

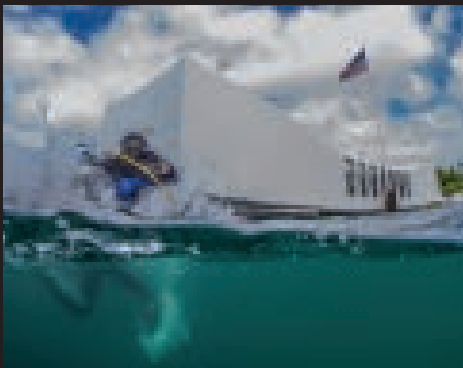


**The complete history of this famous battleship  
which was sunk during the attack on Pearl Harbor.**

This lavishly illustrated and very personal book covers the history of the battleship USS *Arizona* from her launch to her loss on December 7, 1941 when she was sunk during the Japanese attack on Pearl Harbor. Learn about the ship's enduring legacy firsthand as told by survivors, historians, enemies, sons of admirals, and people who have a personal connection to the *Arizona*. The book includes a downloadable video with oral histories of Arizona survivors as well as narrated underwaterfootage of the wreck.

“As told by survivors, former enemies, historians, and archaeologists, this beautifully illustrated book shows why the USS *Arizona* holds a special place in U.S. history. Ingo Bauernfeind succeeds in preserving the ship's legacy which continues to touch the lives of Americans for generations to come.”

**—Rear Admiral  
Lloyd R. “Joe” Vasey  
(USN ret.),  
Veteran of World War II**



“Ingo Bauernfeind has captured the importance of this ship in its glory days, its demise on December 7, 1941, and its place in our history as a symbol of American resilience and greatness.”

**—Robert K. Sutton, Ph.D.,  
Chief Historian,  
U.S. National  
Park Service (ret.)**



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USS *Arizona* The Enduring Legacy of a Battleship

