



*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

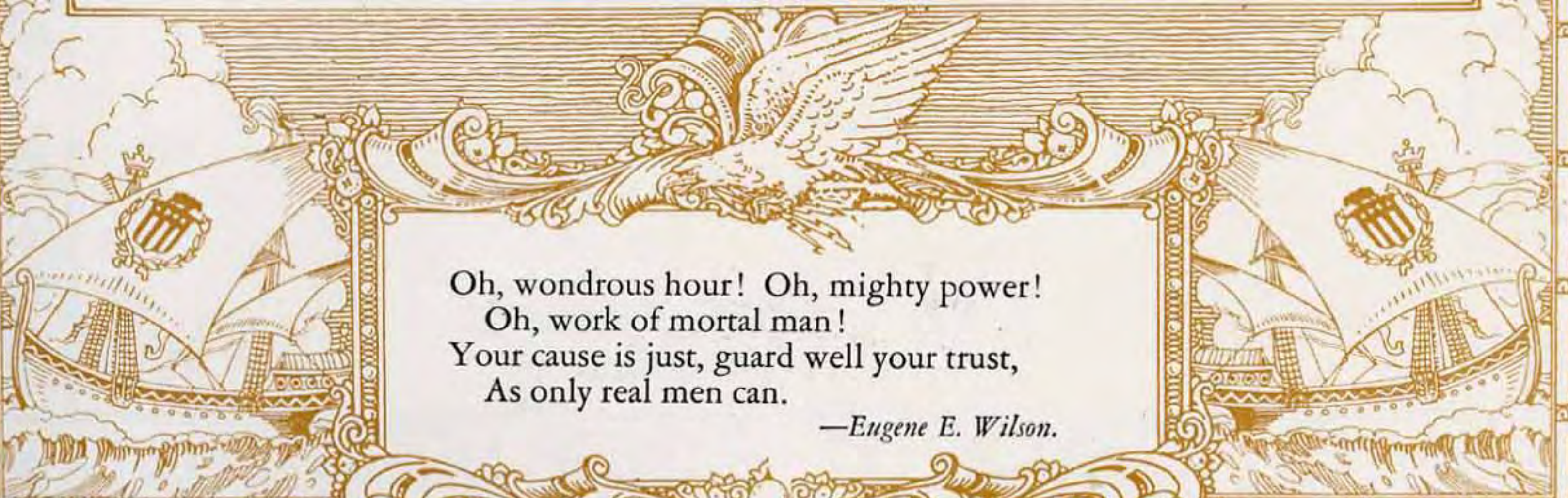


PUBLISHED FOR THE SHIP'S WELFARE FUND
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SAN FRANCISCO

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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.





