

## The Fastest Navy Ship Afloat

The U.S. Scout Cruiser Omaha



Broadside view of the Omaha. Note the guns forward. One of these six-inch guns can throw a 100-pound steel shot half way across the country. The radio gear makes the top of the vessel look like a clothes line.



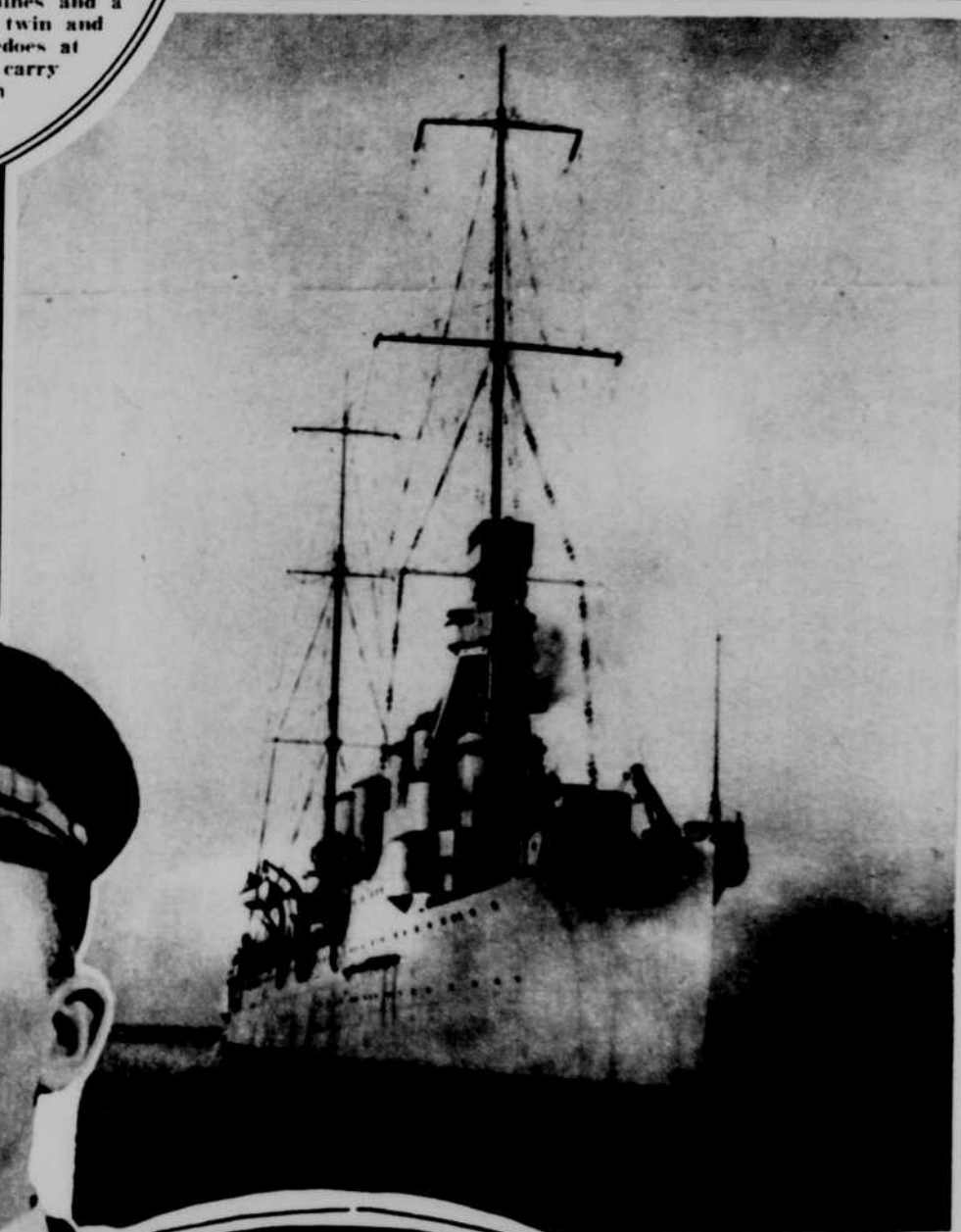
View from the forward mast of the Omaha. The photographer thought he was at least 2,000 feet in the air when he snapped this picture.

