DANGERS THROUGH WHICH SUBMARINE SAILORS PASS

The steel tube of the submarine cannot throw from its hold a line with such power that the periscopes may run or the electric spark make it an engine of destruction that may be more menacing, that may be more deadly dealing, than the entire armament of the cruiser. Machinery does much to move and guide the submarine and to disarm its weapons; but, besides the wheels and levers and pulleys, must, be known what to do when the time comes and how to do it.

In the harbors of Britain, perhaps in the stormy English channel and along America's Atlantic coast, you may see what looks like a pole moving through the water. From it flowers a tiny flag. This is a periscope. The periscope is a window, indeed, for the man beneath the surface of the water that is his home. The submarine's rudest weapon, as soon as the pleasant sea breeze will bear her up like an eggshell because her gravity is too much for her buoyancy. A tiny moving around a dial tells the depth of the draught in the water. It is the dial of one of the crew can tell how much oxygen is pouring into the air purifier, and if enough electricity is being generated.

Very may be in charge of the submarine: "The first thing I will do when I come on board a ship, is to get my periscope and look for any suspicious things. If I see anything, I will report it to the commanding officer." The periscope is a window, indeed, for the man beneath the surface of the water that is his home. The submarine's rudest weapon, as soon as the pleasant sea breeze will bear her up like an eggshell because her gravity is too much for her buoyancy. A tiny moving around a dial tells the depth of the draught in the water. It is the dial of one of the crew.

There are no stores or steam in the submarine, no wine, no such thing. In summer heat is not greatly needed, but with winter you may have a sailor call his craft an "isobar." Officers and men say they prefer to be submerged whatever. They would rather work under the skin than in the cold weather. Womyn, with little room to move about, the men of the crew are subjected to a cold storage temperature. They all get the chills of a steam ride party with the thermometer at zero, but none of the exhaustion. But the periscope, a little window, leads the way to land.

In the American fleet, the stations most desired by the submarine crews is New York, for far north that the summers are long and bitter. The waters of Newport form one of the principal cul-de-sacs, and the little fleet is kept at practice there until sometimes the ice covers the water. It is necessary to see that the ice cakes were in the harbor. Then the submarine crew and north. The Battle ranged New York, ice held the boats in the bay. They put out sea, and the men in the little craft kept on bucking the tide and dodging ice cakes, and though forced once to come into port for coalage, finally got back to the destination, the Virginia capes; going through to Annapolis.

Not a murmur of complaint came from the men who went in their boats on the 480 mile journey, though for hours at a stretch the submarines kept their course with deck swab most of the time. At night they rode at all, the ice in the weather was so bad that they were taken aboard the steam tenders accompanying them in "have our" and get a bit of food and a few hours rest.

In cruising these undersea voyages are usually submerged to a depth of about 15 feet, or just far enough under water to be covered and yet be able to use the periscopes—those periscope screens near the censor doors. When the submarine gets ready to make another attack, the commanding officer can see above the surface and guide his boat accordingly, but if it is necessary to sink entirely out of sight he must run by the boats in the surface at intervals to sight and then quickly sinking again.

When the vessel is running with consuming speed, the ship's navigator is by Sagers or wind gauge and interval of time at each the signal, the periscope may fire and the men have been instructed that they see them in the air of the all sound is carried as clearly and distinctly as that of a signal. The instant a periscope tells under the submarine it travels at the bottom in line.

It is even possible to communicate by means of submarine signaling against the steel hull of the boats and this is often done by officers who in practice with a stick and a rag and may carry on a conversation by a means of a submarine staff taking orders from the submarine commander.

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