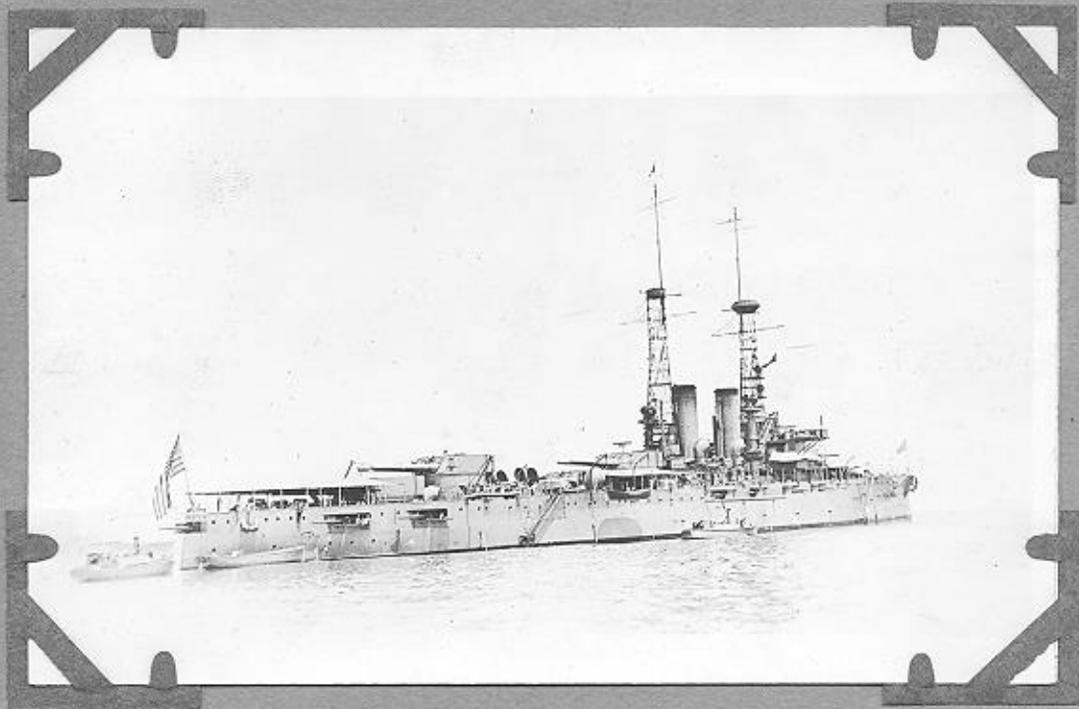


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O U R            E U R O P E A N            C R U I S E.

O C T O B E R    2 5th,    T O    D E C E M B E R    1 5th,    1 9 1 3.



There she floats, riding the waters like a thing of life.

Add to her inanimate beauty of line and contour the scholarly ability of her Officers in their several ranks; and kindness exhibited to the members of her crew, making one homogenous unit of ship, Officers and men, in that numerous progeny of Uncle Sam's Navy; Is it any wonder that all are proud to claim membership in her roster; In the expressive language of the day we unhesitatingly declare "SHE IS IT".

Modesty forbids that superiority should be claimed for the "ARK", and truth would be falsified if she be relegated to the least formidable. But one indubitable fact remains; that in interposing an impenetrable shield between our good Uncle Sam and harm, she would certainly be found in the first fighting line, and would duplicate the fine record already accorded her.



