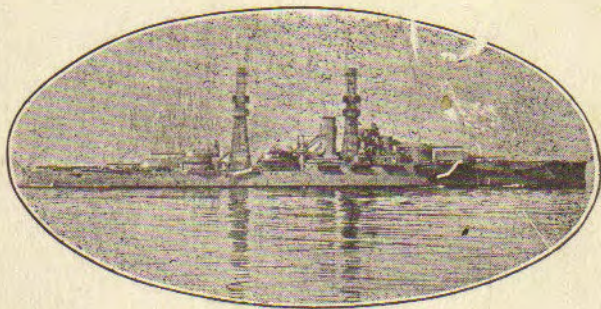




IN MEMORY OF YOUR VISIT
TO THE
U. S. S. OKLAHOMA



NAVY DAY, 1924
MONTEREY, CALIFORNIA

The U. S. S. OKLAHOMA

Authorized by Congress on the 4th of March 1911, the Oklahoma was placed in commission May 2, 1916. She was one of the first battleships to use oil for fuel.

Seven Captains have been in command of the Oklahoma: Captain Roger Welles, Captain McVey, Captain Bristol, Captain Irwin, Captain Pollock, Captain Graham, and her present Commanding Officer, Captain W. Pitt Scott, who took command in July 1923.

Since being commissioned, the Oklahoma has had an adventurous career. During the World War, she was one of the Special Service Squadron of the Grand Fleet who were based at Bantry Bay to protect troop ships against German raiders. The Oklahoma escorted President Wilson upon his return from France aboard the George Washington..

A tablet placed on a bulkhead, outside of the Captain's Cabin is the Oklahoma's Victory Medal, and was placed there to show that she had served her country in the War Zone, during the Great War.

To show the value of this ship to the American People, her size and fighting potentialities are briefly expressed on the inside of the back cover.



GREETINGS



NAVY LIFE ABOARD SHIP

Life on board the OKLAHOMA varies only with her particular duty, but the general routine is carried out at all times. The American People are curious to know what goes on each day. Unless one could observe an individual throughout the

whole day, only a vague idea of the various tasks would be had. For that reason we will follow one John Smith, seaman, U. S. Navy, as he does his daily dozen.

At reveille, Smith climbs from his bunk, (the day of the hammock having passed), gets dressed, makes his bed and secures it so that it is out of the way for the day. He then goes to his cleaning station and makes his part of the ship clean before breakfast, so that after breakfast just a few finishing touches are needed to make everything neat and orderly.

The first drill takes place shortly after breakfast when Smith musters with his Division. A short inspection by his Division Officer as to the neatness of his clothing, etc., is followed by "Physical Drill" which terminates in double time around the ship for everyone. To give his best, Smith must be in prime physical condition.

After the daily exercise, the General Alarm bells sound for Battle Drills. Smith goes to his station on the double as he knows time is an important factor, for, unless promptly manned, the guns would be of no use against the enemy. Smith realizes he is an important cog in the machinery of the fighting ship. He knows he must do his work quickly and thoroughly so that all the other Smiths may do theirs. He understands, from his months of previous training, what he must do. It may be training or pointing a gun; sending powder and shells from the magazines to the loading rooms; getting the range of the enemy; carrying the wounded to the dressing stations; or just telephoning instructions to others. All the Smiths have their particular duties. But our Smith must be so expert in his own duty that he will be able, in time of need, to do his duty in-

stinctively.

"Battle Drills" or "Gunnery Exercises" are paramount. Considerable time is spent in instructing men in the various duties. Nothing is left undone. All kinds of attacks are tried; every known defense is used. Actual firing of guns and torpedoes is done each year under all conditions, day and night. All manner of potential casualties are had and overcome as in real battle. The Navy must be ready, and Smith goes through his drills with that thought in his mind.

After Gunnery drills are over, Smith does his shopping. He may need new clothing, his shoes may require re-soling; perhaps he tore his jumper and that needs repairing, or his hair needs cutting. Smith knows he must be neat, so this time is spent on his personal needs.

It is nearly dinner time. Smith is hungry. He has had his exercise and done his work in the clean ocean air. So at noon he needs no urging to eat his dinner. During the noon hour the band plays and Smith talks over his affairs with his buddies around the ship. A happy family of one thousand two hundred men, relaxed for a moment.

After dinner, emergency drills are held; fire, collision, abandon ship, or man-overboard drills. Every emergency must be provided for and Smith must also be familiar with his duties in these drills because these drills may sometime save the life of one of his shipmates or even the ship herself.

