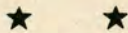
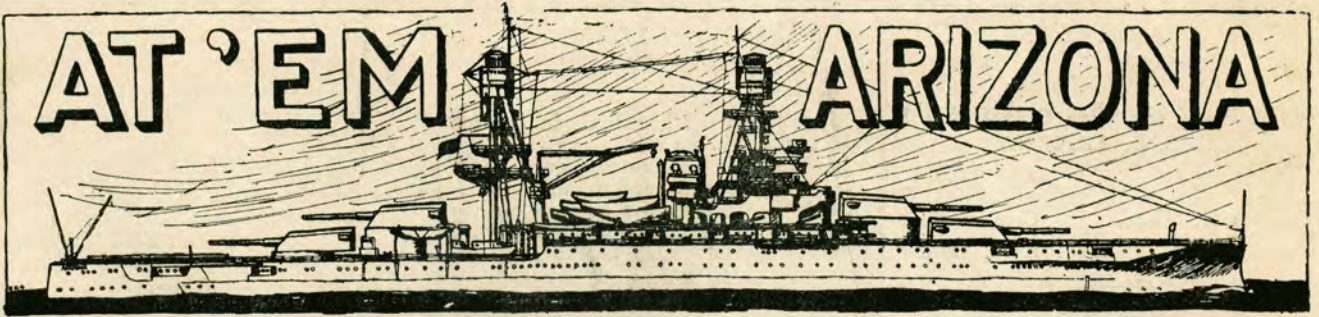
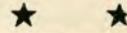


# AT 'EM

# ARIZONA



“ONCE ARIZONA — ALWAYS ARIZONA”



BROADSIDE XI

Seattle, Wash., 4 August, 1934.

HIT 49

## THE NEW BROADCAST SYSTEM

The broadcast antenna which was presented to the Arizona by Warner Bros. is now practically installed. It is designed to give a maximum signal strength with a minimum of interference and at the same time prevents overloading of receivers by powerful nearby stations by use of a selective volume control panel between the antenna and the amplifier. Each receiver is connected to a distribution line through an apparatus unit which isolates it from the other receivers connected to the system and consequently each receiver performs as though it were connected to an independent antenna. The system consists of ten distribution circuits, each capable of supplying 75 receivers making a total of 750 receivers which can be supplied. Only seven circuits are being installed on the Arizona. The system cost approximately \$1300.

All receivers to be connected to the system will be issued a permit by the Radio Officer and may be obtained in the transmitting room. The Executive Officer's permission must be obtained before bringing the set aboard. Unauthorized receivers will be confiscated; this includes any radio on which a permit has been issued but which is installed in an improper manner, or place, and all radios without permits. Sets may be operated any time except during working hours and from 2000 to 0700 at sea, and between 2130 and 0700 in port and on special occasions that will not interfere with the ship's routine. Whenever the use of radio interferes with the work or the comfort of personnel who are required to remain in the vicinity, the radio will be turned off promptly upon the request of such personnel. Privilege of use of radios will be withheld for violation of any of the regulations for the use of receivers. The cooperation of "All Hands" is asked to keep the installation in proper working order and if for any reason your set does not work properly, do not tamper with the installation yourself, but call the transmitter room and the Radio Gang will do its best to give you prompt and satisfactory service.

## AN UNEXPECTED WEEK IN SEATTLE

In accordance with orders by dispatch the Arizona returned to Seattle at 0030 last Sunday for a court of inquiry. Saturday afternoon she lay to off Neah Bay for over an hour while Commander Comstock went ashore in a motor whaleboat to inspect the wrecked Umatilla.

The unexpected stay in Seattle is being profitably used in tidying up the ship, holding emergency drills and gunnery drills. After the long stay in the Navy Yard the drills were rather ragged the first couple of days, but are rapidly shaping into good form. A motor whaleboat goes out twice daily with an improvised target which it raises and lowers to simulate a natural target.

"Here Comes the Navy," the Arizona's own movie, is now showing at a Seattle theater.

With the date of departure as yet indefinite the Arizona stands by for come-what-may.