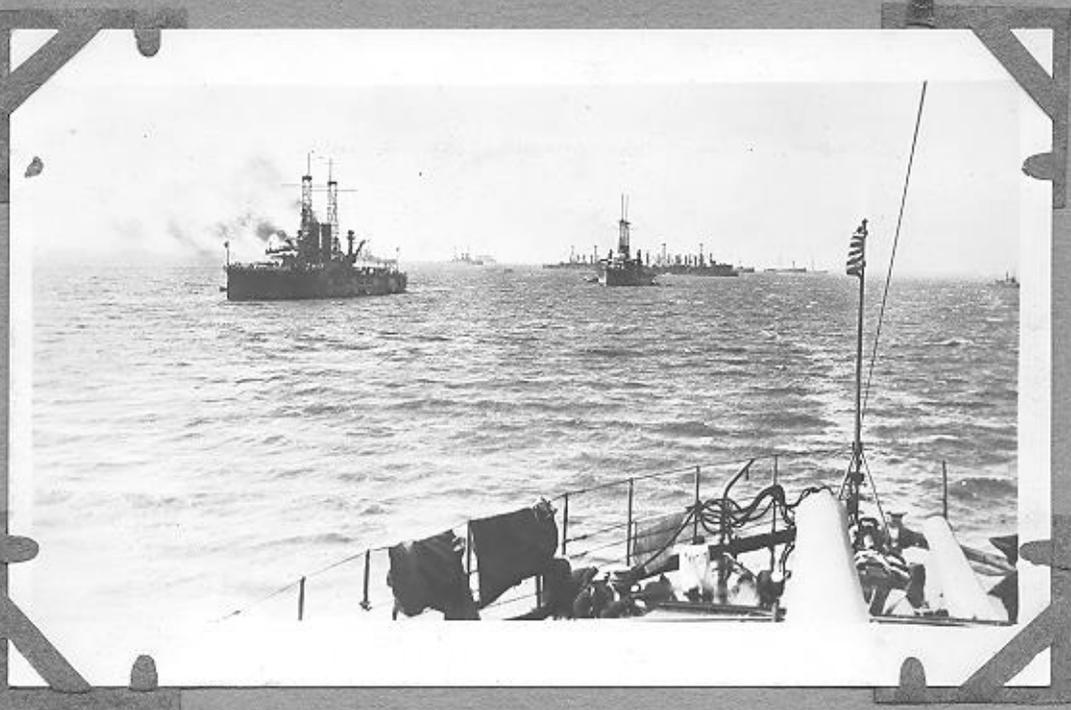
Our good Uncle Sam is an exacting, but withal a considerate and indulgent boss. The "Missouri" spirit, to be shown, possessed him, and the result was an order to the Atlantic Fleet to proceed to the Drill Grounds for target practice, and prove to him what had been theoretically claimed; that he possessed the finest ships, most efficient Officers and competent crews of any Navy.



Upon the receipt of this order the First Division, under command of Rear Admiral Cameron McR. Winslow, U.S. Navy, with



the Flagship Arkansas, under the direct command of Captain Roy C. Smith, U.S.Navy, proceeded to carry out this order, and the report of the practice as to celerity, accuracy and safety, to men, guns and ship was most gratifying to him, but we expect most startling to our good neighbors across the deep.



Upon the completion of target practice the Fleet assembled in Hampton Roads to prepare for our vacation in foreign lands, as a reward for the strenuous work done.

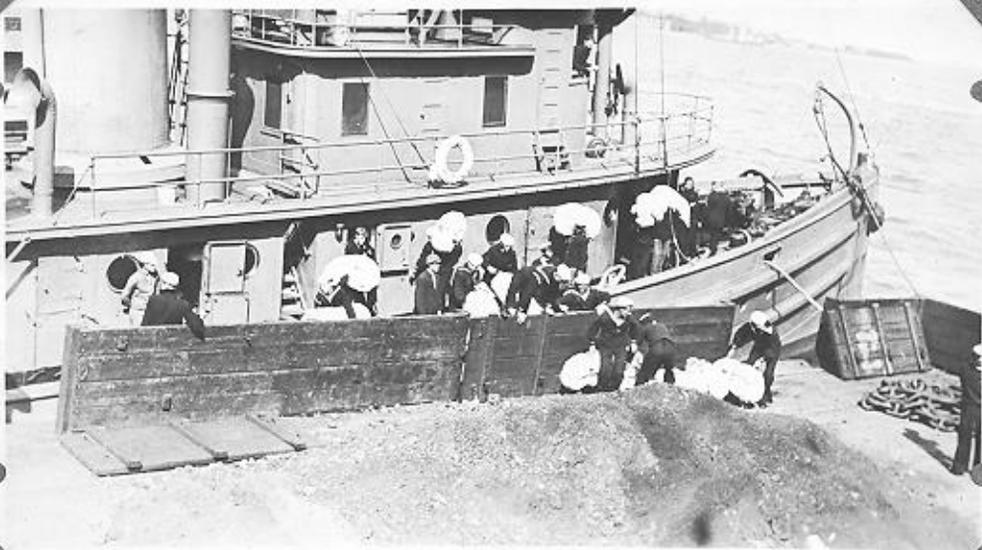


The Bluejackets set to work with a will storing the good things which our Government provides for them.



