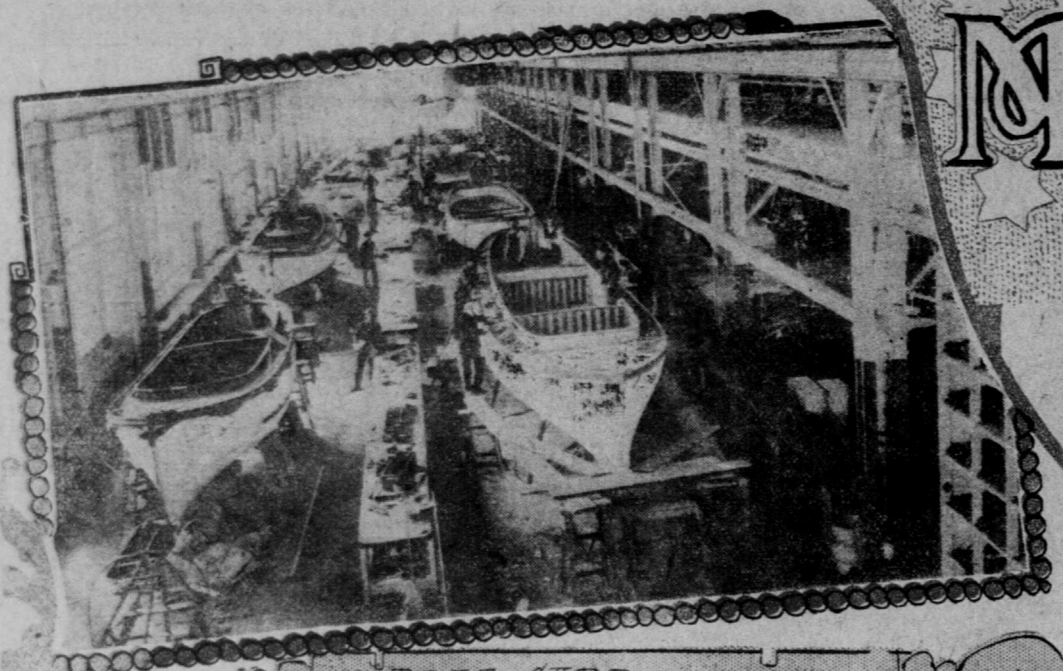
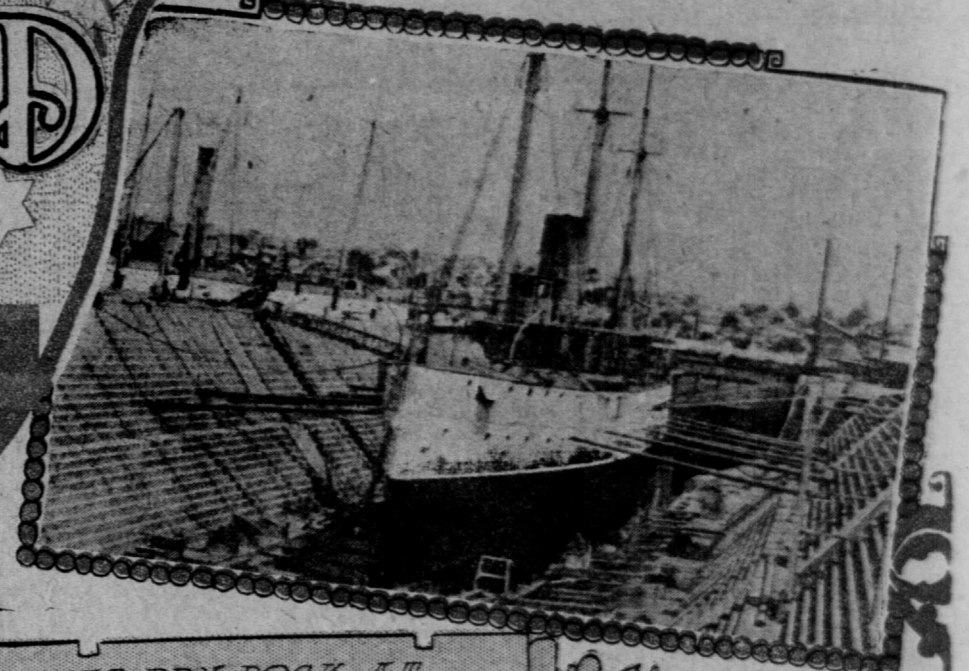


