



THE WEARING OF THE "E"

"Only the shots that hit are the shots that count.—  
President Theo. Roosevelt, at Naval Academy, 1902.

Yesterday the first hurdle of the S. R. B. P. barrier was taken in stride. The A.A. gun crews dealt out sudden death and destruction to the targets (and the raft) while the main and broadside batteries held their first full dress rehearsal with a critical audience. Local dopesters refuse to divulge state secrets but it is authoritatively rumored that many new sleeves will be graced with the most beautiful of vowels and an equal number of pay accounts will be agreeably bulged for the coming year. The Battle of Catalina Island will be resumed on Tuesday morning to the accompaniment of both the bark of the five-inch and the roar of the fourteens while an interested audience will try to figure out whether the big hole was due to a ricochet, three shots in the same hole, or a turret shell being inadvertently fired from a broadside gun.

With weeks of steady drilling behind us we now come to the time when the worth of this drill is proved. The theoretical E's that have been won day after day are soon (we hope) to be forgotten when the "real McCoy" is stitched on the dress blues. Let's show the check-sight observers that they were not so optimistic, after all.

Wednesday was a gala day for the turrets; all turrets and the officers string were clocked in E time with the required amount of damage done to the targets. The broadside and A. A. batteries have also been turning in fine scores so all that is required now is to practice what has been preached to us and drilled into us for the past few months.

Although S.R.B.P. is the most elementary practice of the year it holds more interest than any other firing because of the competitive spirit that is developed in drills, because not a few of us are receiving our first taste of powder smoke in this practice, and because (strange as it seems) we like to watch the shells go through the

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LAST CALL for CONTRIBUTIONS

The combined drive for contributions to the Navy Relief Society and to the 1935 American National High Seas Roll Call will end soon. Every officer and man is expected to aid these worthy causes by making a donation of as much as possible.

The Navy Relief Society is making their annual appeal for aid to relieve the suffering of needy and worthy dependents of those who have

NAVY RELIEF SOCIETY

died in the naval service and of those still on active duty. "In the Navy we have our own private 'Community Chest' — We try to look out for our own who are in distress or are unfortunately situated by reason of one thing or another. This coming winter promises to be a hard one on hundreds of thousand of people throughout the country; each state and each lesser community faces the problem of relieving unavoidable distress. Through the medium of the Navy Relief Society, we of the Navy, have the privilege of 'doing our bit' towards looking out for and assisting the 'Navy Community.' The time has come to show our good intentions; let us have a generous and a 100 percent response to this strictly Navy Relief Fund — BY NAVY PEOPLE FOR NAVY PEOPLE."

The genuine interest of the officers and enlisted personnel in the Navy Relief Society last year, produced a very large membership that was a source of distinct pride to the service and of exceptional inspirational value.

The Navy Relief is your instrument for putting into effect your impulse to serve the common good.

Moreover the Navy Relief needs and should have our generous support. We should be a participant in its noble work. This is your NAVY RELIEF FUND. Give your confidence and support through membership. Join now! Every man can afford to make a contribution, be it large or small. Whatever help you can give this year, will be most thoroughly valued.

The American Red Cross Society as well as the Navy Relief Society is truly worthy of the support of the men of the U. S. Navy. Every man

RED CROSS SOCIETY

should be proud to support any organization which renders relief to his dependents and who stand ready to aid him in time of need. The man in the Navy is called on but very few times each year for donations to any relief organizations — in proportion, they are called on much less than civilians, and they really receive more services for their donations than any civilian.

Contributions are to be entirely voluntary and funds may be given either to the Navy Relief or to the Red Cross or may be divided between the two organizations. Unless there is a major catastrophe, this will be the only time we will be called upon to contribute to any relief organizations this year.

This is the one opportunity which every man gets each year to show his appreciation for the many cases of assistance rendered to Naval personnel by these two organizations. The Navy Relief and the Red Cross cooperate to the fullest extent, for your benefit and mine. Let us show our appreciation by contributing something to these very worthy organizations.

It is very embarrassing to request relief, running into hundreds of dollars, when that particular ship realizes that it had contributed little or nothing to the organization. The Navy Relief has yet to refuse a reasonable request regardless of this situation. If every man conscientiously makes his contribution which he considers within his means, the Arizona can be kept off of this list.

It can be done. So, let's go!