Not only must the needs of the physical welfare of the men be provided for;- Deep down below decks our capacious maws of steel, demanding huge rations of coal, daily.

The publication of our coming European trip had a wonderfully stimulating effect upon enlistments. Western lads in droves eagerly availed themselves of the chance of seeing the many wonders of the old world while being paid for the trip.

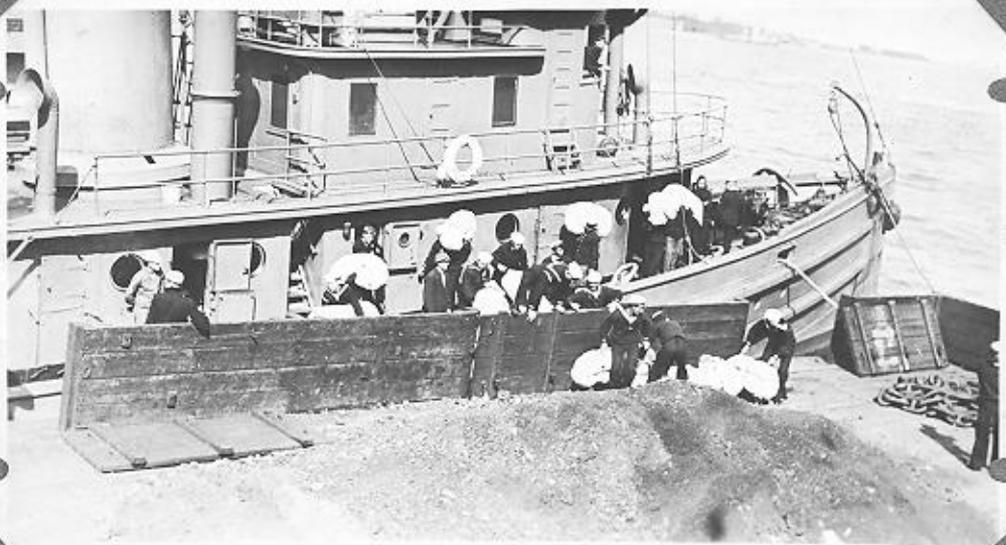


Each ship received recruits; taking the places of old timers whose enlistments had expired.



