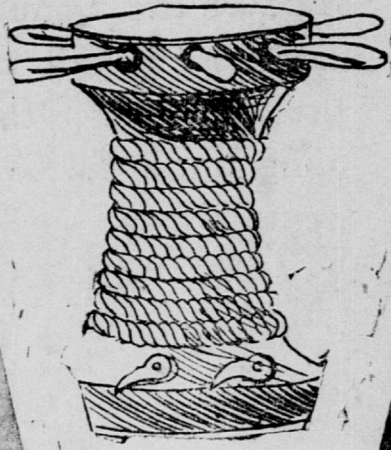


# "OFF TO SEA" SIGNAL ON THE BATTLE-SHIP OREGON



GETTING  
THE LAST  
NEWS  
FROM  
SHORE

It is the last day of the Oregon's stay in San Francisco, and the decks of the great battle-ship are crowded with hurrying, perspiring throngs of bluejackets. In a few hours she will be off to make a showing with the other Atlantic battle-ships in the Spanish question. Every one who can is at work, apparently everything is in confusion, but in reality orderly discipline prevails and all the arrangements for the long voyage which the ship is to make around the Horn for the Atlantic seaboard are being carried out with matter of fact precision. Few people have any idea of the amount of labor involved in preparing a huge battle-ship like this for sea. Theoretically a man-of-war, once commissioned, is supposed to be always ready for action. But in practice there is always a great deal to be done at the



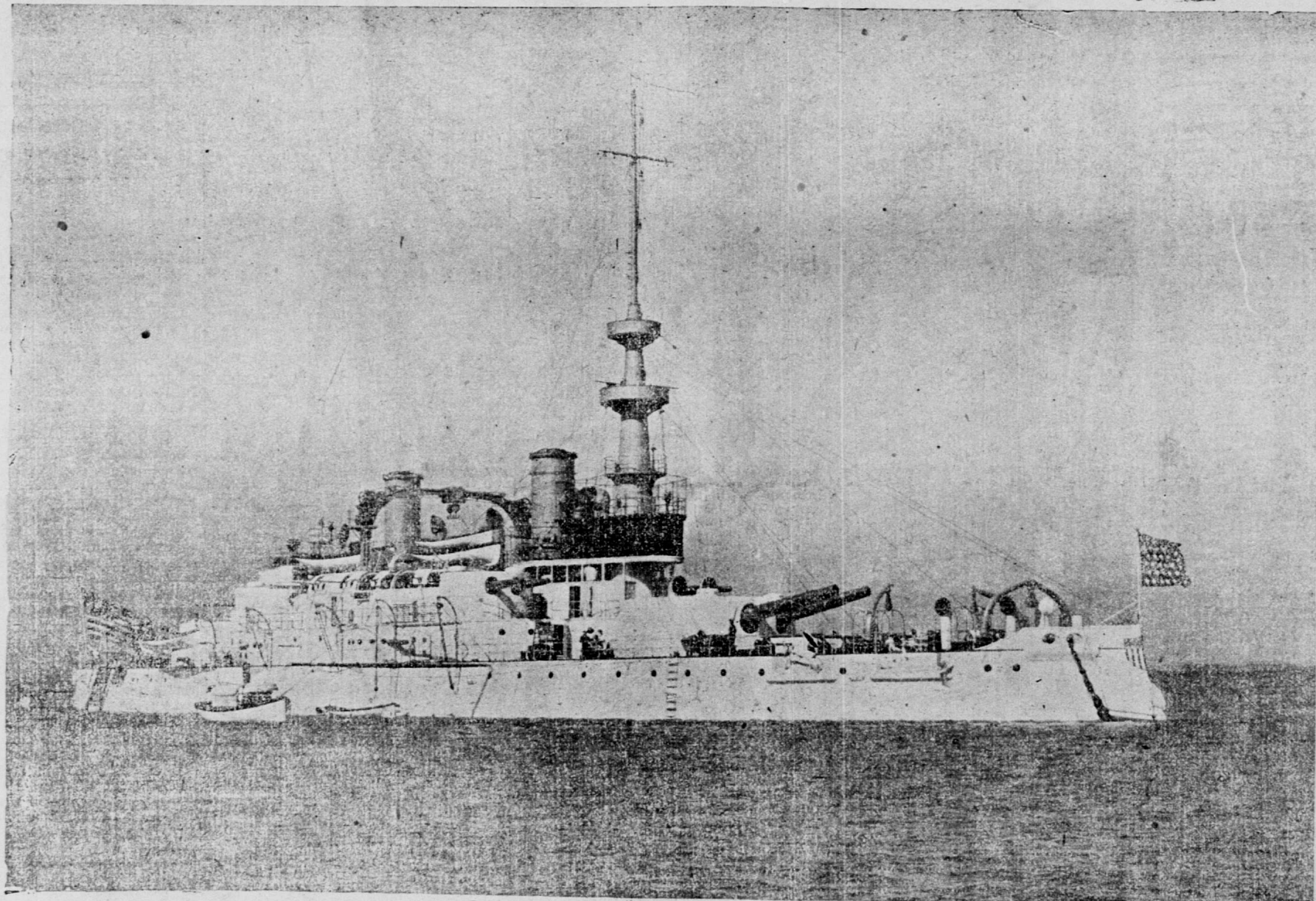
WORKING  
A RAPID  
FIRING  
GUN

last moment, especially when a voyage of such exceptional length is contemplated. And in the Oregon's case the work was complicated by the fact that the ship had just come out of drydock, where her sea-going qualities have been greatly improved by the addition of a couple of bilge keels - check the tendency to excessive rolling which the vessel formerly manifested.

Thus all the ammunition which had been discharged previously to going into drydock had to be taken on board again; no light task considering that over 400 tons of shell and powder, gun-cotton and other explosives, are stowed away far below the water line in the magazines.

Each of the monster thirteen-inch guns in the turrets fires a shell weighing over 1200 pounds. There are four of

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U.S. BATTLESHIP  
OREGON.



LAST SHAVE  
BEFORE LEAVING.



TAILORING.