## EXAMINATIONS IN OFFING

Examinations for advancements in ratings authorized by Commander Battleships for this quarter will be held aboard this vessel on Thursday 9 August, 1934. All nominations are to be submitted to the Executive Officer's office prior to noon, Saturday, 4 August. Heads of Departments will submit nominations for all ratings except Seaman 1c, which nomination will be made by division officers. All men going up for advancement must have completed the courses in the rating sought prior to Wednesday, 8 August.

## NEW TRAINING COURSES

The following courses are being prepared and will be available for issue to the service by 1 October, 1934:

- Fireman 1c and 2c.
- Electrician's Mate 1c.
- Gunner's Mate 1c.
- Gunner's Mate 2c.

## WITH THE FLEET

While the Arizona was making her now famous speed run of four days for the passage from Bremerton to Seattle, the rest of the fleet was safely tucked away in Norfolk. From 1 to 22 July the fleet has been going through a series of quarterly inspections remaining at anchor in Norfolk. From 22 July to 12 August the Battleships have been holding their full power trials or preparing for them. On 13 August the Fleet starts preparation for SRBP on the Southern Drill grounds firing the practice during the last week of August. From 3 to 16 August the Fleet will be based at Norfolk for upkeep and repair. On 17 September the Fleet leaves for Guantanamo Bay holding tactical exercises enroute.

## NEWS FLASHES

The following named men took preliminary mental examinations on the 1st of August: McCue and Walvoord for the Naval Academy; Howard, Byard, Baldner and Marcinko for the Coast Guard Academy.

Sixty-eight Arizona men are enjoying an extended leave in the sunny south (Long Beach) pending the ship's arrival.

Warrant examinations for the following named men will be conducted on 7 August: Roper, CPhM; Hall, CM1c and McClaren, EM1c.

The Arizona will get underway at 1200 today for San Pedro.

H. T. Preston and D. M. Kellogg, Naval Reserve Juniors—aboard the Arizona for a cruise to San Pedro, left on 7 days leave on 30 July.

Court of Inquiry convened aboard the Arizona on Monday to investigate the collision between the Umatilla and Arizona and is still in session.

A Line Selection Board met on 1 August, 1934 to recommend line officers in the ranks of Lieutenant and Lieutenant (jg) for promotion.

## AT 'EM ARIZONA

Ship's paper published weekly by the  
U. S. S. ARIZONA

Captain M. Milne, Commanding  
Comdr. A. D. Denney, Exec. Officer

## STAFF

Lieut. W. J. Longfellow Editor  
The J. O. Mess Asst. Editor

Contributor  
The Ship's Company

## ARE YOU SATISFIED?

If you are contented with your present rating don't bother to read this. To those whose ambition has not absconded this article is only to remind you that the time for advancements in rating is rapidly approaching. There are seventy-nine ratings open on this ship—to be made on September 15th.

Now is the time to dig up those training course pamphlets and turn to. Examinations will probably be the ninth of August. Not far off!

It seems to be the tendency of a number of the old timers to resent this "new fangled" idea of obtaining knowledge from books or pamphlets. Now is the time for these men to change their minds and realize that with only a little effort and reading on their part they will advance more rapidly than ever. Their practical experience will prove invaluable—let's not let books prove a barrier—rather let us construct steps with them and use these steps to rate the most deserving seventy-nine men.

## ARIZONA MAN KILLED IN TRAGIC ACCIDENT

Donald C. Barley, S1c, USN, attached to the U. S. S. Arizona was killed last Sunday afternoon in an automobile accident on a Washington highway between Woodinville and Kirkland. He and Earnest Berg (whose brother is also attached to the U. S. S. Arizona) were passengers in a car driven by Conrad Rassmussen.

Apparently the steering gear broke, and the car made a dash across the road and over a 4 foot embankment into a plowed field, turning one complete somersault on the way. Barley was thrown from the car. He died almost immediately from a fractured skull. Berg suffered a broken pelvis and several cuts and bruises—Rassmussen was not seriously injured.