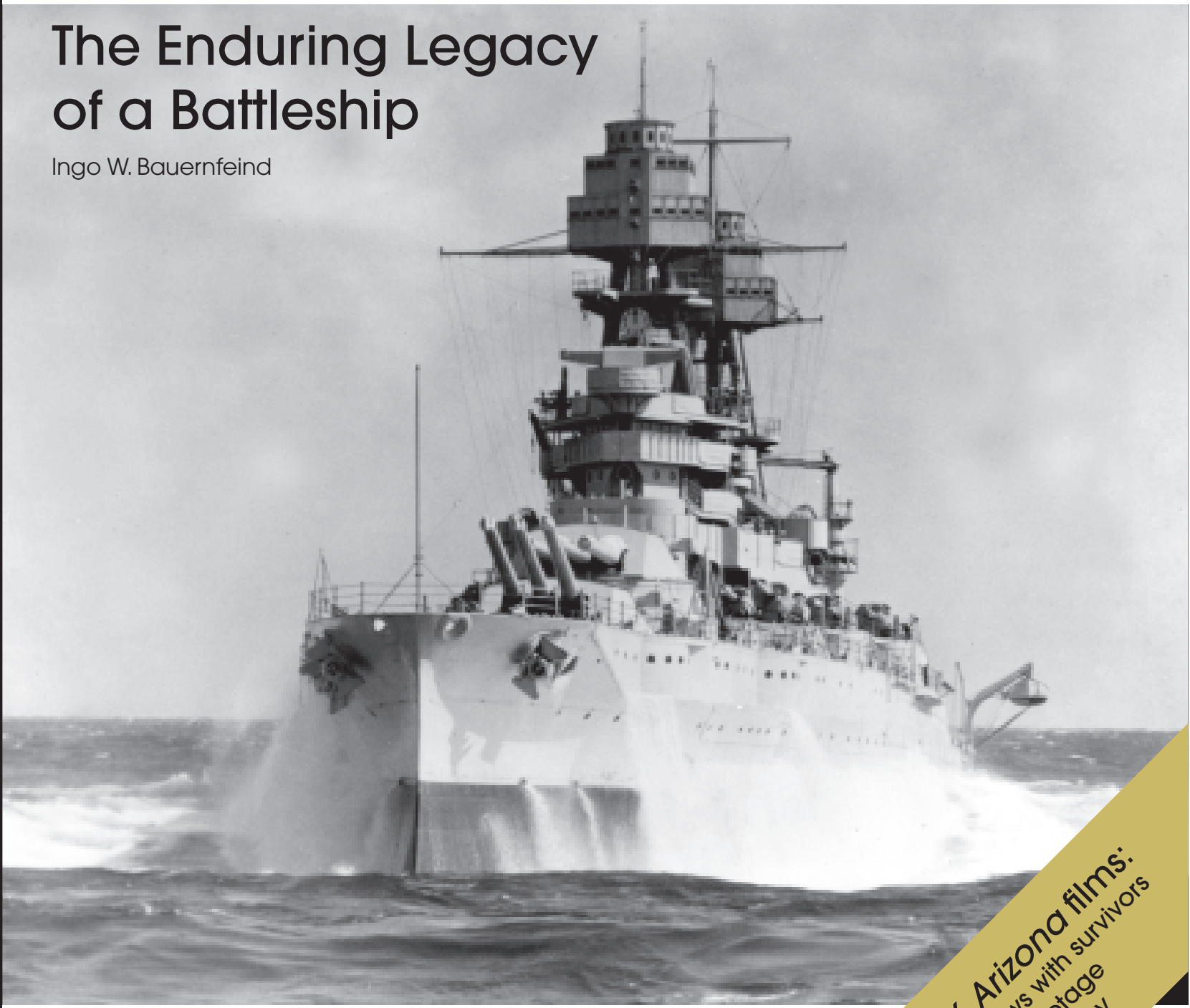
Ingo W. Bauernfeind

BAUERNFEIND  
PRESS

# USS *Arizona*

## The Enduring Legacy of a Battleship

Ingo W. Bauernfeind



**incl. three 4K Arizona films:  
Oral history interviews with survivors  
Underwater footage  
of Arizona today**

BAUERNFEIND  
PRESS

# USS *Arizona*

## The Enduring Legacy of a Battleship

Ingo W. Bauernfeind

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## Dedication

This book is dedicated to those sailors and Marines—both living and dead—who served on board the battleship USS *Arizona*, those who gave their lives on December 7, 1941 and during the following years of fighting, until the bloodiest war in history ended.

It is dedicated also to my family, in particular to my mother, Mrs. Heidi Bauernfeind, for her endless support, encouragement, and trust in all my endeavors—without her this book would never have been possible.

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First of all, I want to express my deepest gratitude to my friend and mentor, historian Daniel A. Martinez; the survivors of the USS *Arizona*; and the U.S. National Park Service. During my college education at Hawaii Pacific University in Honolulu I completed an internship at the USS *Arizona* Memorial (now the World War II Valor in the Pacific National Monument). With naval history and Pearl Harbor being life-long passions for me, I felt honored to work with this renowned institution. During my cooperation with Daniel Martinez over the years, my connection to him grew constantly. Despite his commitments as noted historian, Daniel always supported my ambitions with his expertise and advice.

My personal contact to the survivors of the *Arizona* encouraged me to preserve their memories for the future. I want to thank each of them for sharing their intimate thoughts and feelings with me: Donald G. Stratton, the late Glenn H. Lane, the late Edward L. Wentzlaff, and the late John D. Anderson.

I also want to express my gratitude to the late Zenji Abe, his daughter Naomi Shin, Sterling R. Cale, and Charlie Van Valkenburgh. Abe was a Japanese pilot who participated in the attack on Pearl Harbor. After the war, he dedicated his energy to the reconciliation between the United States and Japan. Abe very kindly contributed an essay about his motivation to reconcile with his former enemies. Mr. Cale is a Pearl Harbor survivor who was assigned to remove the human remains from the *Arizona*'s wreck. He graciously allowed me to include his personal experience in this book. Charles Van Valkenburgh, the grandson of the *Arizona*'s last commanding officer, Franklin Van Valkenburgh, kindly shared his thoughts about his grandfather. The National Park Service (NPS) and the Pacific Historic Parks are the stewards of the USS *Arizona* Memorial and the World War II Valor in the Pacific National Monument. I want to thank the people at these institutions for their support: Tom Shaw, Kay English, Skip Wheeler, Jennifer Burbank,

Ray Sandla, Joey Hutton, and many others.

