



USS Arizona Reunion Association NEWSLETTER



Headstones & Markers

When burial is in a national state veteran or military post cemetery, the headstone or marker is ordered through the cemetery which will place it on the grave. When burial occurs in a cemetery other than a national military post or state veterans cemetery, the headstone or marker must be applied for from VA. It is shipped at government expense. VA does not pay for the cost of placing the headstone or marker. To apply, complete VA Form 40-1330 and forward to Director, Memorial Programs Service (403A), Department of Veteran Affairs, 810 Vermont Ave., N.W., Washington, DC 20420. Some of our members were recipients of the PURPLE HEART award. That and other valor awards can be entered on the headstone or marker.

(Source: VA Pamphlet)

Hospital Overload

Some of us have had the experience of going to the emergency ward of a hospital in recent years. They are staffed to handle a fairly heavy influx of patients but it seems like hours before they get around to us.

Consider the plight of the U.S. Naval Hospital at Pearl Harbor on December 7, 1941. The Commanding Officer, Executive Officer and some others resided at the Naval Base and were at the hospital soon after the Japanese attack started. Others were notified to return to their station. The hospital staff was on hand by about 0915.

Shortly after 0800 a damaged Japanese plane crashed between the C.P.O. quarters and a laboratory building. Two Japanese were killed in the crash. About 0900, the hospital was inundated with the flow of casualties which were distributed to the various dressing stations. Four operating teams were set up. Minor injuries were treated at a station set up in the old nurses' quarters. Temporary morgues were set up in the basement of the laboratory and the old nurses' quarters. Some doctors from damaged or lost ships gave assistance to the hospital.

A working party was established the morning of the attack, under the supervision of the hospital pathologist, to work on identifying the dead and preparing bodies for burial. Two other doctors and some enlisted helped on this project. Identification was difficult and at times impossible. Few records were available and none from Arizona. Some men had clothing marked with several names. Some bodies were charred or mutilated. The metal identification "dog" tags were absent in most cases. Records were name on each body.

Additional land was obtained in the Nuuanu Naval Cemetery and a site was approved in the Red Hill Area (Halawa). Many of our KIAs were buried in these two cemeteries and were later reinterred to the National Cemetery of the Pacific (Punchbowl). A freeway now goes through the former Halawa Cemetery area. Funeral service was held in the afternoon at the cemeteries over the bodies of those buried each day with the firing of the gun salute and the bugler playing TAPS.

(Source: Extract Naval Hospital report)

Japan Pushed Back to Homeland

Many of our survivors participated in the numerous sea battles as the Japanese were gradually pushed back inland toward their homeland. During the early months of the war when we were on the defensive, some of our ships would rush from the South Pacific to the Aleutians or Midway and back to take on the enemy forces. Our forces were seriously outnumbered but they held the line. Some of our 7 December 1941 survivors lost their lives in early battles such as Coral Sea (see AtEm Mar 2000) and Guadalacanal (see AtEm June 1999), etc.

A major turning point came during the Battle of Midway June 1942. After that, our forces gradually went on the offensive and began pushing the enemy back. The Japanese Navy suffered terrific losses during the Battle for Levte Gulf on 23-26 October 1944. That is listed as the GREATEST NAVAL ENGAGEMENT in history consisting of four major battles. Many of our old Pearl Harbor ships, including battleships that had

been heavily damaged, participated in that engagement. The Japanese Navy, for practical purposes, had been swept from the sea. It was here that Japan started more serious use of Kamikaze suicide planes.

The noose was rapidly being tightened on the Japanese homeland. It was subjected to heavy air attacks not only from our carrier based planes, but from land based bombers flying from captured islands. Guam was recaptured and was practically secure on 10 August 1944.

