (C) valve and rotate compressor until vacuume of each tubes become 76 centimet&r (column of mercury). Connecting gass bottle to charging valve, open it's valve and supply gass. Nearly one minutes after, the pressure of (B) valve will become 4 kg/cm. Then snut the valve and take away gass bottle. After that, open (C) valve slowly.

(b) (After stopping) Same as above, except shutting (E) (F) valve.



(3) 式 五'給ナーシ°. (5 Sk/c)

2132

Operating Method of Yū Type Air Compressor.

1. Before starting

(a) Examine the condition of engine, stroking piston once by starting handle.

(b) Examine the conditions of every valves of pipelines.

(c) Mind that dust and water may not mingle into fuel.

(d) Fill fuel sufficiently so that air does not leave in oil injecting pipelines.

(e) Instill lubricating oil to every parts by oil distributor. (fill oil sufficiently into oil distributor and rotate it more than four or five round)

(f) Take away starting handle after putting piston at starting position.

2. Starting

(a) Open inlet valve and outlet valve of sea water.

(b) Put pistun by starting handle at starting position.

(c) Open fuel cock and loosen part of fuel pipe to which injection valve is chtched. Take off air from fuel and fill fuel by fuel handle.

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(d) Shut T type valve attached to air stop valve of pressure gage of each stage and drain cock of first stage air cooler.

(e) Opening valve (of which name is "from air reservoir"), let air go through 50 kg/cm^2 pressure-reducing valve, and open starting air base valve.

(f) Opening starting air valve of engine, fill 30 kg/cm starting air into compressing cylinders of 2,3,4 stages, and taking starting handle to second stage, fill in piston 6 kg/cm^2 starting air. Then engine will start automatically by automatic starting valve. Soon after starting, for sending air, open valve of which name is "to pressure-hold valve" and valve of which name is "from pump" and which is attached to base valve column.

If sea water is not seen in water detector within 15 mimutes after starting stop engine and investigate the cause.

3. While operating

(a) In time of regulating fuel of fuel pump, surely see stroke indicator. Standard stroke is 230 milimeter (at 200 kg/cm^2 hold-pressure).

(b) Rotation of oil distributor shall be held more than 6 round per minute.

(c) Open cock of under part of scavenging-air chamber and take off oil every one hour.

(d) Generally, open fully detective leaf of water detector.

(e) Take care when air is much in water detector.

(f) Open timely, at extremly small degree, T type valve attached to air-stop valve of pressure gage and examine the lubricated condition of each cylinder by the colour of drain.

(g) By Glycer lubricator, instill oil 0.01 litre at an hour. (Rotate

handle 8 round).

(h) When engine body have unusual vibration, or when clearance exist between fore and aft of wheel gear shafts, stop engine and investigate.

4. Stopping

(a) Hold up fuel handle.

(b) Soon after stopping, change to direct communication valve, and then open air discharge valve of pressure-hold valve and T type valve attached to air-stop valve of pressure gage.

(c) Rotate oil distributor surely few times.

(d) Rotate piston by hand two or three times.

(e) Take care of shutting of valve of every pipe line.

(f) Take out cooling water 30 minutes after stopping engine.

Working Method Of Kangen Type 96 tons/day Evaporating And Distilling Apparatus

1. Before starting.

(a) Open all sea water valves -- sea water outlet valve and inlet valve, that of oil cooler, that of steam ejector, feed valve. ½ open diluted-water valve and open fully brain intermediate valve.

(b) After having done above, open steam base valve and warm the turbine of accessory pump by steam exhaust valve. Warming time is usually between 15 and 20 minutes. At the same time, opening "blow off" valve, fill sea water in evaporator at ½ height of water level indicator, and then shut the valve.

2. Starting.

(a) After having completed above warming, dropping out sufficiently drain of accessory pump, slowly start it, lubricating by hand pump.

(b) After the rotation of pump has been set, change the lubrication by handle to automatic lubrication. Revolution of pump is usually 1300 round.

(c) Increase the open degree of first stage steam-regulate valve slowly at every 2 kg/cm^2, and when evaporator tubes are clean, do it untill 20 kg/cm^2.

(d) Be open slightly coil-drain-bottom-discharge valve.

(e) Discharge evaporated steam to atomosphere by safety valve.