## AT 'EM ARIZONA

Published by and for the  
Crew of the United States Ship Arizona

CAPTAIN G. M. BAUM, U. S. N.

Commanding Officer

COMMANDER S. S. PAYNE, U. S. N.

Executive Officer

## THE TYPICAL BLUEJACKET

In these days of publicity, the public is frequently led to believe "one swallow makes a summer." Too often some thoughtless, beardless boy, whose total service in the Navy runs into months, is publicized as a "typical sailor" while the pitiful things he foolishly endeavored "to get away with" are heralded to the world. The result: Every man-o-wars-man who wears Uncle Sam's Blue is classed by the indiscriminating public with that boy whose civilian background and training were such that he used his first opportunity under the guise of a uniform "to do his stuff."

In striking contrast is another sort of man in Uncle Sam's uniform; the man-o-wars-man, or the lad who is in the making, of whom the public hears too little, largely because such men are not publicity seekers. Here are a few instances of just what we mean:

A civilian, tired of life, jumped overboard from a resort pier. A blue-jacket goes after him, holds him up until help arrives, and then disappears in the crowd to avoid publicity. A half ton of coal, paid for, goes into a destitute home whose address was ascertained from a shivering youngster of about six trying to sell a few papers. Christmas time a ragged boy of about seven, looking with longing eyes at some suits for boys. A blue-jacket sized up the situation, took the boy in, and outfitted him. His reward? The kid's remark, with quivering lips: "Gee, Mister, you're grand."

These incidents are true. Such exemplary conduct could be duplicated throughout the Navy. These instances are cited to point out that the average man who dons the Navy Blue is far from many a civilian's idea of "the sailor." He is the man who knows what it is all about; who carries on his duties in a snappy, shipshape manner. He is the man who, in carrying on the Navy traditions, shows that the Navy is at its best. He is the typical bluejacket.

Captain R. Henderson, U. S. N., Retired, Chairman Navy "Y" Committee reports that the last technicalities are now being surmounted and that construction on the new "Y" building is about to begin. He adds, "It won't be long now—our Navy Y.M.C.A. will be another attractive and civic expression of good-will toward the men of the Fleet."

## ADVANCEMENTS IN RATING

Oliver, A. R., F1c. to MM2c.; Nides, T. J., EM3c. to EM2c.; Stump, G. W., Sealc. to RM3c.; Stillwell, O. R., RM1c. to CRM(AA); Elegado, Benigno, Matt1c. to OS3c.; Redfield, W. F., Bug2c. to Bug1c.

From AS to Sea2c: Morkert, H. N.; Barton, R. E.; Payton, A. J.; Morrison, L. I.; Gasmann, H. P.; Anderson, P. E.; Guthrie, W. J.; Holcomb, B. E.; Howarth, P. B.; Jack, L. W.; Schuman, P. J.

From AS to F3c: DuMont, A. M.; Williams, E. K.; Santavicca, A.; Robertson, F. G.

From Sea2c. to F3c: Robinson, S. J.; Garrett, E. W.; Denonville, R. J.

From WT1c. to CWT(AA): Levar, F.

## ARRIVALS

From U. S. S. Utah — Haas, A., SC1c

## DEPARTURES

To U. S. S. Relief — Haralson, C. C., (CY(PA)); Snow, J. I., Jr., Sealc.; Breedon, C. W., RM1c.

To U. S. S. Medusa — Mercer, O. S., MM2c.

To U. S. S. Pennsylvania — Cryer, W. C., TC1c.

To 14th Naval District — Reilly, R. C., CQM(AA).

To U. S. S. Koka — Hutto, W. M., Jr, F1c

Honorable Discharge — Gagner, R. G., RM3c.

Special Order Discharge — Bell, R. F., F3c.

## LOST

Raynes, BM1c., Sixth Division, reports the loss of a suit of undress blues taken from the boat deck during the movies on 11 September. Anyone knowing the whereabouts of these clothes please notify Raynes or the Executive Office.

The latest Navy Appropriation Bill contains a provision that will permit the Navy Department to train 348 enlisted men as Navy Pilots. This will provide the additional pilots needed for the planes for the new airplane carriers, YORKTOWN and ENTERPRISE, and the six new heavy cruisers to be completed in 1937.