## WEEKLY LETTER

Dear Edythe:

Here we are right back in Seattle just like I said we would be two weeks ago before we ever started away from here. I gess you read about the act-sident we had in the papers an we will be here until they get it all doped which nobuddy seems to know when that will be.

All hands is very sorry that it happened but also sorry as now everyone who had thought they would be wearing whites by now is looking at there blues and wandering if they must scrub them this weak or will they last. We get back here pretty late and all the liberty section dashed ashore in hopes of finding a clean suit of blues that would fit him as the first class says.

I am like every other guy on here bean at loose ns as they say. Altho I gess I know more about it than most of them seam too. About all you can do duren working hours is go around settling arguments about when we will leave. Of course on liberty the beach is still there but after saying good by once I am kind of shy about going back and you never know who you will run into where and half to run for youre life.

So all in all I am kind of at sea bean right here in port with no buddy knowing when or where we will go next. I will let you know as soon as I learn anything.

Yours,  
Zeke.

P. S. How are you? I am Okay.

## NOTICE

An item of interest to each man going up as Seaman is the change of certain signal flags. In the training course pamphlets no changes have been made. The following flags and pennants have been changed: Cast, Dog, Easy, Fox, George, all numeral pennants have been changed and the names of Quack and Vice have been changed to Queen and Victor respectively. These corrections may be found by seeing your Junior Division Officer.

This is the story of the loss of a fine, well liked man. Barley enlisted in the Navy in Philadelphia, Pa., on 8 July, 1930. He joined the Arizona as an apprentice seaman in February, 1931 and was assigned to the first division where he proved to be earnest and capable. He was at the time of his death a S1c, ready to take his exam as GM3c. He was an excellent man in the turret and in his other duties on the ship, as well as being a first class shipmate. His loss is keenly felt by all who knew him. Barley's next of kin is his father, of Philadelphia, Pa.

## ARRIVALS AND DEPARTURES

The At 'Em welcomes from the U. S. Naval Hospital, Bremerton, Dobbins, W. F., Sealc.

From the U. S. S. Nevada, Ingle, T. M., Sea2c and Selander, L. O., F3c.

From the Fleet Air Base, Pearl Harbor, Sheehan, F. H., CM1c; Rutke, C., Sea2c; Newport, G. E., F1c; Guertin, F. F., SM2c and Bell, R. F., Sea2c.

The At 'Em regrets to lose by reason of honorable discharge through expiration of enlistment, Bull, R., Coxswain.

To the U. S. S. Pennsylvania, Al-ber, S., Matt2c.

## LEFT BEHIND

The At 'Em hopes that the following named men who were left at the Naval Hospital, Puget Sound, when we sailed on the 25th, will have recovered sufficiently to rejoin the ship prior to our departure from Seattle.

Sorensen, C. S., Sea2c; Foley, J. D., Sea2c; Pitts, J. W. Jr., Sea2c; Wing, A. R., Sea2c; Bradley, E. L., Sealc; Gallegos, J. E., Sea2c; Boggess, J. E., BM1c; Scarborough, K. C., Pfc; Bernard, A. H., F3c; Ford, A. C., Sealc; Taylor, J. E., Sea2c and Matejicek, J. F., Sealc.

## DIVISIONAL NOTES

All divisions have settled down to the job of getting back into harness again after the overhaul but here and there we find bits of humor such as:

"Kewpie" Karlsen one time hermit of Flag Plot can be seen making the "honeymoon express" regularly having left the ranks of the "benedicts."

"Mike" Ryan taking passage to the Mississippi is conductor of the "Rubber Band" and can be found giving lessons in Casemate Two.

"Tack Line" Cheshire now taking "Floyd" Gibbons" course in broad-casting.

"Speed" Pearce about to take the veil unless we hurry and get started for the East.

The third division asks: Who is the third division gigolo who gave a Seattle mama one dollar for carfare? Whoops Pam!

What three third division gigolos belonging to the S. P. Club have their lovely mugs in a certain home on Bowen Street.

The third further adds: Anyone wishing dancing lessons see Mr. Bishop, any day, at 1245.

The Electrical gang donates its bit and says: "Pop" Murray uses a new kind of perfume; smells like sassofras. You'll always be bald, Pop.