(f) When evaporating become great, open evaporated-steam valve, and examine the salt of distilled water and of coil drain.

(g) When the quantity of salt in distilled water become definite moderately, open second stage steam-regulate valve, taking care of salt detector, and opening fully coil-drain-dropping valve, slightly coil drain base valve, keep at ½ height of indicator, and then shut coil-drain-dropping valve.

(h) Opening fresh water-send valve and fresh-water-dropping valve, send water to reserve-tank.

2. Remarks while operating.

(a) Examine the salt in distilled water every hour.

(b) Take care of every pressure gauge.

(c) Keep water surface of distiller and evaporator at ½ height of water surface indicator. But latter may be kept at lower-standard height in time of ship rolling severely.

(d) Always take care of evaporating condition, seeing through grass window.

(e) When quantity of salt in distilled water seems to be great, shutting coil drain base valve slightly and fresh-water-send valve fully, opening bottom discharge valve, blow it out to bottom.

(f) When bubbling occures, letting down pressure of first stage steam-regulate valve, lowering water surface of evaporater by shutting fully second steam-regulate valve, and shutting coil drain valve slightly, examine salt frequently.

(g) At every two hours, examine the density of feed water and keep it to 2.5/32. If it becomes greater than 3/32, open brain valve and brain intermediate valve, and keep it to 2.5/32.

(h) Keep temperature of brain pump to C50° and of cooling water of distillor exit, by spring-attached valve, to about C40°.

3. Stopping.

(a) (1) Slowly shutting first stage steam-regulate valve.

(2) Shut second stage steam-regulate valve.

(3) Open slightly coil-drain-bottom-discharge valve.

(4) Discharge evaporated steam to atomosphere by safety valve, shutting coil drain base valve and evaporated steam valve.

After having done above, and when distiller becomescool, stop accessory pump.

(b) Shut all sea water valves, steam base valve and steam exhaust valve.

4. Remarks.

(a) When tubes of evaporator are clean, use first-connection, and when the time used become great, change it to second-connection.

(b) When the used time has lapsed 20 hours, "blow off" at the time of stopping.

(c) Clea the coil, when the quantity of distilling water decreases by the use of 150 ~ 200 hours.

5. In case of using low pressure steam for evaporating.

(a) By using steam ejector, keep vacume of distiller to 20 centimater. (Column of mercury)

(b) Do not open first and second stage steam-regulate valve.

(c) Except above, same as the case of using high pressure steam.

6. In case of using auxiliary steam.

Use order	heat compressor	steam ejector	limit of use: heated steam pressure	Inease of Auxiliary exhausted steam
1	No.1 two connection	not use	1.5 kg/cm^2	1. To use steam-ejector. 2. To open fully low pressure steam valve.
2	"	use	1.5	
3	No.2 two connection	not use	2.5	
4	"	use	2.5	

1. When pressure of heated-steam chamber has reached to 2.5 kg/cm^2, clean spiral tube.
2. Keep pressure of before heat-compressure's nozzle to 25 kg/cm^2.

(a) Open fully evaporated-steam valve and feed valve.

(b) Keep water level of for-heating drain chamber to use-level.

