

DAILY LIFE IN A BATTLESHIP

BY ALFRED DEZENDORF.

I can't get 'em up, I can't get 'em up, I can't get 'em up in the morning, I can't get 'em up, I can't get 'em up, I can't get 'em up at all!

THE RA-AAA—the last note of reveille has sounded close upon the echoing boom of the morning gun. With the stroke of two bells and the bugle call an official day has begun on the U. S. Battleship Wisconsin.

The call of the muzzin from a Turkish mosque is not half so compelling or constant as the note of a bugle on a warship. It is the keynote of each day, and its notes are commands.

Just a quarter of an hour before, the quartermaster from his station on the forward bridge has sent one of the watch to call the bosun's mate, the master at arms and the bugler. The bosun's mate calls all hands, and Jimmylegs, the Jackies' pet name for the master at arms, gets around at a lively rate among the thickly swung hammocks of the berth deck to shake some tardy sleepers. On this great floating fort there are five hundred and sixty men, and all sleep in hammocks save the ward room officers and the petty officers.

many as one hundred men are ordered to this duty.

At twenty-five minutes after 8 the bugle rolls out the first call for quarters, and five minutes later quarters is sounded. This is really a muster and occurs morning and evening. Some days it holds more of ceremonial than setting up drill; as at general quarters on Thursday, when every gun on the ship is manned and ammunition provided as if going into action.

At quarters everybody is out, and the captain and officer of the day reign supreme. The division officers report the five deck divisions into which the men are divided, the engineers and the marines, and soon the decks both fore and aft are filled by moving lines of blue and white as the Jackies go through various calisthenic evolutions.

On Fridays each division has a different drill. The marine guard is put through a

At 11 o'clock work is knocked off on deck. In these brief intervals the sailors show that they are jolly tars on shipboard as well as on shore. Little knots of them may be found everywhere, some reading, some spinning yarns, some walking briskly arm in arm through the super-

THE SICK BAY

A BIT OF EXERCISE

keep them from swinging in a rough sea. Dinner is piped at eight bells promptly and twenty-six messes sit down to that meal. It is hardly finished when there is a cry of "Mail, ho!" and fortunate tars are soon looking over letters and papers. "Turn to" is sounded at 1 o'clock, and Jack is busy again. Some are in the torpedo room polishing the tubes that send the torpedo at a speed of thirty knots through the water or air. Still others are painting or shellacking decks or doorways, for there is always something to be painted on a naval vessel. Men are busy making hammocks in the sailmaker's

by another guard. Aft at this hour the officers are donning gloves and swords, preparatory to more drills. At 1:25 the buglers sound officers' call and at three bells the drill call goes. One day it may be fire drill, with a general alarm. One bell means a fire forward; two bells, that one has been discovered aft. All the hose is let out, the ports are closed and men stand by to turn on flood cocks leading to the magazines.

Sometimes this is followed by "arm and away," when the boats are equipped to send in harbor and make a land attack, under cover of shelling of a port by the ship. Arms and water breakers, provisions and boat tackle are all brought out

TELLING YARN ON YARN SUNDAY

Ablutions followed by coffee fill in the space of a half hour until three bells, when "Turn to" piped on the whistle by the bosun's mate puts every man Jacky on the alert. At once they are a busy lot, some of them cleaning ship, others scrubbing and washing clothes. This work is kept up until twenty minutes past seven when the bugler's call of "mess gear" rings through the ship. Mess gear means in the language of a landsman to "prepare for breakfast," which on shipboard is called for 7:30 or seven bells.

Eight bells rings out to the sound of the "Star Spangled Banner" played by the ship's band. The flag is being raised and every man on the ship faces aft and salutes, as Old Glory reaches the truck. The quarterdeck is the official hall of the ship, so to speak. All the dignitaries who visit the ship are received on the starboard side of the quarterdeck, known as the official side of the ship. Here is the scene of any important naval ceremony, and here the ship's band plays every morning and afternoon. There is no more inspiring music than that of a ship's band as it comes in bursts over the water on a still afternoon. The band of a warship usually plays well, for it spends from ten to half past eleven o'clock every morning in practice.