Some of our survivors were with Third Fleet units that were caught in typhoons. One commented that the typhoon is scarier than battle with the enemy. The first typhoon for TF 38 was 18 December 1944 where mountainous seas and winds to 110-120 knots were encountered. During the storm we lost two Farragut destroyers (HULL and MONAGHAN) AND THE Fletcher class destroyer SPENCE. A light aircraft carrier and an escort aircraft carrier and three destroyers were seriously damaged. In addition, 146 planes were lost and another 19 ships received less serious damage. Almost 800 lost their lives and others were injured.

The second typhoon for TF 38 ships was on 5 June 1945 when 33 ships were damaged. A heavy cruiser lost her bow on that storm.

The Japanese contacted Russia in June 1945 asking that the United States stop the fighting. The Potsdam edict was sent to Japan on 26 June providing for their UNCONDITIONAL surrender. At this time, the unconditional provision did not appeal to some of the Japanese even though it was obvious they were defeated.

In July 1945, Task Force 38 steamed to a few miles off Kamaishi, on Honshu Island, and obliterated the steel factory and other manufacturing buildings by surface fire. Navy planes on that day and the next took out infrastructure on Hokkaido that had been supporting the Emperor's war effort. The next day, the Task Force bombarded Muroran, on Hokkaido, and smashed the oil refinery, steel and other manufacturing facilities. These sorties proved the inability of Japan to react since they did not stir up any resistance. On July 17th, Task Force 38 was knocking out factories at Hitachi and Mito by surface fire. British Navy units were part of this Task Force and continued until the end of the war.

On July 21, Japan was informed by radio to surrender or face total destruction. On the 29th, they rejected the Allied ultimatum. On 2 August, Japanese cities were hit by about 7000 tons of bombs dropped by Army Air Force pilots and large parts of Tokyo burned.

Parts of the first atomic bomb were delivered by USS INDIANAPOLIS on 26 July to Tinian Island. Other parts arrived in cargo planes a couple of days later. On 6 August 1945, the first atomic bomb was dropped from the Enola Gay on Hiroshima. On 8

August 1945 Russia declared war on Japan. On 9 August the second atomic bomb was dropped on Nagasaki. In their surrender proposal, Japan asked that the emperor remain on the Imperial throne. President Truman agreed but provided for the Emperor to be subject to the U.S. Supreme Commander who would have full authority over Japan.

The Indianapolis was sunk on 30 July 1945 by a Japanese submarine while enroute to Leyte, P.I. after delivering A bomb components to Tinian. Her loss of life was 883; the Arizona was 1177. The Arizona loss was the heaviest suffered by any one ship in the history of the U.S. Navy. However, that loss was in port. The Indianapolis loss was at sea. That is the highest loss suffered at sea by any ship in the history of the U.S. Navy.

On 14 August, Japan accepted the U.S. peace treaty terms. The treaty was signed on board the USS MISSOURI in Tokyo Bay with allied representatives present. General MacArthur presided at the ceremony. Our Fleet Admiral, Chester Nimitz signed for the United States followed by General Hau Yung-Chang for China; then Admiral, Sir Bruce Fraser signed for the United Kingdom followed by representatives from the Soviet Union, Australia, Canada, France, Netherlands, and New Zealand.

The Arizona is the symbol at Pearl Harbor for the beginning of our entry into WWII. The Missouri, nearby, is the symbol for the end of that conflict. It is fitting that both are visited by large numbers each year from our mainland, as well as many from Japan and other countries.

Shortly after the peace treaty was signed, the point system was put into operation to determine priority for release of personnel who did not care to remain in the services. Operation MAGIC CARPET was put into effect. Our servicemen were brought back to separation centers in the continental U.S. in short order.

*(Source: CinCPac/POA
Press Releases and News articles)*

HAPPY DAY

HAPPY DAY – At 9:04 a.m. on September 2, 1945, the surrender accords were signed on board Battleship Missouri in Tokyo Bay. Fleet Admiral, Chester Nimitz signed for the United States. He served on board Arizona as Commander of Battleship Division ONE. Many of our servicemen began counting up the points they had accumulated for rotation back to the mainland. The magic carpet went into effect on returning our personnel with prisoners of war and wounded having the highest priority.