The Submerged Resources Center (SRC) of the National Park Service, based in Denver, Colorado, has been monitoring, surveying, and photographing the remains of the *Arizona* since the 1980s. The SRC staff has provided me a fascinating insight into the ship as an archaeological site and environmental challenge for the future, for which I am endlessly grateful: Brett T. Seymour (with Steve Burns and Jorge Franzini at Curiosity Stream for giving me permission to include their photography and film about the *Arizona* in my book), Daniel J. Lenihan, Dr. David L. Conlin, Matthew A. Russell, Larry E. Murphy, and Evan Kovacs.

I also want to thank the following individuals and institutions for their support: Marcus Linke, Joyce Libby, Paul Stillwell, Michael W. Pocock, Burl Burlingame, William J. Blackmore, Dr. James P. Delgado, Janis Jorgensen and Captain Tim Woolridge (USN, ret.) at the U.S. Naval Institute,

Paul Wentzlaff (Edward L. Wentzlaff' son), Garth and Trish Anderson (Trish is the daughter of Glenn H. Lane), Nikki Stratton (Donald G. Stratton's granddaughter), Honolulu Star Bulletin, Josef Kaiser, Judith Bowman at the U.S. Army Museum Hawaii, David Rush (U.S. Navy), Bolling Smith at the Coast Defense Study Group, Inc., Maury Drummond and Tim NesSmith at the USS Kidd Veterans, Dr. Geoffrey White, Ernest Arroyo, Mark Nitta, Bonnie Beatson, Lisa O'Brien, Sebastian Boll, Dr. Maximilian Dorndorf, Johanna Langer, Jochen Lehmann, Dr. Werner Haas, Kris Smith, Joe Kane (U.S. Navy), Glen L. Bower, Karl Backman, Klaus Hagedorn, Philip Coombes, Jessica Sims at the John F. Kennedy Presidential Library and Museum, Hawaii State Archives, U.S. National Archives, U.S. Naval Historical Center, National Geographic Society, U.S. Navy/Pearl Harbor Station Hawaii, U.S. Department of Defense, and U.S. Library of Congress.

# FOREWORD

## The Enduring Legacy of a Battleship

Naval or maritime archaeologists often refer to shipwrecks as time capsules. After their descent to a watery grave, once proud ships often remain undisturbed on the sea bottom for decades, centuries or even forever with time having stopped on board. If discovered and explored, shipwrecks open a door into the past, thus becoming valuable for archaeological research or even treasure hunting. But is this really everything? What remains beyond a deteriorating hull in the depths of the ocean? Long before I moved to Honolulu I had been captivated by the history of the Hawaiian Islands, the Pacific, and the story of Pearl Harbor in particular. Over the years I have visited the USS *Arizona* Memorial numerous times beginning to think about the sunken battleship as a time capsule—the *Arizona* took her place in history when she settled on the bottom of Pearl Harbor on December 7, 1941.

Marking the greatest loss of life on a single ship in U.S. Naval history, she is a tomb and memorial for the 1,177 men who perished with her. Although large portions of her superstructure, masts, and gun turrets have been removed and scrapped, the ship's interior has remained widely undisturbed since the end of the salvaging opera-

tions in 1943. The hulk has become a war grave for more than 900 sailors and Marines still resting inside her.

During my visits to Pearl Harbor, I often wondered what would remain of this once proud ship and its crew for the future? Physical remains, survivor accounts, photos, artifacts, and souvenir items? While trying to find an answer to this question I got the inspiration to write this book. It is important to me to show that the *Arizona* and her legacy live on in various ways—even in form of a radio-controlled ship model.

A tour of the memorial usually ends with the visitors leaning over the railing to get a glimpse of the rusting hulk below them. With this book I want to invite the reader—who has probably visited the memorial—to go on a journey that begins where the tour of the memorial ends—with a dive into history. Diving down to the *Arizona* is a special and emotional experience—during the dive we are only a few inches of steel away from the grave of more than 900 men who died long before their time. Civilians are not allowed to dive the wreck site—the *Arizona* is in general accessible only to National Park Service personnel. This makes the circle of individuals with the privi-

lege of this unique experience very small. Therefore, firsthand accounts from the members of the NPS Submerged Resources Center provide an insight into what it means to explore the *Arizona*. Moreover, I wanted to present a laudable portrait of the ship and her crew. I had the honor of meeting several *Arizona* survivors and was fortunate to interview some of them. These oral histories will bring the ship alive—the survivors talk about ship life, friends, and how they experienced the *Arizona*'s sinking and how this affected their lives.

