Views of the U.S.S. California
U.S.S. CALIFORNIA

BUILT AT MARE ISLAND NAVY YARD
MARE ISLAND, CALIFORNIA
KEEL LAID OCTOBER 25th, 1916
LAUNCHED NOVEMBER 20th, 1919
COMMISSIONED AUGUST 10th, 1921

PUBLISHED FOR THE SHIP'S WELFARE FUND
BY
SCHWABACHER-FREY STATIONERY CO.
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Oh, wondrous hour! Oh, mighty power!
Oh, work of mortal man!
Your cause is just, guard well your trust,
As only real men can.

—Eugene E. Wilson.
FULL SPEED AHEAD
ADMIRAL EDWARD W. EBERLE
COMMANDER-IN-CHIEF
U. S. PACIFIC FLEET
COMMANDER
WALTER A. SHARP
Supply Officer

COMMANDER
L. F. THIBAULT
Navigator

COMMANDER
W. W. BRADLEY, Jr.
Gunnery Officer

LIEUT. COMMANDER
H. F. D. DAVIS
Chief Engineer

LIEUT. COMMANDER
R. B. COFFMAN
First Lieutenant

COMMANDER W. A. SMEAD, Executive Officer
COMMANDER E. P. HUFF, Medical Officer

EXECUTIVE OFFICER AND HEADS OF DEPARTMENTS
SPEED TRIALS
HISTORICAL RECORD OF THE
U. S. S. CALIFORNIA

The U. S. S. California, pride of the American Navy, and one of its latest and largest ships, slipped gracefully from the ways of the Mare Island Navy Yard on November 29, 1919. Built in California, by Californians, bearing the name of the land of its sponsors, and now flying the four stars of the Flagship of the Pacific Fleet, she symbolizes the spirit of the nation.

Mrs. Barbara S. Stephens Zane, daughter of California's Governor, sponsored the advent of this great ship into the family of America's defenders.

The keel of the Grizzly Bear was laid October, 1916, but work was suspended upon our entry into the World War in April, 1917, when it became imperative that all the resources of the United States navy yards be concentrated upon the construction of destroyers. After the Armistice, work on the ship was resumed. August, 1921, almost two years after its launching, work was completed and fifteen hundred men and over fifty officers marched aboard, putting the California in commission with Captain Henry J. Ziegemeier as commanding officer, and Walter A. Smead as executive officer.

Ten days later she proceeded to Hunter's Point drydock where her four propellers were installed. On the 16th of September she passed through the Golden Gate on her maiden voyage. After preliminary trials and tests, she became the proud possessor of the "Big Flag" when Admiral E. W. Eberle transferred his flag from the U. S. S. New Mexico to the California, December 20, 1921.

The California represents the very latest in marine construction. She is truly an electrical ship. Not only is electricity used to drive her four giant propellers through the water at twenty-two knots, but for illumination, heating, ventilation, steering, handling of cranes, hoisting of anchors, elevation of guns, turning
of turrets; every possible mechanical action is taken care of by electric equipment. There is a model electric bakery capable of turning out fifteen hundred loaves of bread daily, an electric laundry, electric dish washers, meat choppers, ice cream freezers; even an electric potato peeler. Among the many other facilities for the comfort and convenience of this consolidated town of sixteen hundred people, we find a six-chair barber shop, a modern operating room, a well-equipped hospital of twenty-eight beds, a dentist’s office, a newsstand, a butcher shop, and a complete print shop where daily and monthly papers are printed.

From a technical standpoint, it is of interest to know that the California is propelled by two giant turbines installed by the General Electric Company. Steam for the generators is furnished by eight water-tube boilers using fuel oil.

THE U.S.S. CALIFORNIA IN FIGURES

Length over all, 624 ft.       Speed, maximum on trials, 21.5 knots.
Beam, 97 ft. 6 in.            Displacement, 32,300 tons. Normal fuel capacity, 2,000 tons.

MACHINERY

Shaft h. p. on trials, 38,000  Revolutions per min., 182
Shaft propellers ......... 4  Boilers, water-tube ... 8

ARMAMENT

Twelve 14-inch, 50-caliber guns mounted in four three-gun turrets.
14 5-inch rapid fire guns.  4 3-in. anti-aircraft guns.
4 saluting 6-pounders.  2 21-in. submerged torpedo tubes.

COMPLEMENT AS FLAGSHIP

72 commissioned officers.  1,500 enlisted men (sailors).
LAYING OF THE KEEL AND PICTORIAL HISTORY OF THE CALIFORNIA'S CONSTRUCTION
Governor Stephens congratulating Naval Constructor Gleason upon the successful launching

Mrs. Barbara Stephens Zane Sponsor

Sliding down the ways

Ready for the plunge

LAUNCHING, NOVEMBER 20, 1919
Captain Ziegemeier reading his orders upon taking command

Yosemite Prunes and Billy Vallejo, official mascots

Crew marching aboard to take possession

Commissioning ceremony, August 10, 1921

COMMISSIONING SCENES, AUGUST 10, 1921
Drydocking at Hunter's Point after commissioning

Above—Attaching propellers and painting bottom

Right—One of the four giant screws

SCENES IN DRYDOCK
Crew of five-inch gun

Captain's Inspection

Barber Shop

Marine Guard

Night signaling by searchlight

Loading a five-inch gun

SCENES OF DAILY LIFE ON BOARD
Signal by semaphore and flag

Hydraulic steering gear

Hand steering gear

Signal bridge

Right—Pilot house

NAVIGATOR'S DEPARTMENT
SCENES OF DAILY LIFE ON BOARD
Control board for main generators and motors

Control board for fire rooms

Right—Communications to control room

MAIN CONTROL ROOM OF ENGINEER DEPARTMENT
WHERE THE WHEELS GO 'ROUND

One of the two 16,000 horsepower turbo-generators

Left—A corner of one of the machinery spaces

Right—Switchboard for turbo-generator shown above
Blacksmith shop and foundry

One of the four 8,000 horsepower main motors

Center—Ice-making plant

Evaporating plant—for making fresh water from sea water

Fire room—showing front of boiler

WITH THE ENGINEERS
Above is the famous Onyx and Gold Punch Bowl Set, made of native California Onyx and Gold, presented to the ARMORED CRUISER CALIFORNIA by a number of public-spirited citizens.

The Silver Set presented to the old California, by the State of California.

These two sets were inherited by the present California from the old U. S. S. California renamed U. S. S. San Diego when the building of the present California was authorized. The San Diego was sunk off Long Island during the World War. Fortunately, these symbols, of interest to citizens of California, in the ship bearing the name, were removed from the San Diego before she entered the War zone on convoy duty.

THE SILVER SERVICE OF THE U. S. S. CALIFORNIA
Smoke screen laid down by destroyers as seen from quarter-deck of California

Torpedo leaving the slip

Results of target practice

Broadside in upper picture

Geysers from perfect 14-inch Salvo

BATTLE PRACTICES
Winners of Pacific Fleet Track Meet

Champions of Pacific Fleet in Basketball

Baseball Team

ATHLETIC TEAMS OF U. S. S. CALIFORNIA
Grandstand for Fleet Smoker—seating capacity 3,500

A Scene at the Fleet Smoker

SHIP AMUSEMENTS
"Prunes" at play

"Prunes" coming on board at the commissioning

THE SHIP'S MASCOT