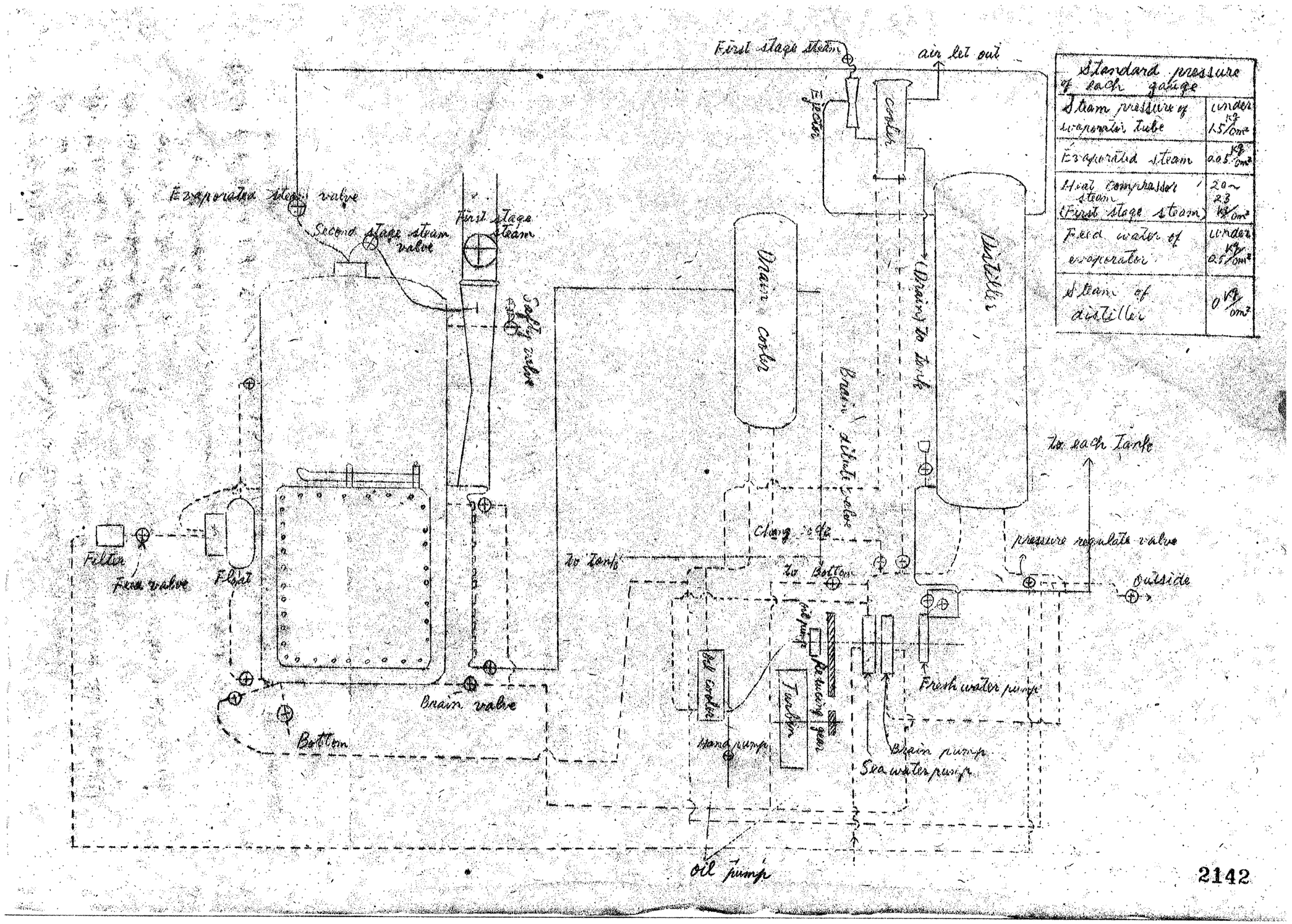
(c) At the time of steam ejecting, keep vacume of distiller to 260 milimeter.

(d) Keep density of sea water in evaporator to 2/32 - 3/32.

(e) Keep temperature of spiral-tube-drain chamber (exit of drain cooler) and exit of brain pump to C50°.

(f) To atmosphere, always discharge air of heated-steam drain chamber.

Note: Aboves are, also in general, applied to Kanpon Type 72 tons/day evaporating apparatus.



2142

揚錨機 (Diesel Ship)

2143

Operating Method Of Windlass

1. Starting method

(a) Push to connect windlass breaker at fore distributing room.

(b) Push to connect main breaker at windlass room.

(c) Take starting switch at starting position.

2. Remarks.

Make sure of operate breaker's handle being at stopping position in time of starting.

ハンドー操舵方式 (A 2, E, V)

2144

Working Method Of Steering Apparatus

1. Charging method of hydraulic pressure.
   (a) At starting-cylinder.
      (1) Set helm-fixing instrument and shut communication valve.
      (2) Fix Y type washer of valve shaft.
   (b) At steering machine room.
      (1) Fix handle of hydraulic pump and open cock of supply tank.
      (2) Open send circulation-valve and slightly return circulation valve, and begin to charge.
      (3) Make the exhaustion required.
2. Bridge-steering method.
   (a) At steering machine room.
      (1) Open stop valve of oil pressure cylinder.
      (2) Fix the pin for bridge steering.
      (3) Instill the lubricating oil to sliding parts.
      (4) Start steering machine.