This book includes three films about the *Arizona* which can be accessed and viewed by using a the QR-code scanner of a tablet or cell phone [for further information about the download, please see appendix]. Produced by the SRC and Curiosity Stream, the three films provide survivor stories, the science of stewardship and an interior survey of the *Arizona*.

Reading about the survivors' memories is one thing—watching them on a TV screen is an even more emotional experience. Their personal accounts and connections to their ship, their former comrades, and the memorial in Pearl Harbor are the key part of this book—when I listed to them talking about the *Arizona*, I could

see in their eyes, how their ship came ship to life again. Personal essays, written by the survivors, the grandson of the ship's last captain, historians, and even by a former enemy, give the reader an understanding of what the *Arizona* and her legacy means to them. In addition to the interviews the film features spectacular underwater footage of the sunken *Arizona* narrated by Daniel Lenihan, the former chief of the National Park Service's Submerged Resources Center.

This book is not a recollection of the ship's history from launch to destruction. The noted historian and author Paul Stillwell has captured the *Arizona*'s life in his wonderful book *Battleship Arizona—An Illustrated History* (U.S. Naval Institute Press), which I highly recommend as the standard work on the subject. History should always be a lesson for the future, in particular when it is told by eyewitnesses who experienced and sacrificed more than many of us can imagine.

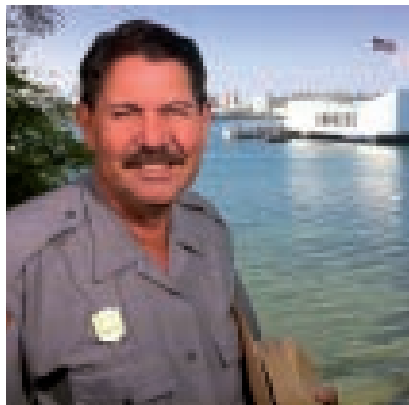
If this work can make a contribution to the preservation of the *Arizona*'s legacy for the future, this would be the greatest reward for me.

Ingo Bauernfeind

Mülheim, Germany  
September 2018

# INTRODUCTION

By Daniel A. Martinez, Chief Historian



Over seven decades have passed since the guns fell silent in Europe and in the Pacific. The hatred and the brutality of World War II have been tempered by time, but the memory and now the monuments, speak to us in a variety of voices. For the young, it is a part of history that has been passed on by the grandparents or the sons and daughters. The monuments dot the landscape of Europe and the Pacific. But for Americans, there is one monument to one ship and to one crew that will never be surpassed in the memory of World War II for that nation.

In 1962, the U.S. Congress saw the completion of a federal memorial at Pearl Harbor. The USS *Arizona*, a ship that suffered the greatest loss of life of any warship in the nation's history, was formally remembered by the place-

ment of a white spanning memorial that stretched across the width of the sunken battleship. On Memorial Day, formal commemorative activities were held to christen the USS *Arizona* Memorial. For most Americans, it is the most famous World War II event, primarily because it was the beginning of our World War II experience and one of America's darkest defeats.

The way Americans remember Pearl Harbor has evolved since World War II. During the war years "Remember Pearl Harbor" became the battle cry of our nation. It galvanized the country against the enemies of the United States. It not only propelled us into the war in the Pacific but, strangely, this slogan translated itself to the struggle in Europe. Pearl Harbor became the symbol for America's entry into World War II. During those difficult years, there was little time for memorialization or remembrance.

In 1945, the nation and the world were exhausted by the struggle. As peace settled in, the need for a time of remembrance and a desire to commemorate Pearl Harbor slowly evolved among the American people. It took twenty-one years for a formal memorial to be built. It

would take several decades more for a national day of commemoration to be established.

But Pearl Harbor has gone beyond its formal remembrance. It is now an iconic moment in American and world history. The term "Remember Pearl Harbor" has taken on a different meaning. Books, magazines, and newspapers continually carry stories about the people and the events of December 7, 1941. Popular films and television programs recapture those moments.