MARE ISLAND MAKES READY



BOAT NEOP
MARE ISLAND



THE DRY DOCK AT
MARE ISLAND

What Happens at the Hospital
for Sick Warships When the
Dress Parade Is Over



ARCHON RACKS AT THE MARE ISLAND NAVY YARD
THE STOCK OF THESE ARCHON STOWS IN
THE HULLS

REWINDING 100 KW ARMATURES
FOR GENERATING SETS

By Forbes H. Brown

Considering the coming of the Atlantic fleet to San Francisco the average citizen asks himself the question, "What effect if any will this visit have upon the Mare Island navy yard, and is the yard aware of what will be expected in the nature of repairs?" etc.? The effect of its coming is already being felt, as the several departments are occupying all their spare time in looking over their stock and getting their shop equipment in excellent condition for the repair work and the manufacturing of supplies that will be necessary. Orders have been received assigning eight battleships and cruisers and twice that number of smaller craft—including colliers—to the Mare Island yard to receive such repairs as may be found necessary, the work to be proceeded with as soon as the festivities are over.

As the vessels come up the coast leisurely from Magdalena bay each commanding officer, in accordance with the navy regulations, will see to it that his subordinates make careful inspection of the vessel, in every detail, noting (1) the items absolutely necessary for cruising efficiency which cannot be done by the ship's force; (2) desirable repairs; (3) desirable alterations to be made when the services of the vessel can be spared, etc. This report is made in duplicate, prepared by the officer having direct cognizance, the original being forwarded by the captain of the vessel, through the admirals of the division and squadron, and the admiral commanding the fleet to the navy department, Washington, D. C., the duplicate going direct to the commanding officer of the navy yard to which the vessel has been assigned.

The navy department is composed of several bureaus, the chiefs of which form the "cabinet," as it were, of the secretary of the navy—this being also an official body known as the board of construction—each bureau having a representative at every navy yard and upon every vessel of the navy, those on the yard being under the commandant and those on vessels under the commanding officer, the official correspondence passing through the hands of each. The commandant, therefore, refers the request for repairs to the proper bureau representative—called in the navy yards "departments"—requesting recommendation and estimates. If a personal survey of the vessel is not necessary the estimates can be prepared and the correspondence returned, when the commandant refers the matter to Washington, and after telegraphic or written approval is received the work is proceeded with.

It is expected that such communications will be ready for mailing when the Atlantic fleet reaches San Diego, and every effort will be made to have the estimates prepared and forwarded

to Washington promptly in order that all necessary authority may be received before the vessels reach the yard.

New Fire Control System

Authority is already at hand to install the new fire control system for batteries on some of the large vessels. Some were thus provided before leaving the eastern coast. It is desired that all vessels, if possible, be so fitted that a thorough test may be made of the system at the fall target practice, which will be held in the Philippines. This is an extensive and intricate job, the installing of the device being in the hands of the equipment department, while the drilling of all holes through decks and bulkheads, the installing of conduits through which the electric wires run and the securing of the instruments in place pertains to construction and repair. The instruments themselves are supplied by the ordnance department.