COMBAT DIVISION ONE

Rear Admiral Isaac C. Kidd was Commander of Battleship Division ONE on December 7, 1941 with USS ARIZONA (BB-39) as his flagship. The other two battleships in his division were USS NEVADA (BB-36) and USS OKLAHOMA (BB-37). Embarked on each ship were the Marine Detachments and planes and personnel of Observation Squadron ONE. His division took the brunt of the Japanese attack on Pearl Harbor on that Day of Infamy.

His flagship Arizona suffered 1177 killed in action as a result of that attack. The Oklahoma 429 and Nevada 57. That was the heaviest loss of life for any battleship division in the history of the U.S. Navy. His flagship was destroyed and is now a memorial with approximately 900 of her crew entombed in the sunken vessel. The Arizona was stricken from the register of U.S. Naval vessels on December 1, 1942 at which time her status as a commissioned vessel ended. The Admiral was killed at his battle station on the flag bridge. His body was not recovered unless among the ashes swept up in the vicinity of his station. He was posthumously awarded the Congressional Medal of Honor.

The main armament of Arizona consisted of 12-14"/45 caliber guns mounted in her four turrets. The Nevada and Oklahoma had 10-14"/45 caliber guns. Their two upper turrets had two guns each instead of three as on Arizona. Each ship had three observation planes assigned.

The Oklahoma capsized after being hit by multiple torpedoes on that Day of Infamy. She was righted in 1943, stripped of usable items and sold for scrap. She was decommissioned on September 1, 1944. While being towed to Moore Drydock Company in Oakland, CA, she took on a heavy list and sank on May 17, 1947.

The Nevada was the only battleship at Pearl Harbor that got underway on December 7, 1941. She was damaged and there was concern of her blocking the narrow harbor entrance/exit. She was intentionally beached off Waipio Point. On February 12, 1942, she was refloated and repairs were completed at Puget Sound Navy Yard in early 1943.

She then provided fire support in the capture of Attu 11-18 May. She transited the Panama Canal and spent 12 days and nights beginning 6 June 1944 raining ordnance on German positions near Cherbourg Peninsula;

she then served in the Mediterranean and did the same from mid August to 24 September in the Toulon/Marseilles area. She then returned to the Norfolk Navy Yard to have the barrel liners replaced in her 14" guns, which are provided for in some publications after every 175 rounds which she exceeded. She may also have received gun barrels from Combat Div One ships.

The Naval Gun Factory installed liners removed from the guns of Arizona and Oklahoma into the guns they received from Nevada. This re-gunning took place in late 1944. The Nevada then returned to the Pacific where she shelled Japanese facilities and troop positions on Okinawa beginning on March 24, 1945. On 5 April she slugged it out with a Japanese coastal battery which was reduced to rubble. The Nevada received hits and casualties before the shore battery was put out of action.

After WWII ended, Nevada had the reputation as the ship that would not go down. She was the target ship for the atomic bomb detonation, operation Crossroads. When the smoke cleared after the bomb was dropped, she was still riding at anchor. She was taken to Pearl Harbor and decommissioned on 29 August 1946. In July 1948 she was towed to an area about 75 miles out of Pearl Harbor. Many other explosions and tests were conducted, including 16" salvos from Iowa but she was still afloat. Many other tests were conducted and Nevada still refused to go down. Finally, on 31 July 1948 an aerial torpedo hit and the Nevada capsized and sank.

Source: Histories and News Articles

PATRIOT DAY

PATRIOT DAY (Day of Remembrance) was enacted by Public Law 107-89 on December 16, 2001. It is not a holiday but a day of remembrance dedicated to the victims of the highjacking of United Airlines Flights 175 and 92 and American Airlines Flights 11 and 77. This should not be confused with "Patriot's Day" observed in remembrance of the Battle of Lexington which started the Revolutionary War. More than 3000 were killed in the three terrorist attacks (Trade Center, Pentagon and crash in Pennsylvania). That exceeded our 2388 Pearl Harbor casualties and also the number of Americans killed in the 6 June 1944 D Day landings in Europe.