Pearl Harbor now provides an opportunity for reflection. We look back and watch the World War II generation fade slowly away. We wonder what lessons we have learned and we stand in awe of those of the "Greatest Generation". Over the years, some profound stories have been shared with the National Park Service and its rangers. On an autumn day, an elderly woman approached a park ranger and said: "This memorial, to me, is a place of hope." Puzzled, the ranger replied: "Madam, I have heard a number of descriptions from people about the Memorial but not one has mentioned hope. May I ask why you have used that reference?" She replied: "Well, young man, I was a young woman

held in a camp called Auschwitz and when we heard that the United States was now in the war, it gave us hope that we might survive." She then extended her arm and revealed a tattoo as if to verify the truth that she had spoken. At that moment, a new reference point for the Memorial was established.

But the Memorial has different meanings for different people. The Pearl Harbor Survivors Association, men and women who survived the attack of December 7, 1941 on Oahu, see the Memorial as a place in which a message should be invoked to all who visit. That message is to keep America alert and to remember Pearl Harbor. Some of the *Arizona* survivors believe that the oil that still seeps from the ship is not only a message of the sacrifice of that crew, but they also believe that when the oil stops flowing, the last survivor of the *Arizona* will have passed. But it's not just the veterans who comment on the Memorial's lessons and power, it's also prominent visitors. Madeline Albright, former Secretary of State, stated as she stared down at the skeletal remains of the ship: "How sad. How very sad."

For Tom Brokaw, it is the feeling that the Memo-



rial is a place that defined modern America and galvanized a nation to propel itself to victory through a unification of a generation that had collaborative goals and single purpose.

Dame Elizabeth Taylor came not as a celebrity to the Memorial, but as a common visitor. As she looked at the wall, she was overcome with the enormity of the loss and the knowledge that her country of birth, Great Britain, had struggled for two years prior to Pearl Harbor. They felt that with the Americans at their side, victory, which seemed so distant, was now possible.

But just as the interpretation of Pearl Harbor and its Memorial changes and evolves, so will the facilities that interpret the attack through its exhibits and new facilities. Presently underway are extensive plans to renovate and construct a new visitor center at Pearl Harbor. This expansive 50-million-dollar project will provide new visitor opportunities both in the area of comfort and interpretive learning. A new educational center will be part of the complex. It will provide students and teachers an opportunity to learn about the attack on Pearl Harbor and the Pacific War in an educational environment suited to fulfill the mission of the National Park Service. A connective museum complex

will tell the story of America and Japan and their journey down the road to Pearl Harbor. Museum artifacts, audio-visual applications, and interactive exhibits are intended to personalize an understanding of Pearl Harbor and the tragic outbreak of war.

At the center of this experience is a 23-minute documentary film that sets the mood for the visitors' eventual trip by boat to the Memorial. This visitation is the core experience for all visitors and gives them the opportunity, not only to experience history, but also to actually touch it and it, in turn, it is hoped, touches them.

Pearl Harbor, at present, has become what Alfred Preis, the architect of the USS *Arizona* Memorial, always believed it should be... a place where former enemies could meet in peace to remember a time of war. The children of these veterans and their children inherit this history and, in doing so, pause each December 7th not only to commemorate that tragic day but also to value the peace that has existed between America and Japan for the last 62 years. In that way, both nations remember and honor their bond.

Daniel A. Martinez,  
Historian

Honolulu, April 27, 2007

## Biography

**Daniel A. Martinez** is a noted historian. He has lectured on a wide variety of historical topics and has written and published many articles on Pearl Harbor, the Pacific War, and American history. Mr. Martinez has co-authored a new book, *Kimmel and Short and Pearl Harbor* (U.S. Naval Institute Press 2005) and presented papers at prestigious gatherings such as the Organization of American Historians, the IPMS National Convention in Atlanta (2005) and Phoenix (2006), the National Council on Public History, the Western History Association, and the Oral History Association. Currently, Mr. Martinez is an adjunct professor at the Naval War College in Newport, Rhode Island.

Daniel Martinez has appeared as a camera personality on programs for ABC, NBC, CBS, and CNN, the History Channel, the Discovery Channel, the Learning Channel, the Military Channel, the National Geographic Channel, the Travel Channel, and ZDF (Germany). Currently, he is the host and historian-in-residence for "Unsolved History" on the Discovery Channel.