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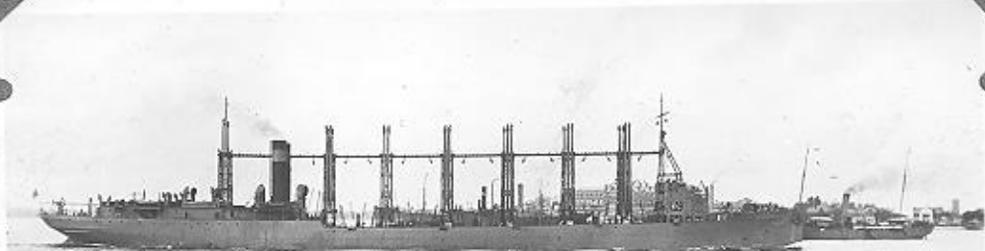
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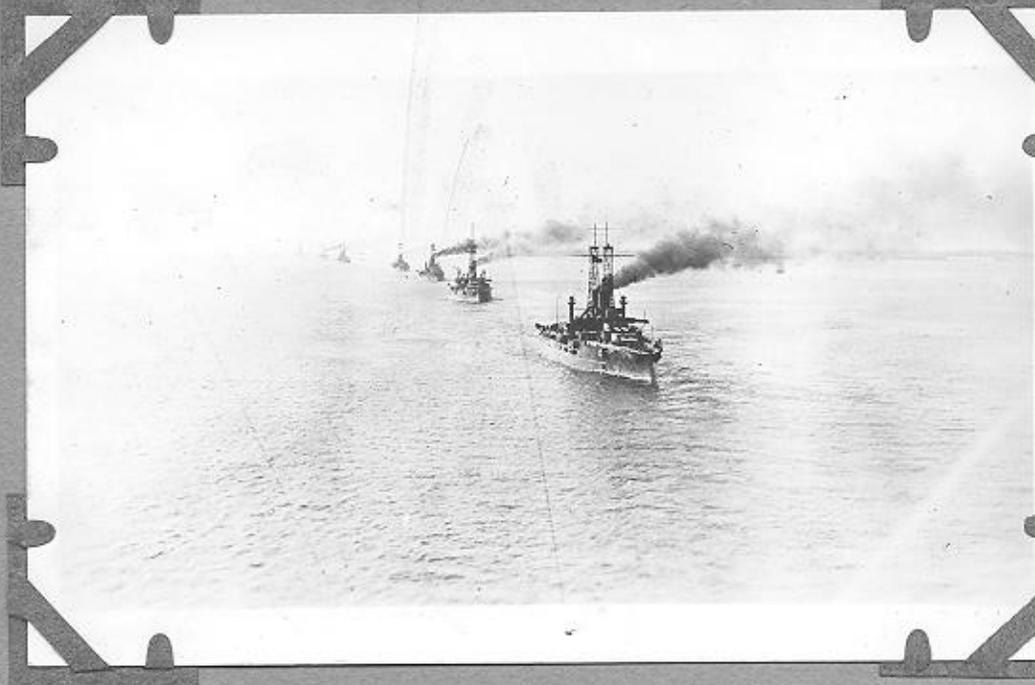
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The Hon. Franklin Roosevelt also honored us with a visit, leaving a most favorable impression on Officers and men.



Now the eventful day dawned, to which we had so longingly looked forward. At noon the auxiliaries Hospital Ship Solace and three Colliers put to sea, and at one thirty



the Boatswain piped up anchors and away.

A sight indeed to warm the hearts of all was the departure of the Fleet, led by the Flag of Rear Admiral Chas. J. Badger, followed by the Arkansas and other ships.



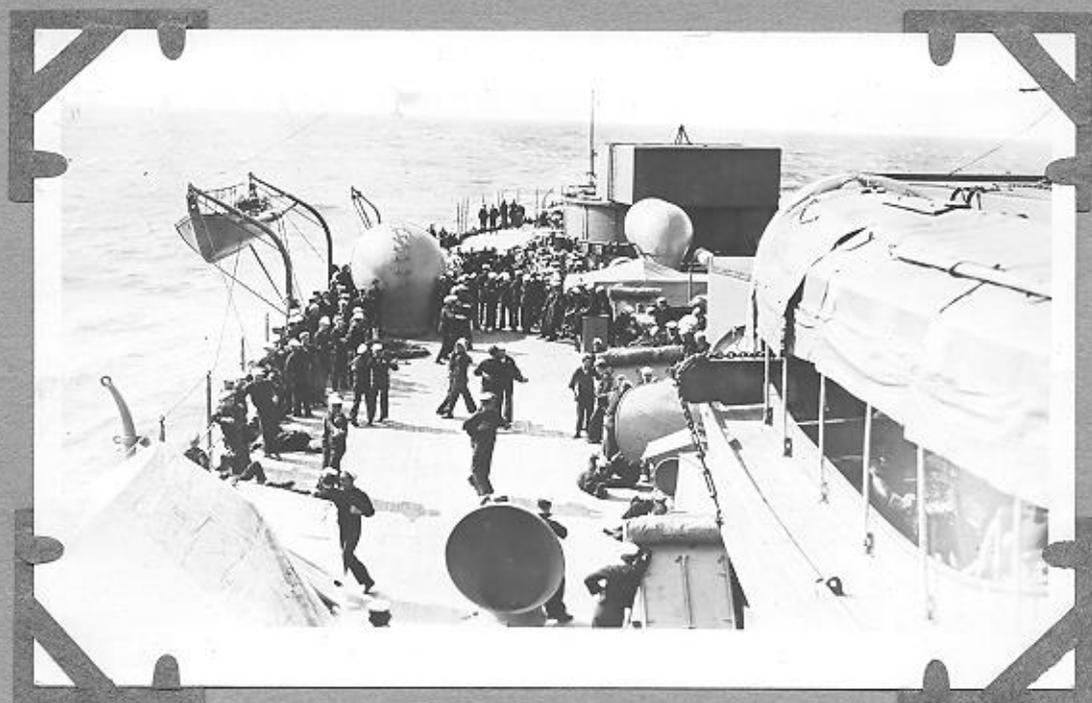
Probably every Officer and man possessed a spirit of elation that the cruise had really begun, and yet, every eye was being strained to catch the last glimpse of our native soil.