SCUTTLEBUTT

Congratulations to Honorary Member, Ray Emory and former Historian Lorraine Marks Haislip for their untiring efforts to get the name of the ship and date of death on the unidentified grave markers at Punchbowl. We who attended the 60th at that site noted that the name of our ship and December 7, 1941 had been entered on the applicable unidentified markers. Now, the Army has directed that the remaining markers for unidentified from other Pearl Harbor ships show the name of the applicable ship and December 7, 1941. Ray Emory did the basic research on the project and Lorraine Marks Haislip conducted an extensive letter writing campaign. Legislation introduced by Representative, Patsy Mink, Hawaii was approved which provided for the initial markings for our ship. The Army directive provides for completion of the project for unidentified from other Pearl Harbor ships.

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FIRST PH CASUALTIES: The Chief Pilot and crew of Pisces IV deep diving submersible found the 78 foot Japanese submarine that was sunk by the USS WARD at about 0645 on 7 December 1941. That was a little more than an hour before air attack at Pearl Harbor. The sub was found on 28 August 2002 about 1200 feet below the surface. This indicates the alert Ward inflicted casualties on the enemy before we suffered ours as a result of the air attack. If anyone has information on the events aboard the destroyer, USS SELFRIDGE, on the day Pearl Harbor was attacked please contact Tom Traylor.

Source: Newspaper articles

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A LOOK AHEAD: The F-35 Joint Strike Fighter for the Air Force, Navy and Marines will survive, but be scaled back. The Navy already has said it does not need as many F-35s as it plans smaller carrier-based squadrons. The new, bigger carrier, the CVNX, will be cancelled. The Navy will continue building Nimitz-class big-deck flattops. The Marine Corps V-22 Osprey helicopter fixed-wing hybrid will get one last chance at successful test flights. If there is another mechanical failure crash or major test failure, Defense Secretary, Donald H. Rumsfeld will cancel the Osprey in favor of troop-carrying helicopters.

Source: Boeing Frontiers, August 2002

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DON'T TREAD ON ME: By SecNav order, all U.S. Navy ships are flying the First Navy Jack in place of the Union Jack for the duration of the "War on Terrorism". The First Navy Jack is commonly known as the "Don't Tread on Me" because of the motto which appears on it. It consists of a moving rattlesnake on a field of 13 horizontal red and white stripes.

Source: News Stories

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NEW SUPERINTENDANT: There is a new superintendent at the Arizona Memorial, Doug LENTZ. They will be making many new tapes and are bringing the Strattons to Pearl Harbor for taping. No others mentioned at this time.

Jim Vlach

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ROBERTA McCARRON: Long time life member Robert McCarron passed away July 15, 2002. Burial was on July 17th at El Camino Cemetery, San Diego, CA. She is survived by her husband, Jack; one son, one daughter, four grandchildren, two great grandchildren, and sisters in Massachusetts.

Roberta's husband Jack is a survivor of the 6th Division. He was scheduled to go on shore patrol duty on that Day of Infamy. When GQ was sounded, he went to his battle station on AA Mount 7. The bomb that hit by Turret II detonated the forward powder and 14" magazines. The resultant blast blew Jack about halfway to Ford Island. He suffered severe burns and was sent to the Naval Hospital, Aiea.

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NINA HART: Nina Hart, who prepared 2 books during the 1980's entitled "Arizona's Heart Beats", has passed away. We are fortunate she put forth the effort; many of these stories would have been lost if it not for her. Her books made it to the Navy Historical Center and some extracts were used in the book titled "Battleship Arizona-An Illustrated History" by Paul Stillwell.