The bugle that was aboard the battleship USS *Arizona* on December 7, 1941 rests on the American flag as a reminder of that fateful day at Pearl Harbor. (U.S. Department of Defense)





# LIFE OF THE BATTLE-SHIP USS ARIZONA

1916 - 1941



Assistant Secretary of the Navy Franklin Delano Roosevelt (fourth from left) attends the keel laying ceremony for the new battleship *Arizona* at the New York Navy Yard on March 16, 1914. During his presidency, the United States would enter World War II after the Japanese attack on Pearl Harbor in December 1941.  
[USS *Arizona* Memorial Photo Collection, USAR-652]



Lowering of the first keel plate into place March 16, 1914. The Brooklyn Bridge is in the background. [USAR-653]



The *Arizona*'s stern surrounded by a framework of scaffolding, April 1915. [U.S. Library of Congress]

The construction of the battleship USS *Arizona* (BB-39), named for the 48th state in the Union, began on March 16, 1914 when the keel was laid. After a year of intense labor she was launched on June 19, 1915 as the second and last of the *Pennsylvania*-class battleships. The launching was a grand affair. Esther Ross, daughter of an influential pioneer citizen in Prescott, Arizona, was selected to christen the ship. The battleship's commissioning took place on October 16, 1916 under the command of Captain John D. McDonald. The dimensions of the ship were quite impressive for the time. Her overall length was 608 feet (two American football fields long) with a beam of 97 feet. She displaced 35,852 tons (full

load) with a mean draft of 29 feet. Four Parsons turbines and twelve Babcock & Wilcox boilers developing 34,000 horsepower drove the *Arizona*'s four shafts. She could reach a top speed of 21 knots. The designated complement was 1,087 men in 1916. She was well armed for battleships of her time. The original armament during World War I consisted of twelve 14-inch guns, twenty-two 5-inch guns, four 3-inch antiaircraft guns, and two 21-inch submerged torpedo tubes. She was protected by 18 inches of armor at her maximum thickness. The *Arizona* and her sister ship, *Pennsylvania*, represented a modest improvement of the previous *Nevada*-class battleships. Length and displacement were some-

what increased, two 14-inch guns were added, and the main armament refitted with four triple-gun turrets. The most significant change was concentrated in the vessel's firepower. The *Arizona*'s four turrets (labeled No. 1, 2, 3 and 4) each mounted three 14-inch naval guns.

In November 1916, the *Arizona* departed on her shakedown cruise and training off the Virginia Capes, Newport and Guantanamo Bay, Cuba. Two months later she returned to Norfolk, Virginia to conduct test firing of her guns and perform torpedo defense exercises. In December she entered the New York Naval Shipyard for a post-shakedown overhaul that was completed in April 1917. While in New York, the *Arizona* received

orders to join Battleship Division 8 at Norfolk, Virginia, which was to be her homeport through World War I while she served as a gunnery-training vessel. Due to the scarcity of fuel oil in the European theater, the *Arizona*, an oil burner, stayed home in American waters to patrol the East Coast. When the armistice was signed she sailed for Portsmouth, England to operate with the British Grand Fleet. A month later the new battleship was ordered to rendezvous with the transport *George Washington* that was carrying President Woodrow Wilson to the Paris Peace Conference. President Wilson carried a bold proposal intended to ensure a lasting world peace. In his outline for world cooperation, Wilson proposed 14 points

to act as guidelines for a peace without victory, and a new world body called the League of Nations. The *Arizona* would act as honor escort for the voyage to Brest, France.

In June 1919, the *Arizona* entered the New York Naval Shipyard for maintenance and remained there until January 1920, when she departed for fleet maneuvers in the Caribbean. That summer, the *Arizona* became the flagship for Battleship Division 7, commanded by Rear Admiral Eberle, the future chief of naval operations. The *Arizona* continued operations in the Caribbean Sea throughout the winter, and during that period made her first passage through the Panama Canal. The ship returned to Norfolk from Cuba in April 1921, and was overhauled in the New York Navy Yard. That summer, the *Arizona* participated in experimental bombing exercises by seaplanes on a captured German U-boat, the first in a series of joint Army-Navy experiments conducted during June and July of 1921 to measure the effectiveness of air attacks. On July 1, 1921, the *Arizona* was honored as the flagship for three-star Vice Admiral John D. McDonald. McDonald had served as the ship's first commanding officer. With the flag came the title of flagship of the Battle Force, U.S. Atlantic Fleet. In August, the flag was transferred to the battleship *Wyoming* and the *Arizona* received a new