(b) At bridge.

(1) Take off helm-fixing instrument.

(2) Open communication valve.

(3) Take off Y type washer of valve shaft.

3. Direct steering.

(1) Change the pin for direct steering, and separate the bridge line.

(2) Contact with bridge by telephone and emergent-steering-order instrument and begin to steer.

4. Handle steering (at steering room and outside of bulkhead).

(a) Take off pin of persuit apparatus.

(b) Shut stop valve.

(c) Open handle stop valve.

(d) Fix handle of hand pump.

(e) Open stop valve of oil supply tank.

(f) Turn handle-change-cock to the required side.

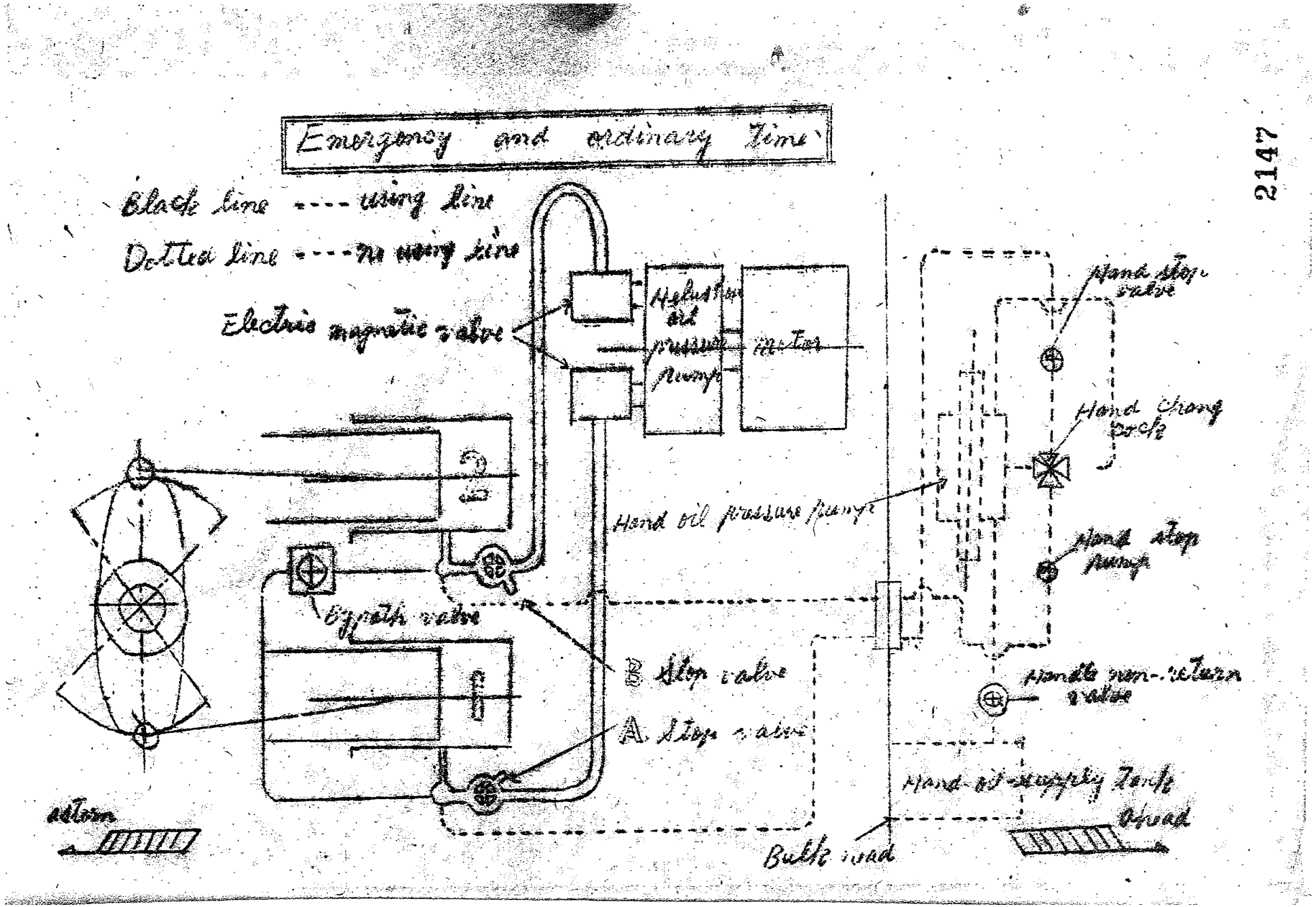
(g) Communication with bridge is the same as the case of bridge-steering.

