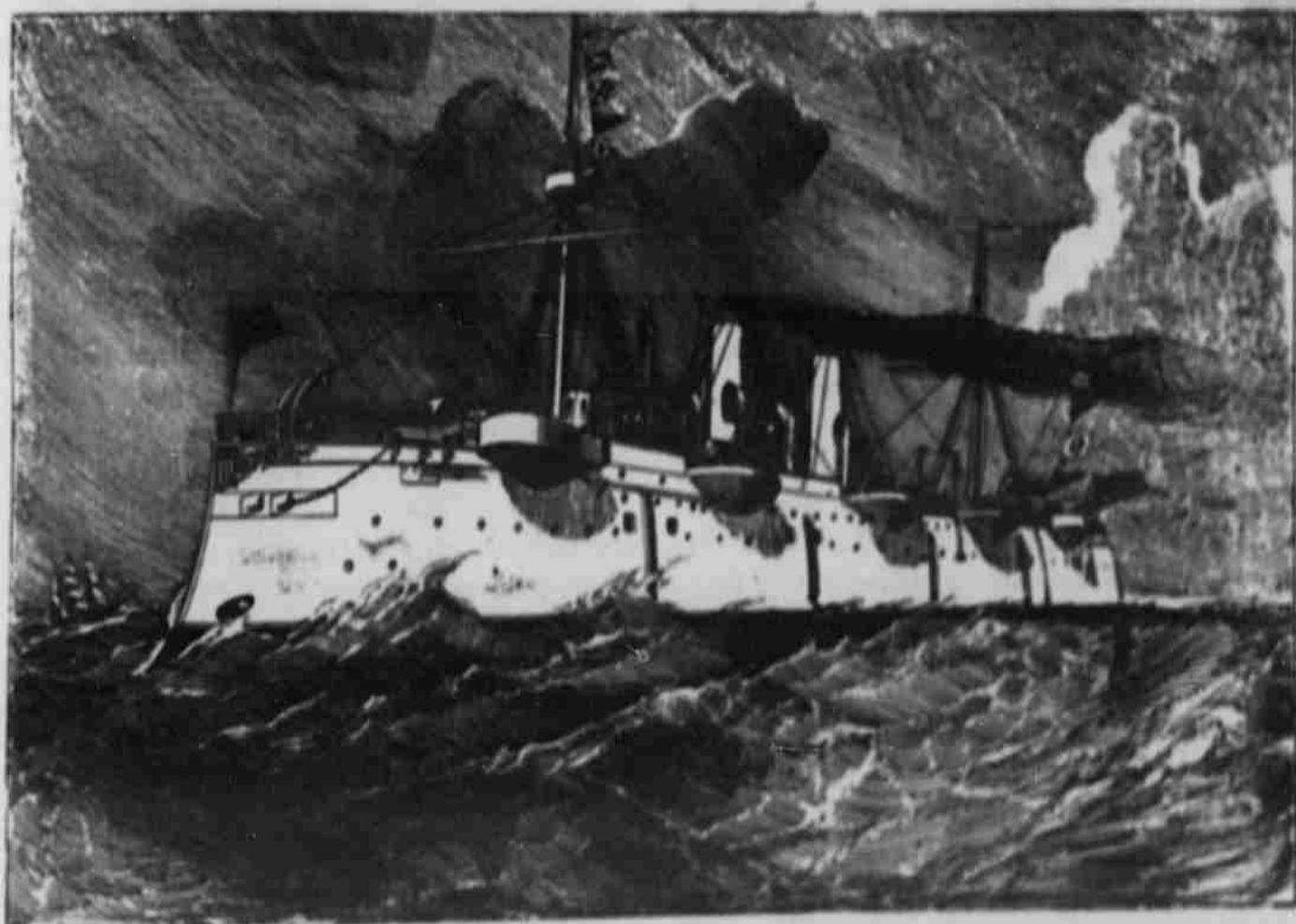


## THE U. S. CRUISER "CHARLESTON."

THE United States steam cruiser *Charleston*, built at the Union Iron Works in San Francisco, went to sea April 10 for her first regular practice cruise, for the purpose of exercising her crew and drilling them in handling the ship at sea and in practicing with her guns, and in otherwise fitting them for active service. She will probably be sent to the Chinese station and become the flagship of the squadron in those waters. She is under the command of Captain George C. Remy, with Lieutenant Commander C. C. Todd as executive officer. The *Charleston* was launched July 19, 1888, and when she left the hands

but her decks are clear fore and aft, thus giving her guns full sweep in action. Her protecting deck extends just below the water line and shelves toward the port and starboard sides of the vessel abruptly with a fall of eight feet, the idea being that shot striking will rebound upwards. Below the protecting deck are two thicknesses of steel one and one-half inches thick which protect the engines, boilers, magazines, etc., which are located in the center of the vessel. On the bridge is a conning tower of steel four inches thick, to protect the wheelman and officers. The propellers—she has twin screws—are of manganese bronze, which material permits of the blades being made very thin and much lighter than those of the ordinary iron or



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of the contractors represented a cost to the government of about \$1,020,000.

The type of vessels of which the *Charleston* is an excellent representative may be properly called American, there being nothing in foreign navies exactly like them. The only cruisers to which they bear resemblance are the *Esmeralda*, built for Chili, and the Japanese cruiser *Nanisea*, though the *Charleston* is an improvement on the first named exteriorly and on the Japanese vessel in her interior arrangements. She also surpasses, as when on her trial trip, either of these vessels in speed. She is 300 feet long; her breadth is forty-six feet; mean draft eighteen feet, and of 3,720 tons displacement. She has no poop nor fore-castle,

steel propellers. In her trial trip last May the *Charleston* developed 8,000 horse power and ran at a speed of nineteen and one half knots an hour. It is probable that no other war vessel outside of a few torpedo boats has ever exceeded this rate of speed. Although unarmored, the armament of the *Charleston* is very powerful. She has two twenty-eight ton guns, denominated respectively the bow and stern chaser. Balls from these guns will penetrate a vessel of her own class when still hull down on the horizon. She would be able to keep out of range of many modern built cruisers and sink them with these powerful guns. A steel bulwark is built about the guns to protect the men operating them. In addition the vessel has three six inch