admiral, John S. McKean, commander of Battleship Division 7. In September of 1921, the *Arizona* was transferred to Pacific waters. At San Pedro, California, she underwent another change of command, when Rear Admiral Charles Hughes became the new commander of Battleship Division 7. For the next decade the *Arizona* served as flagship for Battleship Divisions 2, 3, and 4. A number of distinguished officers served aboard the vessel, particularly Rear Admirals William V. Pratt and Claude Block. During this period the ship sailed twice to Hawaii to participate in fleet maneuvers and practice amphibious landings of Marines. In February 1929, the *Arizona* passed through the Panama Canal for fleet maneuvers in the Caribbean. On May 1, the battleship returned to Norfolk in preparation for a modernization overhaul. On May 4, 1929, she entered the Norfolk Navy Yard for that purpose and was placed in reduced commission. During this modernization stage the *Arizona* received a massive facelift. First to go were the traditional cage masts that were replaced fore and aft by tripod types. New 5-inch antiaircraft guns replaced the outdated 3-inch mounts. New armor was added below the upper decks to guard against the fall of shot by high-angle gunfire and bombs dropped by aircraft. Extra compartments called "blisters" were added to the outer

hull to increase the ship's protection against torpedo attack. In an effort to offset the additional weight, a new power plant consisting of modern boilers and turbines was installed to allow it to maintain normal fleet speed. The engines were upgraded with new-g geared units, and the original boilers were replaced with six Bureau Express three-drum boilers. The *Arizona's* fuel capacity was increased from 2,332 to 4,630 tons of oil. On March 1, 1931,

modernization was completed, and the *Arizona* was placed in full commission once again.

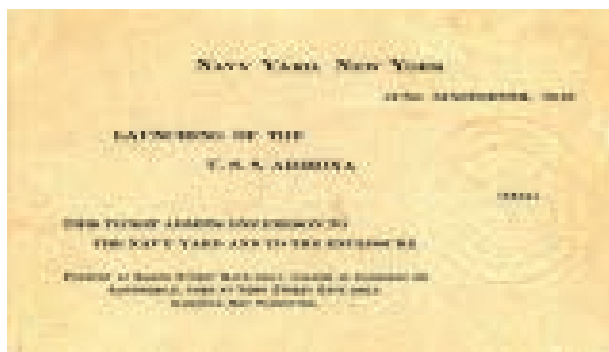
One of the more significant events in the ship's history took place on March 19, 1931, when President Herbert Hoover and his party embarked the *Arizona* for a 10-day inspection cruise to Puerto Rico and St. Thomas in the Virgin Islands; they were then transported to Hampton Roads at month's end. The *Arizona* left Nor-



The completed bow section.  
[U.S. National Archives]



The launching was a grand affair, and Esther Ross, daughter of an influential pioneer citizen in Prescott, Arizona, was selected to christen the ship.  
[USS Arizona Memorial Photo Collection]



Invitation to the *Arizona's* launching ceremony on June 19, 1915.  
[USS Arizona Memorial Photo Collection]