The quartermasters and enlisted men regard the port side of the ship as more especially their own field.

Deck bright work and gun bright work is the next task for the men, and they are shining brass for the half hour until one bell rings again. If one on land should go by bells the four-hour system of a ship would probably mix him at first worse than it does on board, but like many other things, it is simple after one knows it. If nothing else had to be done on a warship it is a task to keep the men-kilters bright and shining, and one can always see men oiling and polishing the guns to keep them from rusting. On the Wisconsin there are forty-eight of them. After the brass work is all like mirrors, the next thing on the programme is for all hands to get into uniform and clear up all decks for inspection.

At two bells the executive officer inspects the lower decks. He has one or two straight military figures in his wake, as does every officer when he moves in the navy. At this same hour the gun captain begins the inspection, training and testing of the monster guns in the turrets. They revolve by electricity, the motive power that brings up on a hoist from below right to the breach of the gun a semi-circular tray of ammunition. As the turret spins at the rate of 270 degrees in thirty-six seconds, the gun captain has only to put his eye to the sight drum, which can be graduated to a distance of 15,000 yards, train the gun at the desired elevation by means of an electrical crank, press a handle near him, and in less than a breath the 14-inch wall of the turret and its surroundings are shaken. It would seem almost to disintegration by the spitting belch of the monster. There are twenty-four men in the crew that handle the guns of the turrets fore and aft, and four times a week they are drilled in what they have to do in time of action. The two guns of a turret, each forty feet long, can fire six shots in a space of four minutes.

As to drills, there are different ones on a battleship for almost every day of the week. But the inspection of the magazines and explosives is a daily operation.

The magazines are inspected morning and evening, and the temperature taken from the very delicate thermometer there. A pronounced odor of ether, which is one of the constituents of smokeless powder, is noticeable upon entering these magazines. Other places inspected often are the shell rooms, full of deadly projectiles. There are the 13-inch black-nosed common shells, the red semi-armor piercing, a more solid shell, and the blunt-nosed armor-piercing. All these magazines can be filled with water if necessary by flood cocks connecting with the deck. There are Jackies always on duty watching the magazines, and in very hot countries as

physical drill with arms and guns are inspected. These routine drills go on until 10:20, when retreat from drill is sounded.

structure or the fo'c's'le. Some are having a turn at the guitar or the sailor's favorite instrument, the accordion, some-

times called the "sailor's piano."

Sailors are versed in many trades, and it has been said that should a battleship be wrecked on an uninhabited island a small town could be completely built by the vessel's crew, as some man could be found for almost any kind of work to be performed.

A not uncommon sight on a naval vessel is bronzed and stalwart seamen using hand-power sewing machines. These men make uniforms from regulation cloth purchased from the paymaster, and make not only their own clothing, many of them, but receive orders from their shipmates. Several barbers are useful on a battleship, and they are generally kept pretty busy after the general muster, which takes place on the quarterdeck on the first Sunday of each month. Each man's name is called, he answers his rating, and as the sailors say, "walks around a stick." If long hair is one of his visible discrepancies he is sent to the barber.

The crew of the Wisconsin have two baseball teams and have only lost one game out of twenty in a year. Their racing boat crew made the Iowa "lose her pride" about a year ago. Then was heard the Wisconsin yell!

One, two, three, who are we? We are the boys of the new navy! Are we in it? Yes, we are. Wisconsin! Wisconsin! Rah! rah! rah! In the quarters of the wardroom officers

all is serene and quiet at this hour of the day. The white-gloved orderly sits on the alert before the door of the admiral's cabin. Though Rear Admiral Casey, as commander in chief of the Pacific squadron, makes his official home on the Wisconsin, he has no direct command over this particular ship, and all orders come through Captain George A. Reiter, in command. To an onlooker the main business of the day for the officers of a battleship when not in action is to be present and direct the many drills.