The Dolphin had "hove to" off the Virginia Capes, and it must have been with a feeling of intense pride that Secretary Roosevelt reviewed the passing of this great mass of fighting machinery. No one doubted the sincerity of his signal, "Good Bye, pleasant voyage", flown from the yard arm of the Dolphin



as the Fleet passed out to sea.



Sunday on board ship is a day of rest from work and drill, The Bluejackets never mope or are afflicted with ennui. There is always something doing; if not work, then play, and Uncle Sam's Sailors can do both to perfection.

Did ever a ball room offer such romantic surroundings as found on the deck of a modern Dreadnought. No admission charged; no foul air; and no fear of being "turned down" by some member of the fairer sex who wished to "sit out the dance" with some other admirer.



When dancing became tiresome the men "calked off", enjoying a nap on the spotless decks of the "ARK" as much as a land lubber would in a downy feather bed.



Even on this pleasure cruise idleness was not encouraged, and each morning the crew was given plenty of exercise. That "plenty" might sound significant, but running around the main deck of the Arkansas comes dangerously near approaching the Marathon mark.



Careful attention was also given the new Swedish exercise, which was recently introduced into the service, and is a combination of fun and physical development.



The ships were given a thorough cleaning on the way over, so that the critical eyes of foreign visitors might find everything up to the usual Yankee standard of perfection.



The recruits were given daily instructions in "Heaving the lead", and other "tricks of the trade" which they were destined to follow for at least four years. The mere fact that the instructor developed a severe case of St. Vitus's dance in trying to dodge the lead is not supposed to be considered.



Mr Henry Reuterdaahl, the noted marine illustrator and critic, was a passenger on board the Arkansas, and enjoyed some wonderful opportunities to display his artistic temperament. In the opinion of many the clever articles written by Mr Reuterdaahl were, in a large sense, responsible for the building of the modern Dreadnought for the United States Navy.



The first week at sea was a mighty pleasant one for everyone on board, and the days seemed to pass by very rapidly, assisted by the unavoidable loss of time when traveling Eastward.

On Saturday morning the Captain inspected the crew, passing through each division, and the smile on his face indicated he found no cause for complaint.



After inspection the men resumed their usual pastimes; Some in favor of dancing,



others playing the popular service game of Ace Deuce,



and still others taking some "voluntary" exercise in the open air gymnasium established on board the Arkansas.



The Fleet continued to steam along in regular formation, enjoying the finest weather imaginable, until the tail end



of a storm was encountered, and even the huge Dreadnoughts were tossed about by the turbulent sea.

To the regret of all on board, Gibraltar was passed during the night, and only the dim outline of the great Fortress could be seen as the Fleet passed through the Straights and into the broad expanse of the Mediterranean to the Southward.

The Fleet then seperated, and those ships going to Italian ports increased their speed to eighteen knots so as to arrive on schedule time.

There are many points of interest between Gibraltar and the port of Naples, and although they could not be seen from the ship, a brief review of ones school geography and history could easily recall their location and importance.

Who on board did not know that the Island of Corsica was not far distant. Inscrutable fate ordained that her soil should be ever memorable. Innumbrered thousands speak her name; not from any virtues of its people, or wonders of its hills and vales, but solely as the birthplace of that monumental genius whose sword cleaved its was through the nations; Napoleon made Corsica known.

And who did not realize that the Leaning Tower of Pisa, that wonderful freak of nature, was somewhere in the vicinity.



Steaming along the Italian coast, the following strange order appeared on the bulletin board. "All benedicts must wear cotton in their ears tomorrow". We are approaching Scylla and Charybidis, and the Sirens are still singing their persuasive songs. Lest some, too soft hearted, should be beguiled, it is ordered, in the interest of the waiting Penelope, that the married men of the Arkansas should vie with Ulysses in the stern refusal of their enticements.