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REP. PATSY MINK: Patsy Mink, Rep., passed away at 74 on September 28, 2002. Patsy was a fierce liberal who co-authored landmark gender equity legislation and had been expected to easily defeat her GOP opponent in the November general election. The Hawaii Democrat died at Straub Clinic. She had been a member of the House of Congress for twenty-four years over two different stretches. She won re-election two years ago by a nearly two-to-one margin, and had been considered a sure winner in this year's race against Republican state Rep., Bob McDermott.

SHIP'S CREW INFO

By Jim Vlach

FLEET

Home port remained as San Pedro, CA. All married men hoped they would change. If they would have changed it to Honolulu or Pearl Harbor, the government would have to pay transportation for dependents and shipment of household effects. They did not have enough housing/schools to handle the influx if they would have changed the home port. I paid my wife's transportation to Honolulu and she arrived 3 September 1941. That is the reason I am a survivor. I was ashore when the attack started. The other ten from the Executive's Office were KIA. (p.67, "THE USS ARIZONA", By Joy Waldron)

SEA PAY

Survivor Everett Reid who had 19 years sea duty to one year shore duty wishes they would have had the current system in effect while he was on active duty. Career sea pay is paid to enlisted in amounts varying from \$50 to \$620 a month. This is governed by many regulations but the main one is that the number be assigned to a ship whose job is performed while underway. Also, after three consecutive years on sea duty, all officers and enlisted are eligible for an extra \$100 bonus for each additional month of shipboard duty. This is in addition to career sea pay.



USS ARIZONA APRON

This apron was apparently made by a USS ARIZONA sailor. At the top of the apron it reads "USS ARIZONA" and appears to be part of a USS ARIZONA flat hat. I still have my flat hat issued 1949 by the US Navy. The words and height of the waistband are the same. The Third Class BM rating badge is sewn on the apron. The top is unstitched to form a pocket. The apron is made of a black silky material. It is decorated with red-white-and blue along the outer edges. If anyone knows of the Boatswain Mate 3/c who made this apron, please contact Tom Traylor, Editor.

Budd Nease

YACHT EXPO

Four of our survivors and others from our Reunion Assn. were invited to the 24th Annual Lido Expo presented by Lincoln and its line of American luxury vehicles. This was held on Thursday, September 12, 2002 at the Lido Marina Village, Newport Beach, CA. Don Franken Enterprises even arranged for the former Pat and Cecil Gates miniature of battleship USS Arizona to be moved from Arizona to Newport Beach for this event. Many of our group were interviewed during the TV and other media coverage. Attendees: Joe and Ruth CAMPBELL, Joe and Louise VIVIRITO, Wylie and Dora SMITH, Vincent (Jim) VLACH, John (Jack) McCARRON and family members. The Orange County Chapter of the Navy League presented framed certificates to some of our members. It was noted that the newer yachts are sans brightwork.



Our Reunion Assn. personnel/relatives/guests back of Miniature afloat model USS ARIZONA at 24th Lido Marina Village, Newport Beach, CA on September 12, 2002

TAPS

Alfred R. Goddard

Alfred Rand Goddard, 83, a resident of Sedona, died July 7, 2002. He was aboard the USS Arizona from 1937 – 1941 then went on to fight battles aboard the USS Magpie, USS Grouse and USS YMS. He is survived by his wife, Betty Beatrice Goddard of Sedona; his daughter, Carol Ann Nunley of Lake Havasu; his son, Gary G. Goddard of Chattanooga, TN; four grandchildren; and six great-grandchildren. Donations were made totaling one hundred and eighty five dollars in Alfred's name to the USS ARIZONA Reunion Association. All of us at the USS ARIZONA Reunion Association appreciate the generous contributions.

Everett "Lee" Marvin Haislip

Everett Haislip passed away on the 21st day of August, 2002. A memorial service was held on the 28th day of August, 2002 at Mountain View Funeral Home and Memorial Park in Lakewood/Tacoma. He was preceded in death by his wife, Evelyn. He is survived by sons, Richard and wife Chris of Auburn, WA; and Philip, Tacoma, WA; daughter Karen L. Smasal, Tacoma, WA; brother Charles and wife Lorraine of Phoenix, AZ; sister Joyce Davis, Tacoma, WA; six grandchildren, six great-grandchildren and numerous nieces and nephews.