To those unfamiliar with the character of work assigned to each department in repairing and fitting out vessels it will be of interest to note the following: All work on the hull, masts, spars, capstans, ammunition hoists, winches, boat cranes, electric blowers for ventilation, motors for turning turrets, furniture, decks, etc., is done by the department of construction and repair. The department of steam engineering attends to all work upon the steam machinery, the boilers, steam pumps, heating apparatus, drains, refrigerating plants, etc. The generating sets, electric circuits for lights, call bells and telephones, wireless installation, galleys, bakeries, still-ware, dishes, mess gear, flags, table linen, curtains, rigging, awnings, sails, outfits for small boats, anchors and chain cable, etc., are looked after by the equipment department, the ordnance department being responsible for the guns, m - arms, ammunition, etc.

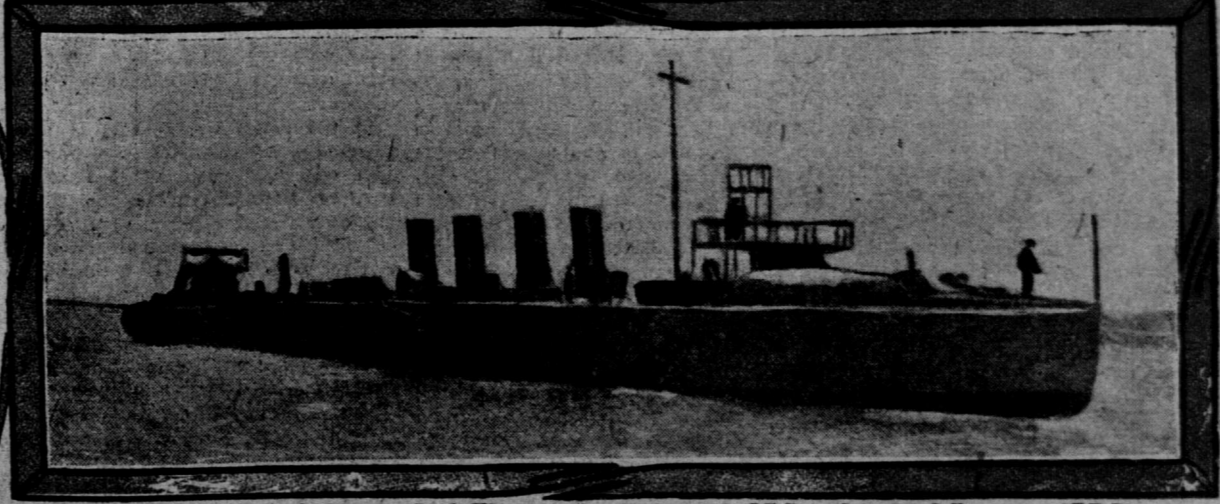
It is very evident, therefore, that after vessels have made such a long journey and are soon to move on a still greater voyage they will probably be in need of immediate repair work. While this may be comparatively slight, owing to the large number of vessels and the variety of the work to be performed, as well as to the fact that some of the departments are short of funds, which prevents an increase in the force, the Mare Island yard will have all it can possibly attend to during the stay of the fleet. The supplies to be manufactured will be a large item in themselves, advance orders having already begun to arrive. These consist of ships' awnings, steam jacketed kettles for cooking meats and vegetables, table linen in large quantities (navy linen is made of special design and is of the very best texture), working parts of engines, motors, generating sets, spare parts for galley ranges, new grate



VESSELS OFTEN LIE THREE DEEP
AT THE QUAY WALL AT MARE ISLAND



CAPTAIN THOMAS J. PHELPS JR.,
COMMANDANT NAVY YARD AND
JUNIOR MARE ISLAND



USS TORPEDO BOAT DESTROYER
WHIPPLE, FLAGSHIP OF
THE FLOTILLA

multitude of other items, each of respective importance.

When necessary authority for work has been received each foreman having direct charge is given a statement in writing covering the item in question upon which is his estimate for the cost of work, this statement being called a job order and numbered accordingly. Estimates are submitted on all repairs in order that the bureau may not exceed their appropriations and in order,

also, that they may be fully informed regarding all work undertaken. When a certain job is finished and returned to the office the respective bureau is so informed in the monthly reports submitted.