If loss of appetite is indicative of being in love, B. Baker hates somebody.

The starboard side of the fore-castle gets in its bit and adds: What new coxswain, after a hard day's pointer drill, woke up at night yelling Fire! Fire! Fire!, and had the division manning fire plugs before they knew it was "Pop" Wilson taking off.

**RANDOM SHOTS**

The mugwump is a bird who sits on the fence with his mug on one side and his wump on the other.  
\* \* \*

Joey (calm, cool and collected) Bowers, besides overcoming the difficulties so cruelly imposed by dame nature and cultivating a ducky foam filterer, has recently been seen in company with "Hitler" Damsen humming and crooning in one of Seattle's more rugged beer jernts, accompanied by a two-piece "orchestry."

How about some entertainment by Bowers and Damsen for our coming smokers?  
\* \* \*

Note to Engineer Officer. Have Prof. Wentworth spread his cot on the forecastle. His snoring would save the use of the whistle during foggy weather and would help the At 'Em along in the engineering competition.  
\* \* \*

Bus Driver: "We are now passing the biggest brewery in Seattle."  
Tar: (Hopping off the bus) "We are not!"  
\* \* \*

"Andy" Buntin going astray since the wife left for Long Beach.  
\* \* \*

**Overheard in Los Angeles.**

Mother: Jane, did you let that young man kiss you last night?"

Jane: "Well, mother when a young man comes all the way from San Pedro to see me, that's the least I can do for him."

Mother: "But I thought he came from San Diego."

Jane: "Yes, mother."  
\* \* \*

What CWT went into a cafe saying he was hungry and ordered two glasses of beer. What's the matter Ma are you on a liquid diet?  
\* \* \*

Come to think of it, Matthews in he ship's service store looks quite natural behind the wire fence.  
\* \* \*

Now that the Admiral Cafe is closed, "Rebel" Byers Radioman second class, has no true bearings whatsoever, and invariably gets lost each time he goes ashore.  
\* \* \*

Who is the yeoman striker that made up his mind to stay on board and study for the forthcoming examinations, and then a certain blonde visits the ship, weakens him, and has him going ashore in the next boat.  
\* \* \*

"Romance" alias 'Mirror Conscious' Green, not only buys the chicken dinner, but also cooks it.  
\* \* \*

Drunk: "Shay, call me a cab will-ya?"

Bystander: "I'm not a doorman, I'm a sailor."

Drunk: "Awright, then call me a boat, gotta get home."  
\* \* \*

Pug Hughes, we note with pleasure is again on his own. Better watch out Pug you know what happened the last time you abandoned your shipmates, or have you forgotten?  
\* \* \*

A fireman of the Boiler Div. is nursing a sore nose. Why art thou Sammy?  
\* \* \*

Why does Graham in the F division walk around with that gloomy look on his face since his sweetness found out that he was not a millionaire polo player. You should be careful to whom you tell that, Graham.  
\* \* \*

Lundy, red of face impatiently waiting at the post office for an hour to get the letter from his Bremerton sweetheart, received a bill instead.  
\* \* \*

"Ignorance is when you don't know something and someone finds it out."  
\* \* \*

Wife: "How much do you love me."

Hubby: "How much do you need."  
\* \* \*

"Your girl looked wonderful in that religious gown at the dance."

"What do you mean, religious gown?"

"Oh, you know, sort of Lo and Behold."  
\* \* \*

The well known sea lawyer of the Boiler Div. has changed his title and now is known as the Reverend of the Port Hole.  
\* \* \*

O.O.D.: Coxswain, don't shove off till I say "shove off." When I say "shove off," shove off. "Shove off!"  
\* \* \*

Girl Friend: "Time surely separates the best of friends."

Popalis: "Yes, 16 years ago when I joined the Navy, we were both 18 years old, now I'm 34 and you are only 24."  
\* \* \*

"Wop" Furnari is soon going to team up with Metropolitan Opera Co. as number one accordion player.  
ooOoo

**ITEM IN A NEW YORK PAPER**

A sailor from the American Battleship Wyoming mailed seven postcards here today and, by mistake, dropped them into the letterbox of a store adjoining the postoffice. The storekeeper found them and discovered that they were addressed to girls in New York, Los Angeles, San Francisco, Seattle, Hawaii, Mexico and Newfoundland.