Waterman Photo

FULL SPEED AHEAD



ADMIRAL EDWARD W. EBERLE
COMMANDER - IN - CHIEF
U. S. PACIFIC FLEET



CAPT. HENRY J. ZIEGEMEIER
COMMANDING
U. S. S. CALIFORNIA

COMMANDER
WALTER A. SHARP
Supply Officer



COMMANDER
L. F. THIBAUT
Navigator



COMMANDER
W. W. BRADLEY, Jr.
Gunnery Officer



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

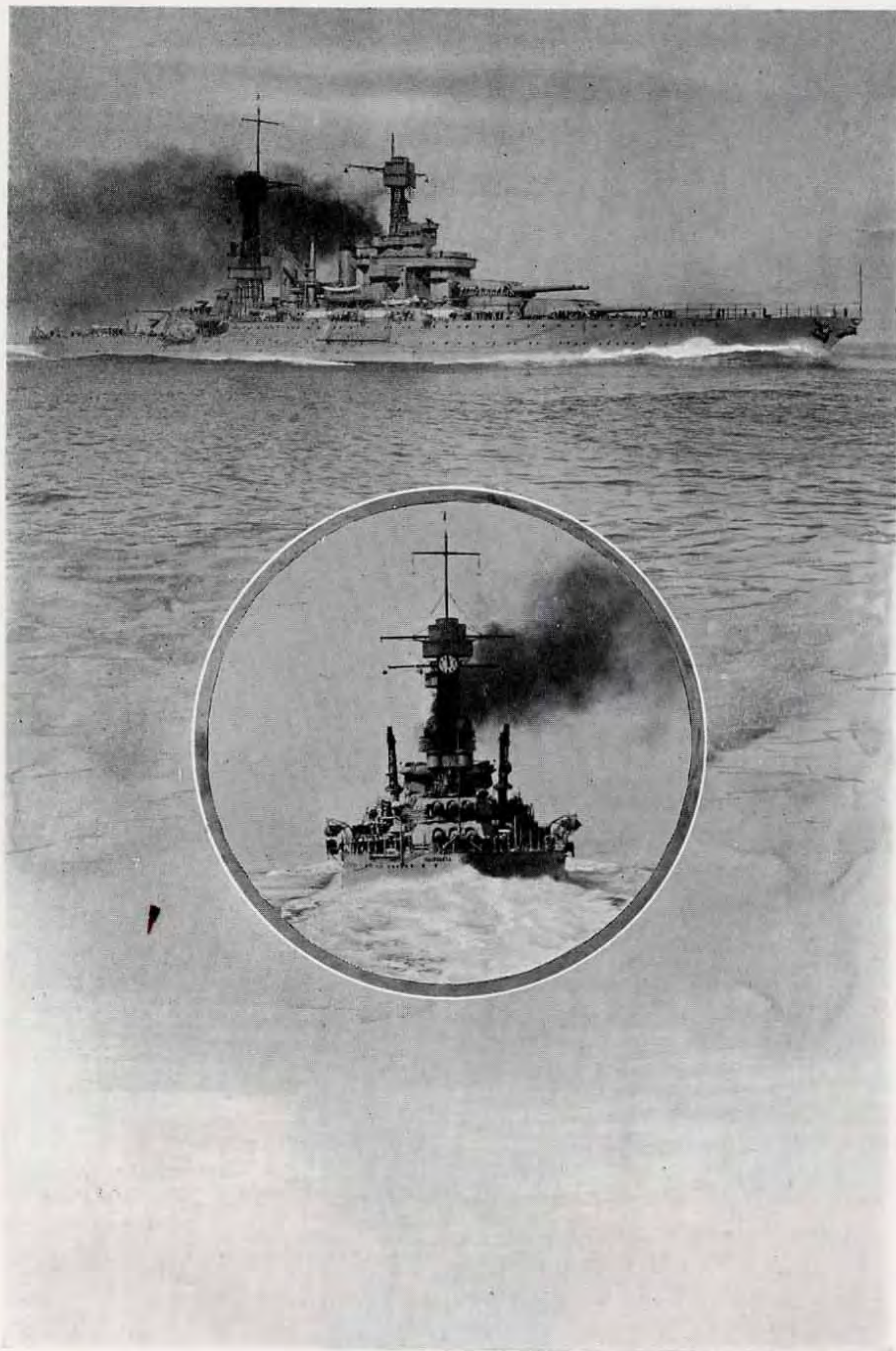


LIEUT. COMMANDER
R. B. COFFMAN
First Lieutenant



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,
Beam, 97 ft. 6 in.	21.5 knots.
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-in. 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).
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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