## THE WEARING OF THE "E"

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targets. There is no need to admonish everybody to be topside to see the fun when the shells start bouncing; you couldn't keep us away with anything short two broken legs or ten days on bread and water. Watch our smoke on Tuesday and oil up the "E-machine!"

Send the AT 'EM Arizona home

## DIVINE SERVICES



Fifteenth Sunday After Pentecost  
21 September, 1935

0700—Mass in Crew's Library.

1000—Mass in "F" Division Compartment.

Confessions heard before Masses.

A boat will leave the ship about 0940 with the Protestant Church Party for the U. S. S. Nevada.

St. Paul writes to the Galatians and says: "Therefore whilst we have time, let us work good to all men, but especially to those who are of the household of the faith."

The advice which St. Paul gives in his letter which we read today, is very important and contains advice which I am afraid a great many of us overlook, and by so doing we are neglectful of our duty, both as regards doing good and in the way of doing it.

Whilst we have time, let us do good to all men. There is the command of true Christian charity which we should be practicing every day of our lives — to do some good, and do it to all and for all. If we understand this well, we will never allow a day to pass without saying something kind or consoling or doing some act of mercy and charity towards some one for the sake of our Lord.

If we do not accomplish this, we are losing time, and therefore squandering one of the greatest blessings of life — time and the means of doing good.

## "E" DIVISION

Teer, EM2c. (disgustedly): "Why, a well trained ape could make a better wire splice than that."

Jenkins (sourly): "O. K., go ahead and try it."

No more sea stories nor lie swapping by the "Rover boys." Both "Woof" Mason and Lassiter will be paid off this month and they swear they'll stay out. We all feel sorry for Fulton, as his stories won't be near as much fun without competition.

Unconfirmed rumors have it that the King fish of the I. C. gang recently experienced difficulty in locating his phantom call bell ace during working hours.

P. S. Man was found on his authorized station for duty.

Reckabaugh, EM3c reports Dopey Foster, EM3c is going barefooted. Whats the idea? Getting the dogs ready for the outside, Foster?



OFF THE BUZZER



Starting the 25th run.

The sharp shooters are lining up their sights and getting ye olde trigger squeeze to a touch. Off to La Jolla shortly for the annual catch of bulls and warts. Warts to anyone are a nuisance but to the shooter they are a grave disorder and can only be cured by HOLDING.

Famous last words: SILENCE. There is altogether too much talking around here. Discipline is a grand thing. To the trained soldier silence means freeze where you are. How happy would many of our much married members be if the same sort of training could be utilized at home. Can't you picture the harassed parent trying to read the evening paper while the happy family bounce the Xmas toys off his thinning pate, or fill the air with the shrill cries of Indians at war. Silence might do the trick.

Murphy is a Skeet shooter — both barrels at that. The First Sergeant got the dope on our hard working coxswain and is it hot?

And how appreciated was mail received at sea. Now we're getting somewhere.

Stooge Whitney has now taken over duty in the Office. He's handling the usual batch of kidding in the right way. Good luck Whitney even if you are heading for the soubriquet of Company Clown.

Cykieta is back with us from a vacation. Though his leave extended only from 1600 to 0540 we missed him. He swears "them days are gone forever."

Will someone give our wandering Lohning the straight dope. Any time you have an afternoon to spare will suffice. He's nothing if not thorough and boring.

It's quite entertaining to watch the stalwarts on the Whaleboat crew examining ridges and muscles they never knew existed before. From the "ouches" we hear around the compartment some of those muscles must be painful. They are getting tough and shaping into a crew.

By this time next week the story will be told. We are looking forward to some pleasant reading from all parts of the ship. Let's hold 'em in the white and get 'em out there.

No two persons are never more confidential than when talking about a third.—Ling Poo.

RANDOM SHOTS

The following item, of interest to Navy men in general and to battleship sailors in particular, appeared in a recent issue of the Army and Navy Register:

"It has been maintained by most naval experts that the battleship is the 'Backbone of the Fleet,' the 'Queen of the Seas,' and the essential element of sea power. Included in the present program of the expansion of the Navy up to treaty strength, there is to be at least one battleship — the first since 1921 — as replacement for one of our fifteen capital ships. It is generally agreed that the new dreadnaught will be full treaty limit of 35,000 tons; faster than any of our present capital ships; armed with a main battery of 14 or 16 inch guns with a bristling array of anti-aircraft weapons; heavily protected by armor plate, double skins, interior compartments; and well protected throughout against attack from the air, from the surface of the sea, and from under water. She will have a tremendous cruising range. With air conditioning, huge food storage, and great fuel oil storage capacity, she will be even more self-sustaining than her sister ships of the Fleet today."