The messages on the cards were identical. The sailor told each girl he was looking forward to marrying her and vowed, "I never think of any other girl but you."

The cards have now been mailed properly.

**I COVER THE ARIZONA**

By Wet Paint

The Gunnery Year has started in full force. You should see the 6th division load their AA loading machine. Because they are loading so fast it will soon be necessary to put Vaughn or McLaughlin at first loader to spare the gun.

Our boat engines are getting broken in right this time and the coxswains are taking better care of them. In a fast launch those trips from the ship to shore at Pedro won't seem so long.

Ask Admiral Young about his dog Skipper.

The espionage system getting the latest news from the Communication Office will have to speed up in the future. Fifteen minutes is entirely too long for something such as a projected ship movement to remain a secret just within that department.

The J.O.'s got mighty "happy" off the paint fumes in their mess after painting a couple of days ago.

Duwamish Head may be close enough to swim to from our present anchorage in Elliott Bay and no doubt we would find plenty to eat there, but those crackers might come in handy if we had to go ashore at San Clemente Island.  
ooOoo

**COLD FROM THE SCUTTLEBUTT**

Yep, its straight dope. Must be cause a fellow told me yesterday that he had just heard from his wife in Long Beach and she told him all about it. She stated that a recent visitor in the west from Iowa had all the "low down" for the boys in the At 'Em.

The ship is scheduled to sail from Seattle on or about 6 August, 1934, to the Southward, and will arrive at "Treasure Island" on 14 August. On the way down all divisions will be searching for all available picks and shovels and all found will be turned in at the 1st Lieut's. office. Reason: Treasure hunt. While cleaning water bottoms in the yard an old parchment was found which indicated the exact location of buried treasure on the island. Since the depression has staved the vaults of the ship's service all gold found will be turned over to it.

After finding gold the At 'Em will proceed up the Mississippi River to St. Louis. At which point an irrigating line will be constructed. The tools used to dig treasure will be commandeered by the Engineers to dig a ditch 6 feet deep from the river to the drought area in Kansas. First Lieuts. Memo. Shipfitters will construct pipe line.

With the congratulations which we expect from the governor of Kansas we will proceed to Natchez, Mississippi. Here with an Assist Ship's Force Job Order we will pick the Mississippi cotton crop and transport same via the At 'Em to New Orleans. More dope later.



### U. S. FLEET ATHLETICS

(Stolen without remorse from the U. S. Fleet Athletic Annual).

The benefits derived from athletic competition for the individual are many and we don't intend to discuss that phase of fleet athletics. That, is in the realm of doctors and trainers, but we know a little of the benefits derived from athletics to the fleet as a whole. It increases the morale, makes lasting friendships, cements the men of the Fleet more firmly and helps to mold them into a large and more efficient organization for the protection of our country.

Since the beginning of the Navy there has always been some form of sports in which the men proved their prowess. At first they considered mostly of boat races, of one sort or another, pulling races, sailing races, these between ships, or between different divisions of the same ship. There was at this time no organized or recognized system for conducting these forms of athletics. It consists mostly of one ship challenging another to a race, and at a convenient time the race was held. It is hard to have a large group of men together without something to prove which of that group is the best. It is a far cry from the small beginning to the organized system we have in the Fleet today.

Since these first pulling races we have come a long way. The first real step in organized athletics was made when Admiral "Fighting Bob" Evans commanded the U. S. Fleet. It was he who first insisted that every ship be represented in Fleet competition. This was the beginning of the system of standings of the ships in athletics. There was at that time no great variety of sports for the men to take part in, but in what there was, they all had a chance to prove their worth. Then most of the Fleet sports consisted of pulling races, sailing races, and the age-old sports of boxing and wrestling.