5. Remarks.

(a) In time of not using telemotor and of charging, fix Y type washer between spring-box and recive-metal.

(b) In case of handling communication valve, turn helm little from centre so as to put out of cum operation and use it.

(c) Always shut charging valve (A) attached to receive-cylinder except the time of pouring water, and open (B) valve.



二船経管第二七八號
昭和二十二年七月八日

第二復員局総務部管船課長

横須賀
呉
佐世保　各管船部長殿
舞鶴

艦船要目現状表及運輸標準表（抄）送付の件照會

首題の件特別輸送艦に就て曩に送付して貰つたが未提出の艦及記入事項不充分のものがあり諸計畫に不都合を來し居るに就き左記に依り確實に實施し送付され度い

記

一、記入は別紙艦船要目現状表及運輸標準表（抄）に直接記入し艦及管船部に保管すると共に一部を中央に送付すること

二、左記艦船に就き作製すること

(イ)特別保管艦

(ロ)志賀、飛行機救難艇八七〇、九三〇、一三三二、一五三八、博多丸、

鈴空丸、豊空丸、宇佐丸、由布丸

(ハ)乗組

三、送付期日

(イ)第二回第三回引渡艦　七月十八日迄

（傳書使あり次第極力速かに）

(ロ)其の他　八月十五日迄

但し保管艦以外のものは止むを得ない場合遅れるも可

四、特別保管艦に就ては各艦代表者に充分説明の上明確に記入せしめ中央に送付前　管船部にて檢討すること

米英露使用中のものは出来るだけ調査のこと

五、記入上左に留意されたい

(イ)「バレル」換算率は燈用（一六石）デーゼル用（一七五）を使用する

(ロ)航續距離は左に依り計算する

航続距離 × 0.85 / 燃料搭載量 × (馬力 × 0.8)

(ハ) 燃料消費額は艦底比較的清浄の場合艦員の技倆を斟酌して檢討し徒に山をかけないこと

(ニ) 現狀は特に留意を要するものは赤○印を附し極力詳細記入のこと

(ホ) 要目表中12居住區及還送員居住區面積」を除く

27復員輸送關始年月日の後に「又は掃海關始年月日」を加へ記事中には特殊の履歴を持つものは詳細記入のこと

(ヘ) 運轉標準表（抄）は代表的速力及片舷機の場合の最大及巡航速力に就て記入する

(ト) 運轉標準表（抄）中巡航速力の欄は航續距離の誤り

(チ) 記入は鉛筆にて明確にすること

（終）

燈船要目及性狀表　別紙　（昭和二十年）

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1 製造所		2 起工／進水／完成年月日	
3 排水量（公試）	（總噸）　（重量噸）	4 主要寸法	L　B　D ×　×
5 速力最大／常用／經濟速力		6 航續距離常用／經濟速力	
燃料 7 滿／載　量（バレル）	（重油）（ディーゼル油）（潤滑油）	註	9 船體の現狀
燃料 8 一晝夜費額（バレル）	（重油）（ディーゼル油）（潤滑油）		前回入渠年月日
10 眞水滿載量		11 糧食庫貯量（トン）	
12 居住區總面積／還送員用			

機	13 主機械製式×馬力×數		現狀
	14 鑛製式×數		現狀
	15 造水裝置製式×力量×數		現狀
	16 壓縮ポンプ製式×力量×數		現狀
	17 冷却器製式×力量×數		現狀
	18 舵取機製式×力量×數		現狀

關	19 揚錨機製式×力量×數		現狀
	20 揚貨機製式×力量×數		現狀
	21 發電機製式×力量×數		現狀
	22 消防ビルヂ 製式×力量×數 量水ポンプ		現狀
23 通信裝置	型式數		現狀
24 航海裝置	主要航海兵器		現狀
25 工作機械名稱×數			現狀
26 機動艇カツター型式×數			現狀
27 記事（保管に關する事項其の他特に必要と認むる事項） 復員輸送開始年月日 保管ヶ所			