The destroyer Dale, under the command of Commander William A. Corn, U. S. Navy, left New York for Europe on August 20th and arrived at Southampton, England, on August 30th. Before returning to the United States the Dale will visit Naples and Leghorn, Italy; Villefranche, France; and Valencia, Spain. The stay in most of these ports will be for six days. On October 19th, the new destroyer is due to arrive at Newport, Rhode Island.

Lieut.(jg) William R. Cox, formerly of the Arizona, is one of the officers assigned to this newest addition to the Fleet.

An emergency operation upon a member of the crew of the steamship Exmouth of the American Export Line, was performed by the medical staff of the U. S. S. Arkansas, flagship of the Midshipmen's Practice Squadron. The seaman was transferred to the Arkansas at sea on August 8th suffering from acute appendicitis.

The Navy's metalclad airship, the ZMC-2, observed the sixth anniversary of her first flight by making a training flight from the Naval Air Station, Lakehurst, N. J., 19 August.

Since taking her first flight from Grosse Ile, Airport, Detroit, in 1929, she has flown approximately 60,000 miles during 1,325 hours in the air. She is 150 feet long, speed 52 knots, and has a cruising range of about 600 nautical miles. In point of service she is the second oldest airship in the United States Navy and is but one year younger than the Graf Zeppelin, which is the oldest operating

BOAT DECK BLUES

The Soupy Sixth's Piccolo Petes, "Ischkibble" Vorherr, Oscar Nix, and our own inimitable Boo Boo Thelen, who is also a redoubtable crooner, have been performing in "light" opera of late, tweeting with savage gusto to their respective whistles, flutes and piccolos. Any division dying to hear our symphony under the stars may arrange for a performance thru our illustrious conductor, "Hair Gets in Your Eyes" Swain, also an expert tweeter.

Will some kindly soul endeavor to teach Huddle-dizzy Parker the vast difference between starboard and larboard so that he may man his gun quickly and quietly and without having to ask embarrassing questions. While on the subject of Parker, it would probably be a propitious moment to remind the football coaches to provide several extra pairs of number eight football shoes so that the Arizona may be represented en toto in our coming game with Whittier. "Ah kaint go in, coach, ah ain't got no shoes."

We are told that "Popsy" Crothers very ably "bit" when Sam Williams and Red Bottineau told him about the Los Angeles dentist's gas attack. It seems the gas was non-poisonous and only a meter told the tale (or was it "tail?"). Needless to say, Popsy was very "rebarassed."

Never let it be said that: Buzz Holtzworth worries and sings loud and long when he has the duty in port. Bright Bucket Bowman prefers the "about face" as executed in the "Old Navy" to that of the "Modern Navy." Nix just loves to hear all about the "Old Navy." Wee Willie Wilson wants a seat at the movies. Mark Mark MacStay relishes rubber dogs.

RATINGS TURNED BACK

In the last quarter of the fiscal year 1935 some 127 ratings were turned back to the Bureau of Navigation by the Battle Force as unfilled.

The only conclusion that may be drawn from this fact is that, as anxious as the Navy Department is to rate deserving and qualified men, the standard will not be lowered. In other words, petty officer ratings are not being handed out just because of vacancies. There are standards to be met and until they are met the ratings will not be filled.

airship in the world.

The Navy entered a team in the International Balloon Race for the Gordon Bennett Trophy, which started in Warsaw, Poland, on September 15th. This was the only American representation in the race. The Navy team was forced down early in the race and probably will not place in the final standings.





**WHITTIER HO!!**

The AT 'EM football squad, in fine shape for the coming BatShips Championship games, gets another chance to prove itself today in the game with Whittier. Sports scribes predict an easy win for Whittier who, in previous years, has given many of the West Coast Universities plenty of bad moments. We would hesitate to place any of our money on the



home-towners, however, since the Arizona team comes a long way for the game and is in no mood to go back empty handed.

The bus leaves this afternoon at 12:30 and a good representation is expected for the game. Give the team your support and watch them bring home the bacon!