The United States Scout Cruiser Omaha was built in Tacoma by the Todd Drydock and Construction Corporation at a cost of \$8,000,000. It is the fastest navy vessel afloat, surpassing even the mighty Hood of the British navy. The cruiser is powered with turbine-developing 105,000 horsepower. This horsepower turns four propellers and gives the ship a speed of 35 knots an hour. This horsepower turned loose in an electric lighting plant would run the lights of a city of 200,000 inhabitants. Fifty tons of fuel oil is used an hour and 2,500 gallons of water is evaporated in the boilers every 10 minutes. The armament of the vessel consists of 12 six-inch rapid fire guns, four three-inch anti-aircraft guns, two three-pounders and two machine guns. It also carries two airplane catapults, the latest thing in launching airships from war vessels, and has two planes on board as regular equipment and parts for four additional machines. In normal fighting trim the Omaha carries 200 mines and a mine laying track. There is enough twin and triple torpedo tubes to fire 10 torpedoes at a single loading. The Omaha will carry when fully manned 419 men and 29 officers.

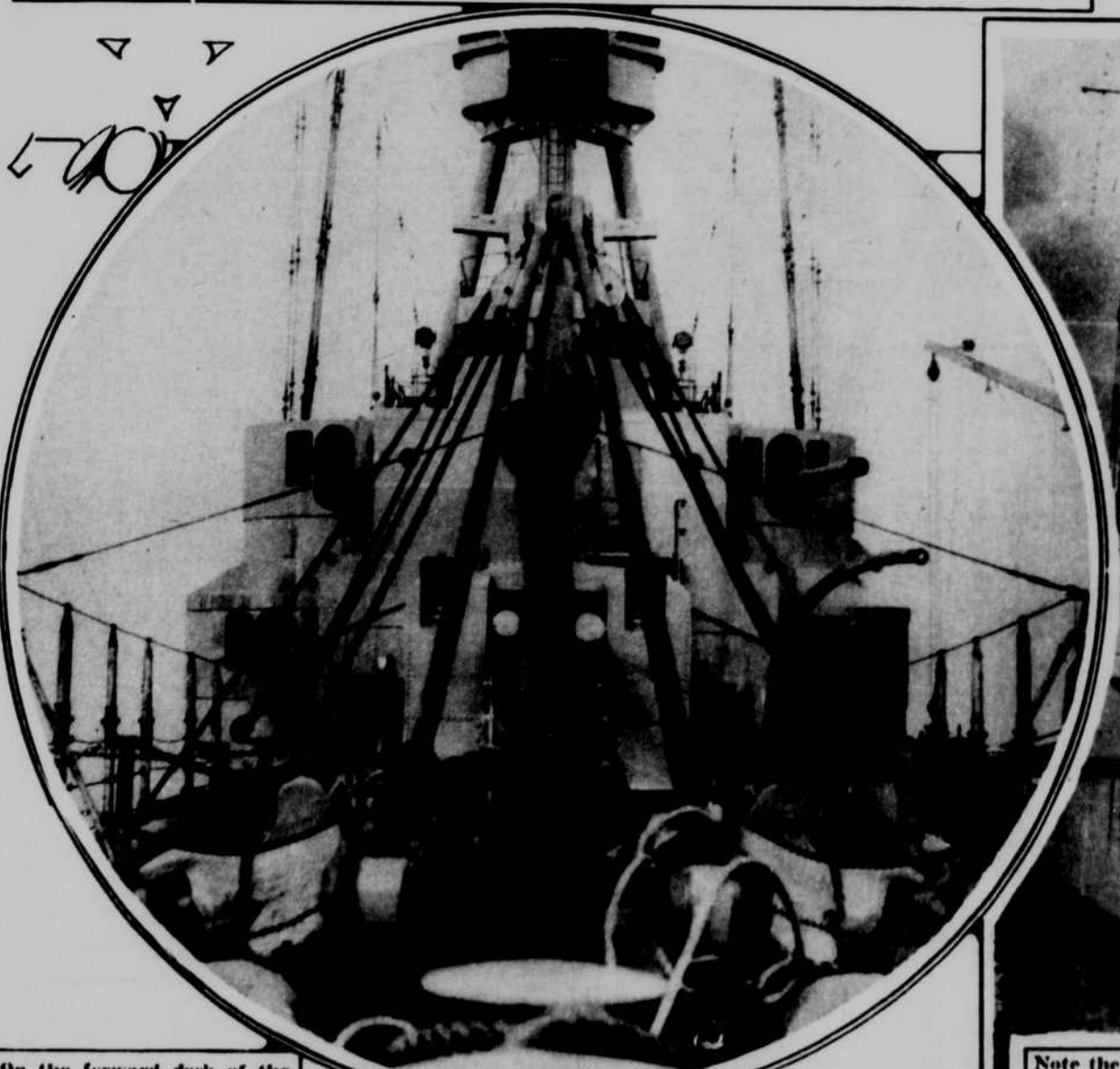


Here we have the stalwart young men in charge of the scout cruiser. Left to right: A. M. Gainer, machinist; A. N. Anderson, boatswain; C. W. Matigold, ordnance gunner; Lt. F. G. Keyes, Lt. Com. H. T. Smith, chief engineer; A. E. Eubanks, electrical gunner; Capt. David C. Hanrahan; Lt. Com. W. M. Quigley, navigator; Lt. W. G. Smith, Ensign Wayne A. McDowell, J. Nichol, torpedo gunner. Other officers yet to report on the vessel are Com. Bruce L. Canaga, executive officer; Com. Bousson, gunnery officer, and W. H. Hullfish, supply officer.

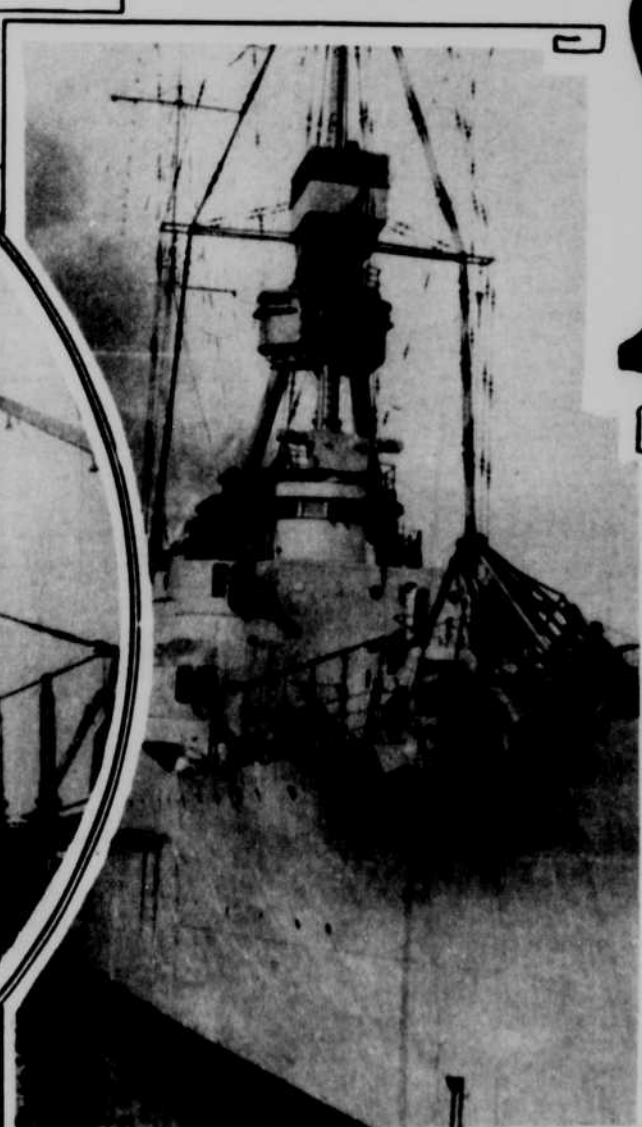
Capt. David C. Hanrahan, commanding officer of the Omaha. One of the jolliest sailors in the navy, they say, and, oh, yes, girls, he's a bachelor.