At ten minutes before noon the omnipresent bugle sounds mess gear and below there is a great rattle of tables being let down. They are all hung by wires to

room, and clever machinists are at work in the dynamo room, the hottest spot in the ship, where the temperature often reaches 120 degrees. In the ammunition passages men are shining the brass plates which connect with the sliding doors in the engine rooms below and which by manipulation can be closed to prevent possibility of the engines being flooded.

Perhaps the two most unpopular spots on a naval vessel are the sick bay or hospital, with its clean white coats, and the "brig," or prison, with its cells of heavy painted iron, in which are men confined for various periods, on a diet of bread and water. Before the loophole of the door paces a marine, relieved every two hours

by the sailors in double quick time. Another most realistic drill is what is known as "abandon ship." This is practiced regularly, so that in case it becomes a reality that the ship is in collision or has been rammed in action, every one knows what to do. The boats are manned, the men respond to the captain's call of "step lively there," and every thing needed is passed to the boats. The whistles sound a signal that the ship is sinking and all water-tight doors are to be closed. There is a call or two from the division officers: "All ready, sir," and in a few moments more the drill is over, and the decks resound with tramping feet to the sound of the bugle calling retreat from drill. Every three months target practice goes on, when the decks are cleared as in action and great guns as well as revolvers are brought into use.

Sometimes this practice will be when the ship is under way at sea, at other times record practice takes place in the harbor. In the past year the Wisconsin has broken the record for a long cruise, having made 100 miles in twelve months.

After daily drills are over, the division officers and others all report to the executive officer. The officer of the deck on a battleship is also an important personage, even though a new officer relieves him every four hours. He has everything in charge, and must be notified of anything done. Happenings in his department find a place in the ship's log.

At 7 bells or 3:30 p. m. the bosun's mate pipes "sweepers," which means everything is to be swept down fore and aft. And as the sailors say, "all the spit-kits are emptied out." Then again Jacky is at leisure for a time, and the "smoking lamp" is supposed to be lit. Boxing, bag-punching, cards, are some of the amusements and the string band, which the men have among themselves may gather in the barber shop for practice. The two goats, the possum and a cat, which are the ship's mascots, come in for their share of attention. Perhaps there is some talk of going ashore and hitting the "dog," as whisky is known to the sailors.

On Wednesday and Saturday much time is given to mending clothes, seeing visitors, etc. Swimming exercise and instruction is had daily when circumstances will permit. After dark searchlights are exercised and night signals go on. There are many other things during a week too numerous to mention here. The Sunday routine is much the same with the addition of the captain's inspection and morning service by the "silly pilot." There is plenty of yarn spinning in the afternoon.

At five minutes to 5 p. m. sounds the officers' call for evening quarters at 5. Once more comes the familiar call of mess gear, and pipe to supper at three bells. At four bells "turn to" sounds again, but not much work goes on. Soon the hand ceases to play on the quarterdeck. On Wednesday and Saturday nights the sailors usually have a ball on the fo'c's'le.

The executive officer goes around at six bells and inspects the lower decks again. "Hammocks" is sounded at 7:30 and the men again. Then the bosun's mate pipes down, the hammocks are slung and at eight bells the anchor watch lay aft to muster. Tattoo sounds at 9 and five minutes later booms out the evening gun. Then comes the slow notes of "Taps" or all lights out and all hands turn in save the quartermaster, the anchor watch and the signal boy. But not so peaceful is a night when the ship is in action. Then the picket boats are out. There are watches on starboard and port, and men at different points on deck to report anything floating in sight. The guns are manned and all lights are out except in the fire room. There may be a long last sleep for some before the bugle shall sound the beginning of another day.

U.S. BATTLESHIP "WISCONSIN"

Deck

THE SHIP'S MASCOTS.

AT MORNING QUARTERS

DRILLING THE MARINES

ADMIRAL CASEY IN HIS CABIN