**STANDINGS OF BATLESHIPS**

Following is a list of the relative standings of the ships of the Battleship Unit for the General Excellence Trophy in Athletics:

Std.	Ship	*TP	†PP	Pct.
1.	Tennessee	70	70	1.000
2.	ARIZONA	193	300	.643
3.	Nevada	159	300	.530
4.	West Virginia	133	300	.443
5.	Pennsylvania	93	300	.310
6.	Texas	70	300	.233
7.	Colorado	65	300	.216
8.	California	63	300	.210
9.	Oklahoma	21	300	.070
10.	Mississippi	14	230	.065
11.	Maryland	10	300	.033
12.	New York	9	300	.030
13.	Lexington	0	230	.000
13.	Idaho	0	70	.000
13.	New Mexico	0	70	.000
13.	Saratoga	0	0	.000

\* Total Points.  
† Possible Points.

**FOOTBALL SCHEDULE**

For the convenience of the rabid football fans who might want to attend all the BatShips games and also for the benefit of those whose enthusiasm for the pigskin is limited to the AT 'EM games, we are publishing the following schedule.

October 5 —	ARIZONA vs	New York
	Maryland vs	Pennsylvania
	California vs	Texas
October 6 —	West Va. vs	Oklahoma
	Idaho vs	Mississippi
October 11 —	California vs	Pennsylvania
October 12 —	ARIZONA vs	West Va.
	Maryland vs	Mississippi
	Texas vs	Idaho
October 13 —	Oklahoma vs	New York
October 19 —	Pennsylvania vs	Texas
	West Va. vs	New York
October 20 —	California vs	Mississippi
October 26 —	Texas vs	Mississippi
	California vs	Maryland
	Pennsylvania vs	Idaho
October 27 —	ARIZONA vs	Lexington
November 2 —	Maryland vs	Texas
	California vs	Idaho
	Lexington vs	West Va.
November 3 —	Mississippi vs	Pennsylvania
November 16 —	Lexington vs	New York
November 17 —	Idaho vs	Maryland
December 8 —	New Mexico vs	New York
December 14 —	West Va. vs	New Mexico

**CHEER UP, PUNCHY!**

The schedule of Inter-division boxing and wrestling that we published last week will be resumed at some indefinite but not-too-far-distant date. All divisions be prepared to compete on twenty-four hour notice.

**GREAT MEN**

Germany has its Hitler  
Italy has its Mussolini  
Russia its Stalin —  
But! the Arizona has its  
Share the wealth Mayo.

**AVIATION BASE**

Just 393 years ago on next Saturday, North Island, California Aviation Base was discovered by Juan Rodriguez Cabrillo on 28 September, 1542, when he sailed into San Diego Bay.

At that time and centuries thereafter, the aspect of the Island must have been very different from what it is today. Now, with the exception of a small number of ornamental trees, there are no woods or underbrush anywhere on the Island to interfere with the maneuvers of aircraft; but as late as 1874, the Island was leased for the purpose of cutting, removing and selling the timber with which it was densely covered. At the time of discovery, instead of planes and warships, sea-elephants and whales came into San Diego harbor from the Pacific. It is reported that at one time the crew of a ship sighted ten whales in the channel between North Island and Point Loma.

In 1793 a spring was found on the Island, and the soldiers garrisoned at Fort Guisjarros, now known as Ballast Point, came across the channel for their drinking water. As time went on the spring was used less and less until finally it's presence became unknown, and was only rediscovered within the recent past, after a period of more than one hundred years.

North Island, and its neighbor South Island, are joined by a sand pit known as the Silver Strand. On May 15, 1846, Governor Pio Pico, of the department of California, in the name of the Mexican Nation, granted Don Pedro Carrillo, this tract consisting of the two islands and the strand between them. Subsequently, North Island changed hands from time to time until April 1866, when it was purchased by the Coronado Beach company for \$100,000. In July, 1890, the San Diego Chamber of Commerce refused a request made by the Secretary of War to give North Island to the government for fortification purposes. Again, between 1912 and 1917, several attempts were made by the Government to buy the Island from the Coronado Beach Company, but without result. North Island was first used by the Navy for aviation purposes during the winter of 1911-1912, at which time Mr. Glenn H. Curtiss worked on seaplane development on the Island. In May 1912, the Naval Aviation unit returned to Annapolis, and the Navy did not again use the Island until it was taken over by Executive Order of the President, date 1 August, 1917.