Crew marching aboard
to take possession



Yosemite Prunes and
Billy Vallejo,
official mascots

Commissioning
ceremony,
August 10
1921



COMMISSIONING SCENES, AUGUST 10, 1921



Drydocking at Hunter's Point
after commissioning

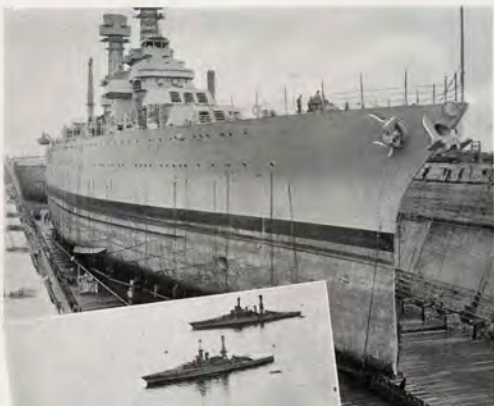


Above—Attaching propellers
and painting bottom



Right—One of the four
giant screws

SCENES IN DRYDOCK



In Drydock
at Hunter's Point



Idaho, New Mexico,
California
at San Pedro breakwater



The "Big Flag" comes aboard
December 20, 1921



The California becomes
Flagship of the Pacific Fleet
December 20, 1921



Xmas 1921, California at San Pedro—presents
for 270 Orphans



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



Signaling by semaphore and flag



Hydraulic steering gear



Hand steering gear

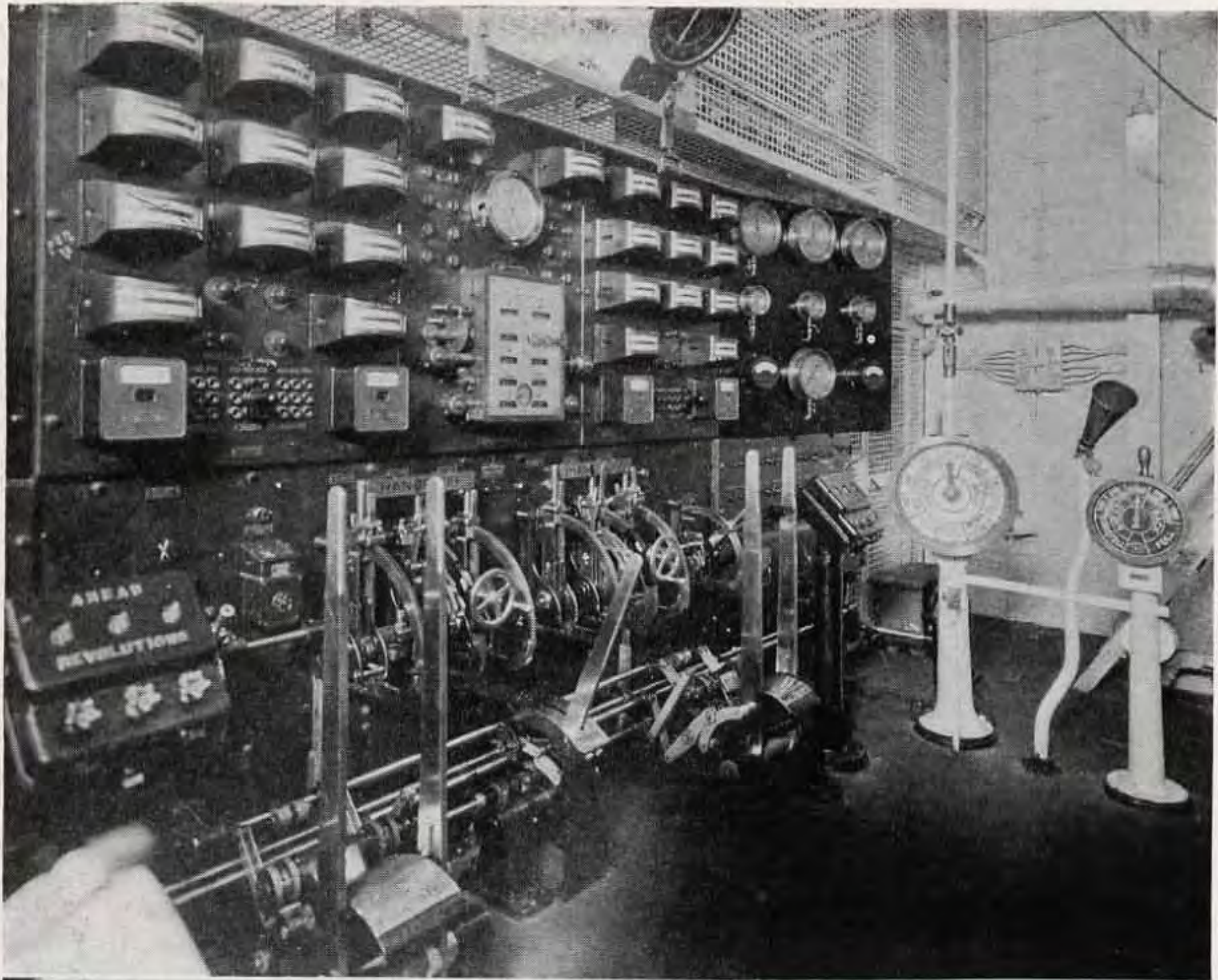


Signal bridge