Speedy Work Done

These vessels being in commission their work will take precedence over all other, each commanding officer receiving every week a copy of the report of repairs being made on his ves-

sel that he may be fully informed as to when he will be ready to leave the yard. When the bureau of navigation sets a date upon which a vessel shall leave the yard it does not remain over that date without special permission from the department. It can be seen, therefore, that it is often necessary to rush work on vessels with all possible speed, and this the workmen do without complaint, as it is of frequent occurrence, and they are accustomed to it.

The general store keeper of the yard, representing the bureau of supplies and accounts in Washington, has special interest in the coming of the fleet because of the vast amount of supplies which it is necessary for him to assemble. The requirements of the fleet can be pretty accurately estimated, and tons upon tons of cereals, canned fruits, canned meats, dried fruits, beans, hard-tack, biscuits, sugar, tea, coffee, rice, condensed milk, etc., are arriving to be ready for the requisitions from the vessels. This requires a small army of officers and men to inspect and store, the services of the yard chemist being also necessary in many instances.

The large vessels assigned to Mare Island will be docked at Hunters point, near San Francisco, for inspection and

buoys and some at anchor. There is not room for all the large vessels to lie in Mare Island channel owing to the shoals that exist, but those requiring a considerable amount of repairs will likely come to the quay wall, which will obviate the necessity of sending a large force of men each day a considerable distance down the bay to where the vessels lie at anchor. If the channel were thoroughly dredged, as it doubtless will be before another year has passed, the opinion is expressed by many that all vessels of the fleet assigned to Mare Island could lie safely in the channel without undue interference to navigation.

As vessels come to the yard the commanding officer at once presents himself, in full dress, to the commandant to notify him of the fact. The commanding officer then, as a rule, relaxes somewhat his close attention to duty and enjoys frequent visits to the metropolis and vicinity. The other officers, also the bluejackets, receive as much shore leave as the routine work of the vessel permits. The athletic teams come ashore on the island almost every afternoon, their excellent uniforms and athletic outfits having been added to the allowance of each vessel through the interest in the naval service of President Roosevelt.

Considerable time is also given to small arm practice at the ranges on the island at the rear of the officers' quarters. There is one pistol range of 50 yards, two rifle ranges of 200 yards, two of 300 yards and one of 600 yards, all well equipped with modern apparatus.

Stowing Away Coal

As the repairs near completion each vessel will take on board all the coal it can possibly stow, the battleships about 2,400 tons, the cruisers about 2,000 tons and the smaller craft in like proportions, with the colliers filling holds and bunkers to full capacity. The bureau of equipment, which has charge of coaling vessels of the navy, has made ample provision for this great undertaking, a large fleet of colliers (commercial) having been chartered on the Atlantic coast, sailing at intervals of a few days, the first four having already arrived in San Francisco, while others are now due. Wherever possible the colliers will discharge directly into vessels, otherwise the coal will be taken care of at the navy yard (as long as there is room), where two Brown coal conveyors discharging into large coal sheds have been installed.

As soon as the vessels have finished coaling and cleaning ship the stores will begin to arrive from the general store keeper, those for the vessels at anchorage being taken down in barges. About the last of the stores to be taken on will be large quantities of ammunition, the value of the materials for one battleship's record target practice being about \$25,000.

While the army of officers and workmen are looking forward with pleasure and interest to the large number of vessels to visit the Mare Island navy yard, they, nevertheless, will breathe a sigh of relief when mooring lines are cast off, anchors weighed and the bows pointed toward the Golden Gate.

It is proper and just to say at this time that the Mare Island navy yard has never had a more popular and efficient commandant than Captain T. S. Phelps Jr., and the present personnel of officers and men has never been excelled in the history of the yard. It would seem that the large increase of work could not come at a more opportune time than at the present.