馬力合計	速力	主機減圧使用馬力分	回転数	実馬力	一昼夜燃料消費量	巡航速力

佐復管第一八一號

昭和二十二年七月十五日

佐世保地方復員局管船部長

艦艇長殿

艦船要目現狀表及運轉標準表提出の件照會

首題の件別紙に記入の上八月五日迄に二部當部に提出され度い

（別紙添）

（終）

WORKING METHOD OF STEAM WINDLASS

1. Preparation for working
   (a) Before the beginning of warming up, certify the followings.
      I) Fitting condition of each seizing bolt.
      II) Try to find if the packing holder and seizing nut of every working part are loose or not.
      III) If the oil pipes and boxes are fitted out properly.
      IV) Presence of dirt in the working part.
   (b) Open the main valve.
   (c) Shut the exhaust valve perfectly.
   (d) Open the steam regulating valve a little, begin warming up.
   (e) During warming up, rotate the shaft occasionally and warm up every working part of engine equally.

2. Starting method
   (a) Open the drain valve of separator, steam cylinder, and slide valve box etc.
   (b) Open the steam regulating valve perfectly.
   (c) Operate a trial trip by using driving handle. (go ahead and stern alternately about 2 or 3 times)
   (d) If can find that the result of trial trip is good, start engine installing a driving handle from upper deck.
   (e) When able to certify that there will be no fear to collection of drain, shut the drain valve in above (a).

3. Remarks during working
   (a) Constantly give careful attention to lubrication of each working part and overheating, and when able to find anything wrong it is necessary to take a proper step at once.
   (b) Much over-load and difficulty are required in anchor operations which held under the rough weather or on deep sea, and they are apt to be a cause of defects, so that it is always necessary to give careful attention to working condition of each part.

4. Stopping method
(a) Shut the driving valve.
(b) Shut the main valve of engine.
(c) Shut the steam regulating valve.
(d) Open each drain valve.
(e) Shut the exhaust valve.
(f) Draw the woollen yarn out of oil box and tighten the nut of lubricating hole.

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5. Note:

On account of the wear and damage of friction plate in chain wheel and the soak of sea water from lubricating hole, the friction pressure drops and becomes a cause of unexpected accident. So it is necessary to inspect the friction-brake whenever find an opportunity.

- end -

Lot Number / Name, Tonnage of Vessels / Type of Vessels		Lot 1		Lot 2
		Name	Tonnage	Name
2nd Class Transport (1,129)		No.110	1,129	No.137
Mine-Layer Wakataka Type (1,890)		Wakataka	1,890	
Supply ship Hayasaki Type (950)				Hayasaki
Auxiliary Mine-Layer Kurokami Type (430)		Washizaki Kurokami	430 430	Katashima
Sub-marine Chaser	Ch-14 Type (440)	No.21	440	No.38
	Ch-4 Type (309)			
Light Mine-Layer	Sokuten Type (750)	Kyosai	750	
	Kamijima Type (800)			Kamijima
Torpedo Boat Ōtori Type (1,020)				Kiji
Mine-Sweeper	W-19 Type (740)			No.23
	W-101 Type (695)	No.102	695	
Destroyer Namikaze Type (1,700)				
Auxiliary Mine-Sweeper Wa-1 Type (215)		No.11 No.16	215 215	No.12 No.17 No.20
Total		9	6,194	10

	Lot 3		Lot 4		Total	
Tonnage	Name	Tonnage	Name	Tonnage	No. of Vessels	Total Tonnage
1,129	No.147	1,129	No.172	1,129	4	4,516
					1	1,890
950	Arasaki	950	Shirasaki	950	3	2,850
430	Katoku	430	Kuroshima	430	5	2,150
440	No.47	440	No.49	440	4	1,760
			No.9	309	1	309
	Ishizaki	750	Saishu	750	3	2,250
800	Awashima	800			2	1,600
1,020					1	1,020
740	No.21	740			2	1,480
					1	695
			Namikaze	1,700	1	1,700
215 215 215	No.13 No.18 No.21	215 215 215	No.14 No.19 No.22	215 215 215	11	2,365
6,154	10	5,884	10	6,353	39	24,585