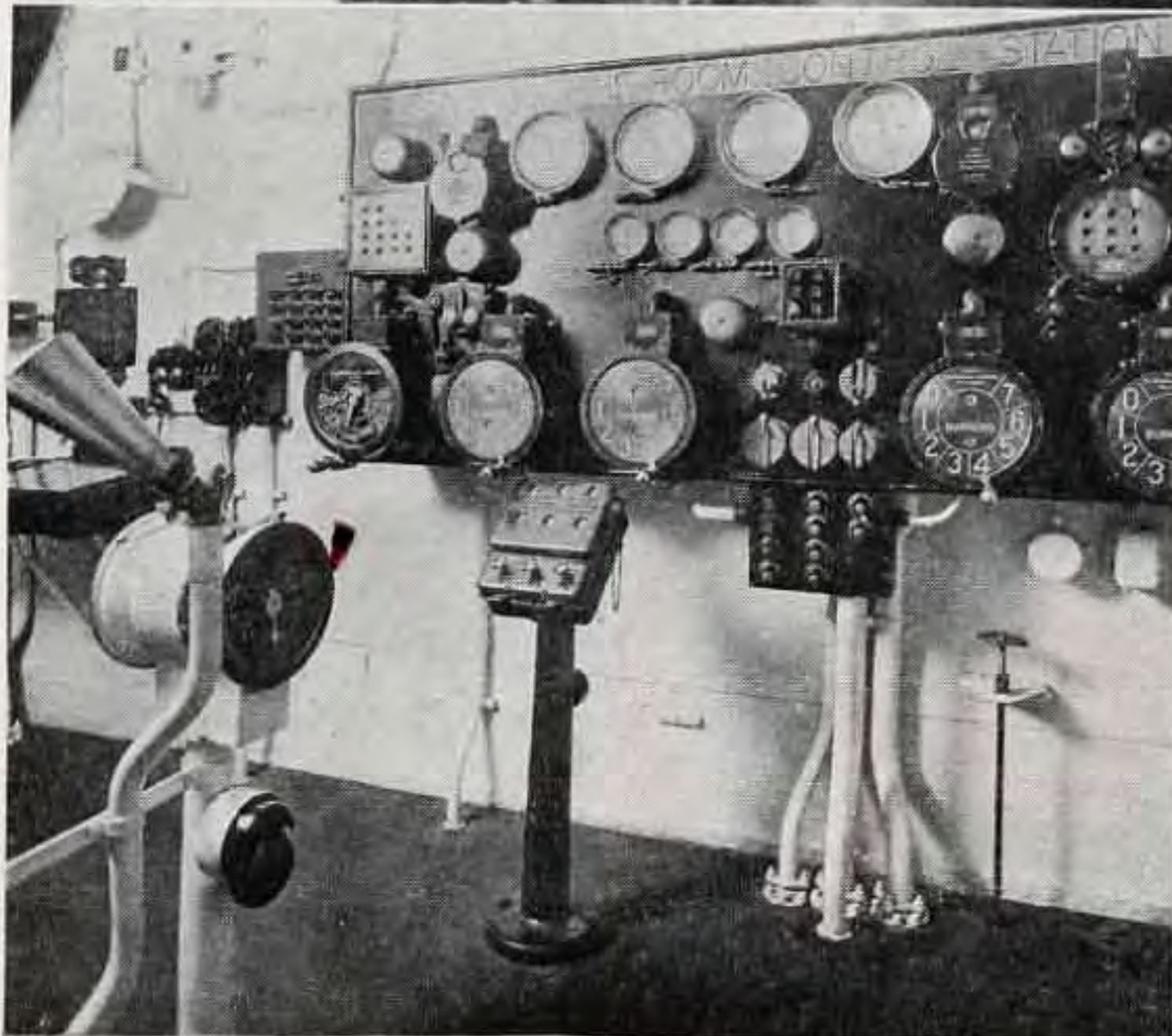


Right—Pilot house

NAVIGATOR'S DEPARTMENT
SCENES OF DAILY LIFE ON BOARD

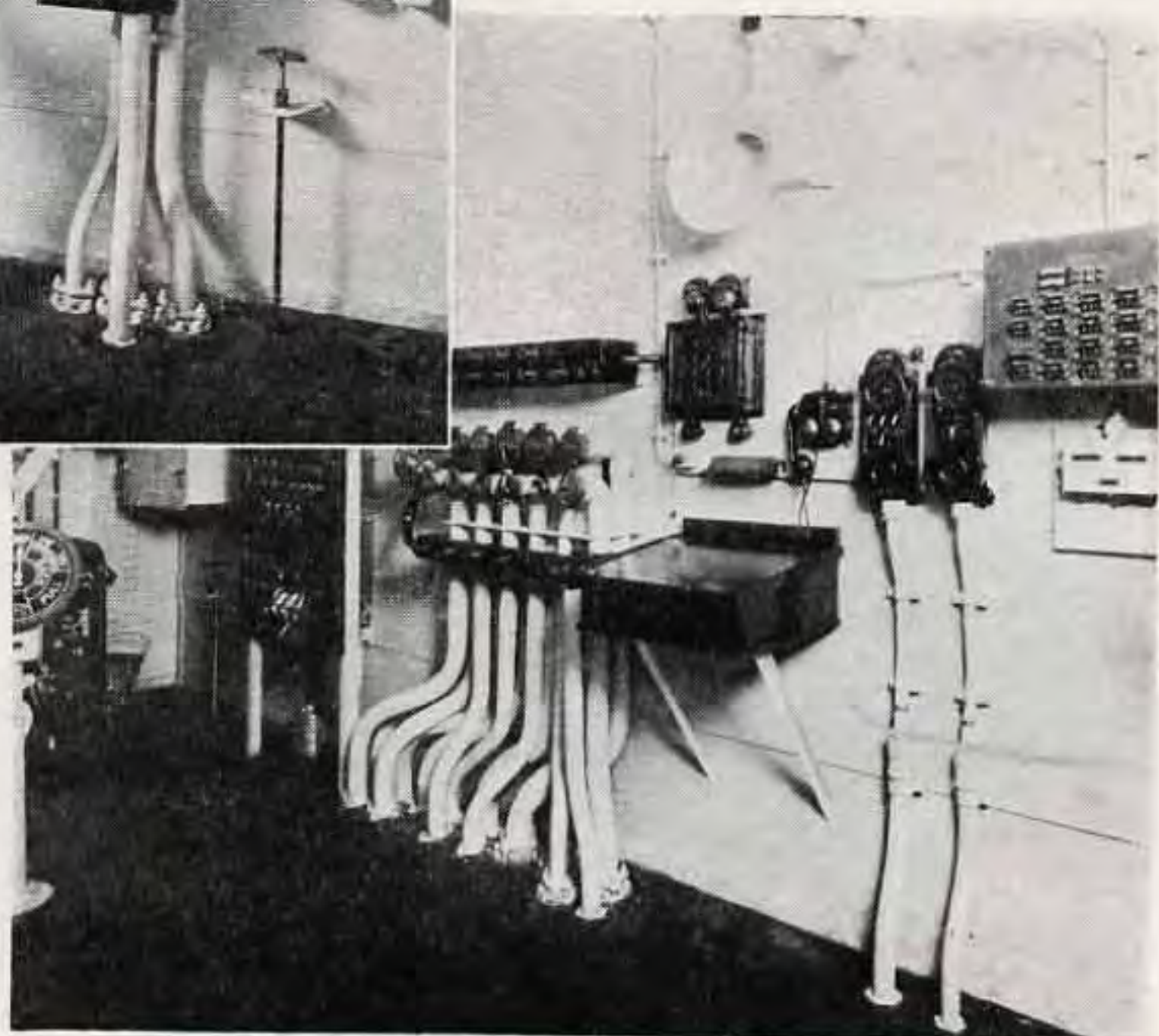


Control board for
main generators
and motors



Control board
for fire rooms

Right—
Communications to
control room



MAIN CONTROL ROOM OF ENGINEER DEPARTMENT



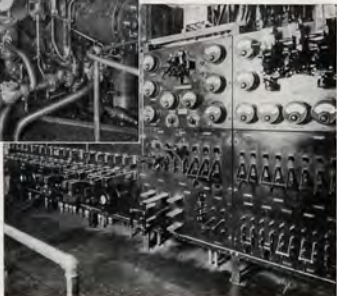
One of the two
16,000 horsepower
turbo-generators