In a time when many Hollywood stars served their country in the armed forces, often in rear-echelon posts where they were carefully protected, only to be trotted out to perform for the cameras in war bond promotions, Lee Marvin was a genuine hero. He won the Navy Cross at Iwo Jima. There is only one higher

award... the Medal of Honor. He credited his sergeant with an even greater show of bravery.

Dialog from that show appear here: Johnny: "Lee, I'll bet a lot of people are unaware that you were a Marine in the initial landing at Iwo Jima... and that during the course of that action you earned the Navy Cross and were severely wounded,"

Lee: "Yeah, yeah,... I got shot square in the ass and they gave me the Cross for securing a hot spot about halfway up Suribachi... bad thing about getting shot up on a mountain is guys getting' shot hauling you down. But Johnny, at Iwo I served under the bravest man I ever knew... We both got the Cross the same day, but what he did for his Cross made mine look cheap in comparison. The dumb bastard actually stood up on Red Beach and directed his troops to move forward and get the hell off the beach. That Sergeant and I have been lifelong friends. When they brought me off Suribachi we passed the Sergeant and he lit a smoke and passed it to me lying on my belly on the litter and said, "Where'd they get you Lee?" Well Bob... if you make it home before me, tell Mom to sell the outhouse! Johnny, I'm not lying... Sergeant Keeshan was the bravest man I ever knew... Bob Keeshan... You and the world know him as Captain Kangaroo."

Randall H. Grissom

Randall passed away on December 25, 2001 in Virginia Beach, VA. He enlisted in the US Navy in 1937 and served on the USS ARIZONA prior to Pearl Harbor. He retired as a MMC in 1957.

Joseph John Schweighofer

Chief Aviation Pilot (ret.) Joseph John Schweighofer died 5 November 2001 in Aurora, CO. Joe joined the US Navy in November 1935 and in March 1936 was assigned to the USS ARIZONA in Long Beach, CA where he eventually joined the signal gang. He later shipped over to San Diego with VS-2 on the USS Lexington. In 1942 he received his wings and flew PBYS, J2Fs, PB4Ys, and later B-24s with VB-103. He achieved his CAP rank in April 1943. Always a teacher in life, he continued teaching after his death by donating his body to science.

Carl Christiansen Jr.

Carl Christiansen Jr. of Columbus, OH died July 14, 2002. Carl served on the USS ARIZONA beginning December 1941, along with his brother Edward Lee Christiansen. Carl was honorably discharged in 1942 after being severely wounded in the attack at Pearl Harbor, while his brother went down with his ship. Carl later served 36 years with his local police department. He is survived by his wife, Lenora Pallett; their children, Vicky Sue Wallace of Topeka, KS; Carl Edward Christiansen of Columbus, KS; and Lisa Tillman of Columbus, KS; two brothers, five sisters, four grandchildren; one great-grandchild and several nieces and nephews. Funeral services were held on July 17, 2002 at Murdock Funeral Home of Columbus, KS. (NOTE: Scan in pictures for this obit)

James Cameron Thurber

James Thurber passed away on March 1, 2002 in Boynton Beach, FL at the age of 94. During his time in U.S. Navy he also served aboard the USS NEVADA.

From the Editor

A new era, a new face, a new editor. Kathleen Harris is editing this issue of the newsletter. Kathleen is the wife of John "Dean" Harris Jr., retired Navy Captain and son of USS ARIZONA survivor and former president, John "Buck" Harris who passed away August 11, 2001. Dean graduated from the Naval Academy in 1969 and resigned back to civilian life in 1978. Kathleen has volunteered for both editor and computer production. She says Capt. Dean has agreed input about Navy matters where she is unfamiliar. This is refreshing to the old editor with health problems compounded with having observed 82 Septembers.