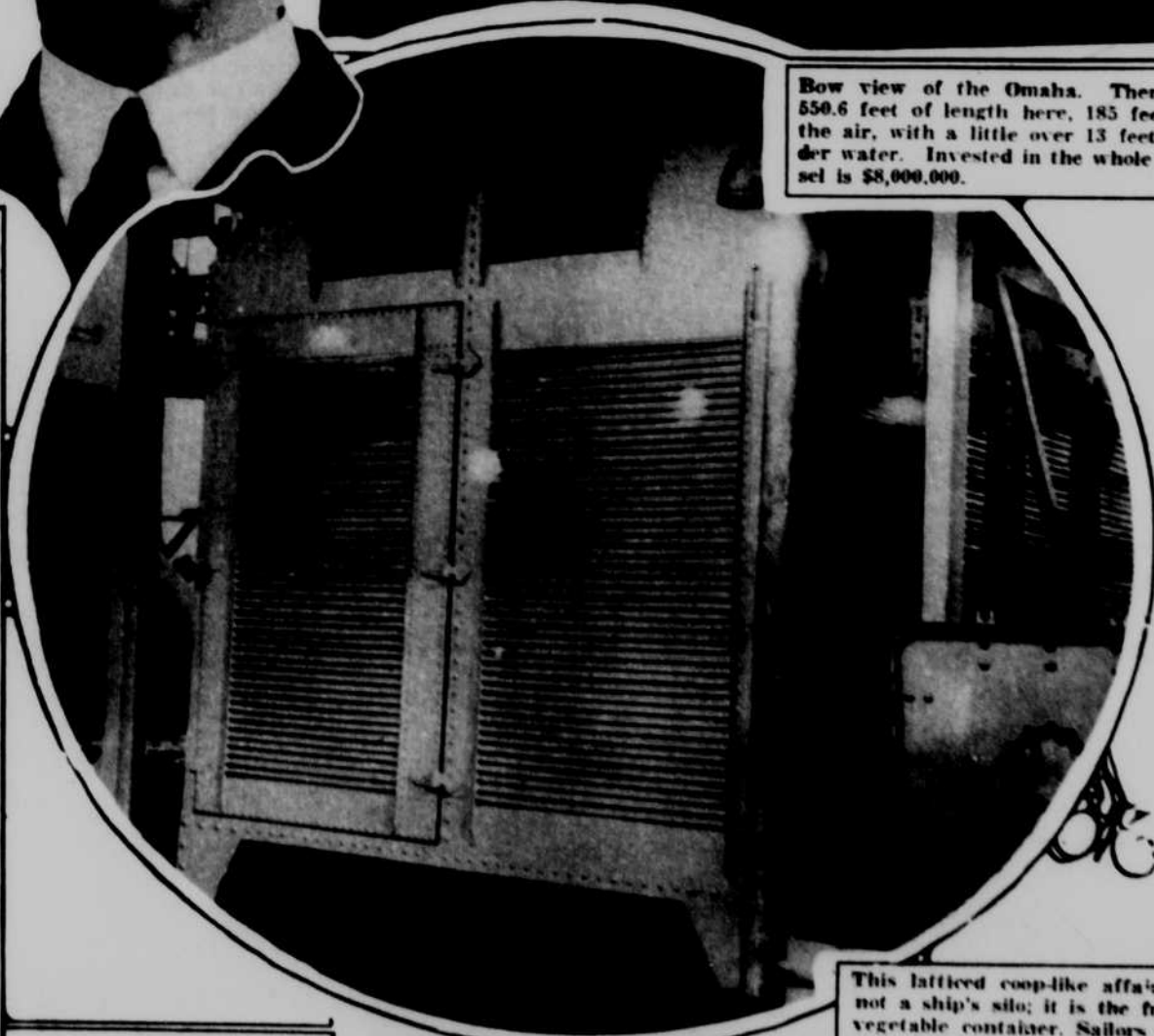
Bow view of the Omaha. There is 550.6 feet of length here, 183 feet in the air, with a little over 13 feet under water. Invested in the whole vessel is \$8,000,000.



On the forward deck of the Omaha. A sample of some of the gear one of Uncle Sam's vessels of war must carry.



Note the broom on the little jackstaff at the bow of the ship. It was hoisted by the crew following the trial trip and it indicates the crew's confidence in the ability of their ship to sweep the seas.



This louvered coop-like affair is not a ship's silo; it is the fresh vegetable container. Sailors are strong on potatoes—and onions.