In the system of Fleet athletics as it exists today, room is made for every class of ship, and for every man who feels the urge to divest himself of some excess energy for the glory of self and ship. Each unit has its eliminations. The victory of these units meet the winners of corresponding units in the same class to determine the best among them. Finally we arrive at the best in the Atlantic Unit and the best in the Pacific Unit, and the Fleet Champion then lies in the victor of this final tilt.

### COWBOY ABOARD POSING AS DOCTOR

We know that Doctors are supposed to be adept at handling things like thread, hooks, etc., but didn't suspect the genius of Doctor Zearbaugh who has the distinction of probably being the only man in the world who has lassoed a shark.

Sunday afternoon our two Medicoes were fishing (?) from the fantail. Doc Meradith, after several hours patience, hooked a fairly large shark which got off the hook just as he was pulled to the surface. Groggy, the shark entangled himself in the neighboring line of Doc Zearbaugh, the Arizona Cowboy.

### BATFOR ATHLETIC SCHEDULE ANNOUNCED

Athletics in the Battle Force for the competitive year 1934-35 will be conducted as nearly as practicable in accordance with the following schedule:

**Pulling Races (Fall Series):** Event No. 1 at Newport on 4 August 1934; Event No. 2 at Norfolk on 12 Sept. 1934.

**Football:** It is doubtful if this schedule can be arranged due to late return of the Fleet to West Coast.

**Boxing and Wrestling:** October and November 1934; The Battle Force Force Championships will be decided in December 1934 at San Pedro or San Diego.

**Sailing Races (First Regatta):** During September 1934 at Norfolk, except Free-for-All which will be held on 3 August 1934, at Newport.

**Basketball:** December 1934 and January 1935; Battle Force Championships will be decided at San Pedro or San Diego.

**Officers' Golf:** Battle Force Championships will be decided in March 1935 at San Diego.

**Officers' Tennis:** Battle Force Championships will be decided in March 1935 at San Pedro.

**Rifle and Pistol Matches:** During September and October 1934 at Guantanamo.

**Swimming:** During February 1935.

**Pulling Races (Spring Series):** Events Nos. 15, 16 and Selected 30' Whaleboat during January 1935 at San Pedro. Events Nos. 17 and 18: April or May 1935 at San Pedro.

**Sailing Races (Second Regatta):** During April or May 1935 at San Pedro.

**Baseball:** April, May and June 1935 at San Pedro and/or San Diego.

### RIFLE TEAM TAKES THIRD PLACE

The At 'Em rifle team came off with a third place against keen competition in the match held at the Camp Harris Rifle Range the 21st of July. The absence of the team members now at San Diego competing in the Marine matches was a bit too much handicap. We know it will be a different story next time, our new members of the team are gaining their necessary match experience needed to quell that inevitable "buck fever."

The Nevada's team placed first, the Pennsylvania second, and the Kitsap Club fourth. The Nevada had a second team, placing fifth. High individual scores was G. O. Perry of the Kitsap Club with a 285. Individual scores of the Arizona's team were Hale-279; DeSha-275; Wabeke-270; Bishop-270; Gaddy-267 and Folz-256.

### RIFLE MATCHES

When, or if, this ship ever gets out of Seattle harbor and makes San Pedro and the East coast, we shall have to make active preparations for the Fleet rifle matches; to be held some time in the Guantanamo area. Dates are for us at present rather vague, and our schedule is going to suffer much revamping, due to our protracted stay in these waters. We cannot expect much time for practice or preparaton. Therefore lets get set now.

We need support from first enlistment men. Present tentative dates are liable to cause some of our best material among first enlistment men to be ineligible as such. A larg turnout of new men at the first opportunity for ship's practice is the only solution. Come early and stay late. We have the coaches and the patience to handle everyone. This applies to both rifle and pistol. For those who are not familiar with the conditions of this match, here is the dope:-

Each ship may enter one team. One team captain and one team coach shall be designated for each team. There shall be eight firing members on each team. Either or both the team captain and the coach may also be firing members. Not less than six of the firing members of each team shall be enlisted men. Not more than two firing members of each team may be from the Marine Corps. Not less than three of the firing members of each team shall be enlisted men who are on their first enlistment and who have not competed in any previous force or fleet rifle match.