We mourn the passing of Congresswoman Patsy Mink, who pushed a bill thru Congress to restore information on grave markers of Arizona KIA on 12-7-41.

Oscar Rudy had not missed a reunion since we've known him but was absent at the 60th in Hawaii. We called his number in the roster and the phone was disconnected or no longer in service. If anyone knows about Oscar, please call or contact the editor.

Postage has increased and membership has almost doubled since the editor took over. Consequently, postage is the largest bulge in the budget. The by-laws direct

four newsletters annually but we have managed to produce only three. Perhaps we can get back on four with younger people at the helm. Computer has replaced the Lynotype just as the carrier replaced the battleship. The transition is difficult for the elderly, and there are no young people here who served on the Arizona. If the Association is to survive, we must welcome the next generation. They must and they will honor and respect us as we manage to attend meetings and after we're gone.

And oh yes: The candidates on the ballot for officers and directors are all qualified. If I had known the names on the ballot, I would not have permitted my name in nomination. This old salt will not be sad if he's defeated. Our only concern is to have qualified people in control.

THE DETROIT FREE PRESS, TNDAY, DECEMBER 10, 1939 Tom Troyer ✓

Uncle Sam Is Mighty Particular About Men Who Run Such Ships



GETTING INTO AN EXCLUSIVE CLUB IS PIE COMPARED TO JOINING THE NAVY FOR DUTY ON A SHIP LIKE THE ARIZONA

Joining U.S. Navy No Task for Thin-Skinned Applicants

If you think it's hard to get into the better clubs; if you don't like the fuss you have to go through to open charge accounts; if you've always been a little huffy because the another fraternal managed to be so exclusive about their membership when you were in school—

Master, you should try to join the Navy. You've seen nothing yet.

The Navy won't take you: If you had a bad habit of tying his cane on dogs' tails when you were 10 years old.

If you owe \$4.50 to the So-and-so Credit Clothing Co.

If you've had a couple of teeth pulled—that is, major teeth. Impaired wisdoms don't count, the Navy concedes.

If you fell out of a tree at the age of 5 and broke a leg, and the village doctor did an adequate but not a perfect job of setting.

If you have a police record.

If, although you are 30 years old, your mother won't let you go.

If you have flat feet.

If your teachers say you were a long way from star pupil.

If the kids called you "slazy" when you were young.

If you're married.

And finally, if your neighbors don't think much of you.

If you're one man in five who apply you'll make the grade according to Lieut. Commander E. I. McQuinn, in charge of the Detroit recruiting office. The Navy rejects about 80 per cent of its applicants.

And even now, when an effort is being made to build the Navy to full peace-time strength, the requirements haven't relaxed one bit, he says.

Chester in War Time They don't relax during war.

either, he explains. It seems that when it becomes pretty certain that there will be a draft, thousands of men rush to get into the Navy before the draft puts them into the trenches, and the Navy can't become choosier than ever.

"There's a good reason for all this searching for flaws in our applicants," McQuinn said. "Navy work is so specialized that every man has his own job to do, and his own job is vital to the functioning of the ship. He can't go to pieces in a crisis, or the ship can't function.

"Sometimes we find a man who has been mean as a child, and has a juvenile record with the police. We can't take him. Sometimes he's been too good, and is regarded as soft in his community. We can't take him then either.

"Sometimes he's been lazy in school, even if he's intelligent, and a big part of Navy life is study and learning a trade. We don't want him.

Perfect Health Necessity "We don't want anyone with debts when he enlists, and we don't want anyone whose closest relative won't consent to waive

all rights while he is in the Navy. And we don't want anyone who isn't physically in excellent shape.

The talk that goes around about the low lives sailors lead is sheer slander, according to the Commander.

"In the modern Navy," he said "they study, and take correspondence courses, and learn a trade. Why, the best recommendation a man can have to private industry is a discharge from the Navy, certifying that he's an expert on Diesel engines, or some thing. We teach 56 trades, an 100 specialties. The men haven't time for any fooling around."