Schools are held during the afternoon in the various compartments. Smith knows he must study to succeed whether he stays in the Navy or not. He is taught such trades as machin-

ist, printer, blacksmith, coppersmith, electrician, radio operator, stenographer, mail clerk, hospital apprentice, carpenter, painter, cook, baker, moulder, or pattern-maker, which vocations he may continue in should he ever leave the Navy. Or he may study the special Navy ratings such as Torpedo Control, Fire or Ship's control and signals.

After the afternoon drills and school are over, unless Smith is on watch, he is free to enjoy himself. He may be athletically inclined and if so, his daylight recreation hours are spent training for the sport he favors. All kinds of athletics are provided for and everyone is urged to participate.

After supper night battle drills are held occasionally. The ship is darkened as in battle lest her presence be discovered by the enemy.

Liberty is granted every other night, and week-end liberty every other week and Smith may go ashore if he cares to. Or on board there are movies or some form of entertainment available when weather and other conditions permit.

At nine o'clock pipe down goes, and Smith retires to sleep peacefully, knowing that he has done his duty well, and when the time comes, he will be ready to give his all in defense of those who have made it possible for him to receive the training he is now getting.

Some cruising is done, and on these cruises the sailorman has the opportunity to see how the other countries compare with his own; to observe the habits and customs of other peoples and to store up in his mind the many interesting sights he has seen, so that in later years he may tell his children all about them.

YOUR NAVY

The modern battleship is a small town in itself. On board, as in any small town, there are the following establishments; A church, with the Chaplain in charge, a hospital with surgeons and trained nurses, a bank, an up-to-date restaurant where the meals are prepared for everyone, a bakery, a barber shop, a shoemaker, a tailor, a store which carries toilet articles, tobacco, candy, etc., a photographer, a printing office, a clothing store, a butcher shop, and various offices to do the clerical work of the ship. There is a recreation room where magazines are available and games may be played, and a library where books may be obtained.

All of the above activities are run by the men and these men must be trained for these duties outside of the hours set aside for Gunnery Exercises.

One must not forget the engineers who handle the main engines and auxiliaries, nor the electricians who supply power, heat and light to the various parts of the ship.

To take young men from civil life and place them aboard a ship and train them to be efficient in the various duties is a stupendous task and with the ever-changing personnel, this training continues always. A permanent organization is essential and necessary but any organization must be made as nearly perfect as possible.

The American People have a vital interest in the OKLAHOMA. They have authorized the money to build her. They have made some appropriations for her up-keep. They have sent their sons to serve in her. The American People do not

want war, but in order to avoid war, they must be so strong as to stop anyone from even thinking of making war on us. They must be strong enough to say that certain policies must be respected, and the fact that they are strong enough will bring about the desired result.

The American People want the sons they send into the Navy to be trained and instructed so that when war threatens they may be ready, or when the sons return home, they will likewise be ready to take their places in the community as valued citizens. And they also want their sons in the Navy, together with those who might have to come into the Navy in time of stress, to have as much protection in battle as the sons of other nations. They do not want to send their boys into battle in a ship needing repairs, whose guns have not the range of the enemy guns. They do not want the lack of suitable auxilliary vessels to result in disaster to the main fleet. They do not want other nations to be wide-awake, prepared for war in all phases, while our own country plays along peaceably, smugly basking in our own sunlight.

Everyone has read the fable of the ant and the grasshopper. The life of the ant is industrious and energetic. He never neglects an opportunity to prepare for future needs. The life of the grasshopper is one of pleasure, ease, and temporary contentment. When necessary he will prepare for trouble.

On the day of battle, will the OKLAHOMA be the ship the ant's perseverance made her? Will she be as prepared for the winter of war as the ants are prepared for cold weather?

Or, will she be, like the grasshopper when winter came, un-

prepared, untrained to work, insufficiently manned, unable to give her all and more for the nation who gave her birth?

That is the vital question, and the only solution rests with the American People.



Data of the U. S. S. OKLAHOMA

Commissioned	May 2, 1916.
Length	583 feet.
Displacement	27,500 tons.
Breadth	94 feet 10 inches.
Truck lights above water	169 feet.
Cage mast tops	114 feet.
Thickest armor	18 inches.
Turret guns (10)	14 inch.
Broadside guns (12)	5 inch.
Bow anchors (3)	9 tons apiece.
Officers	78.
Crew	1176.

The ship carries approximately the following stores etc.

Provisions	155 tons.
Other stores	186 tons.
Fuel	1687 tons.
Ammunition	1005 tons.
Drinking water	100 tons.
Boiler water	223 tons.
Airplanes	2 planes.

Printed and published on board
the U. S. S. Oklahoma
by enlisted personnel.