On the morning of Nov. 8th, our long voyage was ended. The two ships tied up to the Breakwater, with the city of Naples on one



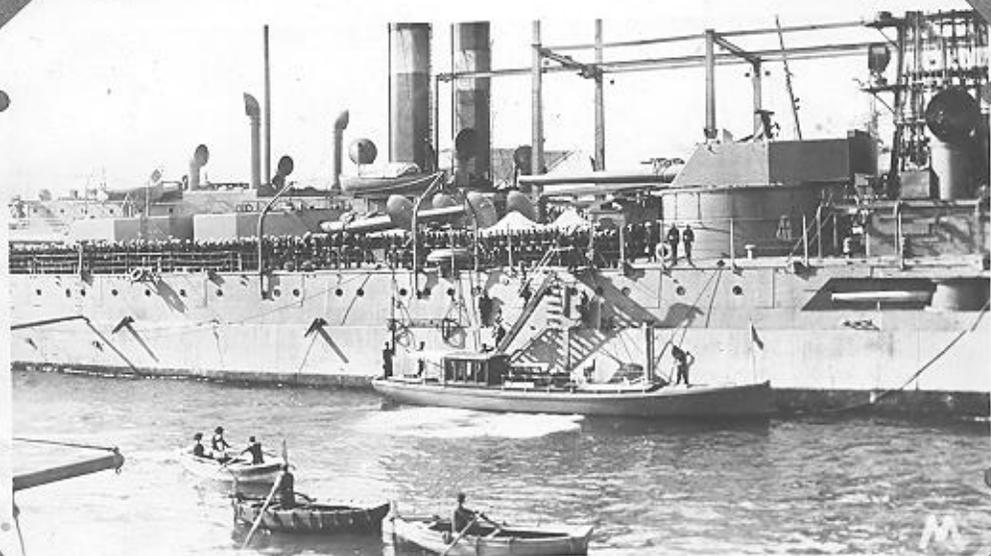
side and the towering Vesuvius on the other.



The entire morning was taken up with the usual official visits. Giuseppe Sorge, Perfect of the city of Naples, was the first distinguished visitor to pay his respects to our Admiral;



followed closely by Vice Admiral Cattolica, Commander of the Italian Fleet.



These same officials also visited the Florida, extending a hearty welcome to Officers and men.



These formalities over, the policy of this foreign cruise was speedily carried into execution, and every available man was allowed liberty.

The mild tonic of these days at sea proved beneficial to all, for our continued delight in life of Bohemia; its lax moral code, and its contempt for conventions had been rather strenuous, and the much needed rest was indeed welcome.

Far be it from the Officers and men of the Arkansas to continually boast of our past brilliant career and our many record breaking feats; for we have long since looked upon them as included in the natural course of events.



However, when Captain Smith presented each member of number four turrets' crew with the coveted Navy "E", which had just been forwarded from the Navy Department, our thoughts drifted back a few months to the time when Lieutenant Ingram and his sturdy turrets' crew made their guns speak aloud to the world, and in a language understood by all nations.

During our present cruise the Arkansas again demonstrated her record breaking ability; winning both the Engineering and Radio competitions; and our only regret is that there are so few more records for us to capture.

Day after day brought us nearer Broadway, and everyone was happy.



The only complaint heard about the decks was the scarcity of milk in the tea "Since the cute little stranger arrived". Each morning the radio news of the Mexican situation was eagerly read, and although there seems to be little possibility of the Arkansas being required in Southern waters,



our Battalion was put through daily drills, and in their heavy marching order looked as if they could give a good account of themselves.



A rigid inspection of clothing was given to ascertain whether each man had a complete outfit, for a hurried trip from Southern Italy to Christmas in New York bespoke the necessity of a goodly supply of wearing apparel.



When we steamed under the Brooklyn Bridge and took our usual berth at the Navy Yard, the expression of Home, Sweet Home could be seen on every face, and we will now spend the Christmas Holidays at our own firesides, relating the many experiences encountered during the European cruise.