Left—A corner of
one of the
machinery spaces



Right—
Switchboard
for turbo-generator
shown above



WHERE THE WHEELS GO 'ROUND



One of the four
8,000 horsepower
main motors



Blacksmith shop and foundry



Center—
Ice-making plant

Evaporating plant—for making fresh
water from sea water



Fire room—
showing front of
boiler

WITH THE ENGINEERS



Port half of Wardroom



Captain's Cabin
looking forward



Captain Ziegemeier
at his desk

Captain's Cabin
looking aft



Junior Officers' Messroom



Wardroom, full length

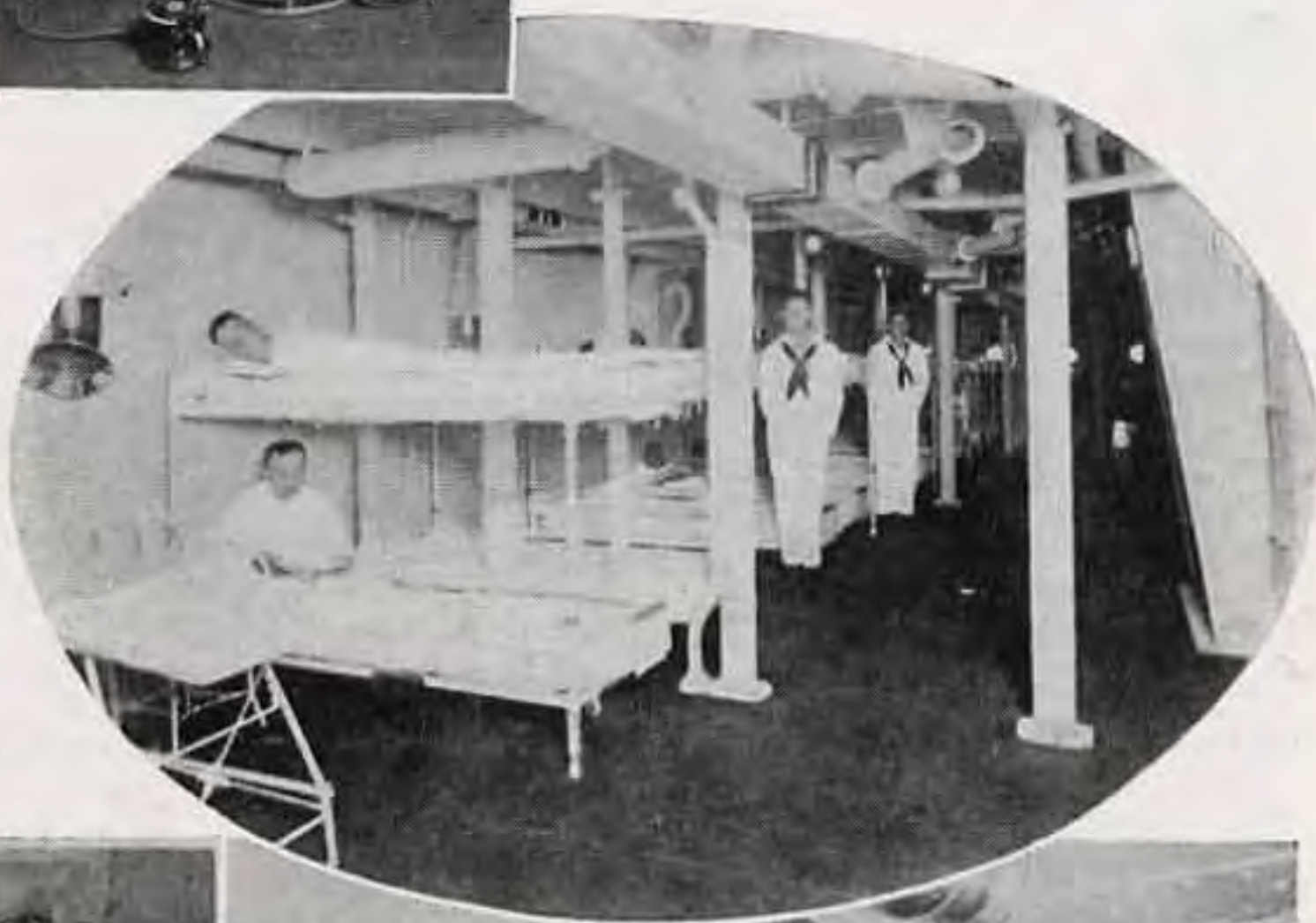
OFFICER'S QUARTERS



Surgeon's Examining Room



Dental Surgeon's Office



Sick bay



Operating Room



Dispensary

MEDICAL DEPARTMENT



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



International Photo

A Scene at the Fleet Smoker
SHIP AMUSEMENTS



"Prunes" at play

"Prunes" at Yosemite



"Prunes" coming on board at the commissioning
THE SHIP'S MASCOT



THE CHAMPION RACEBOAT CREWS