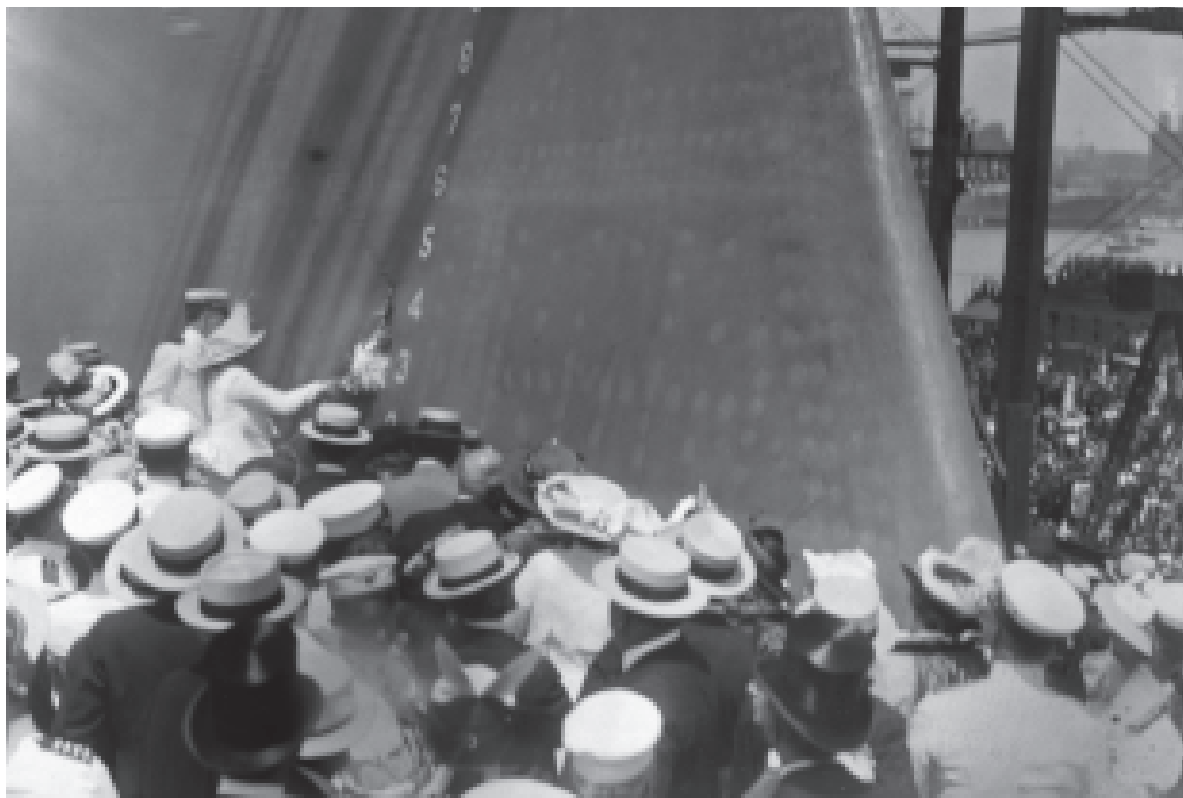


Miss Esther Ross (right) holds the christening bottles and halyard. The man behind her is Mr. George Hunt, the Governor of Arizona.  
[Courtesy of Paul Stillwell / U.S. Navy Photograph]



Arrival of the official delegation from Arizona for the launch of the new battleship.  
[U.S. National Archives]





Miss Esther Ross christens the *Arizona*.  
[U.S. National Archives]



folk for the last time on August 1, 1931, and remained in the Pacific for the rest of her operational life. Rear Admiral Chester Nimitz hoisted his flag as commander of Battleship Division 1 on September 17, 1938, with the *Arizona* serving as his flagship until May 1939. His successor, Rear Admiral Russell Willson, assumed command in San Pedro, California. As tensions grew in the Pacific, so did fleet responsibilities. On April 2, 1940, the *Arizona* moved into Hawaiian waters, but was ordered to the west coast to be overhauled at Puget Sound Naval Shipyard in Washington. The work was completed by January 23, 1941. At that time Rear Admiral Isaac C. Kidd relieved Rear Admiral Willson and took command of Battleship Division 1. The *Arizona* returned to Hawaii in February 1941, and trained in those waters for four months. The last voyage to the West Coast occurred in June, and in early July the battleship returned to Pearl Harbor. For several months prior to the outbreak of the Pacific War, the *Arizona*'s crew underwent intensive battle-readiness drills that often included mock air attacks from the carrier *Enterprise*. The battleship entered dry dock No. 1 on October 27, 1941, for minor adjustments and re-

The new battleship afloat after its launch.  
[U.S. National Archives]



A large crowd watches as the *Arizona* slides into the East River.  
[USAR-809]

pairs. Soon after, the *Arizona* rejoined the fleet. The ship's exact movements for the month before the Pearl Harbor attack are not clear, as the ship's log was lost in the sinking. She entered Pearl Harbor on December 6, 1941, and moored on

the east side of Ford Island. The repair ship *Vestal* pulled alongside to ready the vessel for repair work scheduled for the following Monday. At 10:00 a.m. that morning, Admiral Kidd came aboard the *Vestal* for a 15-minute official call.

Later, the captain of the repair ship, Cassin Young, boarded the *Arizona* to discuss the ship's pending repairs with the battleship's chief engineer. Many of the ship's crew had liberty that Saturday. Some of the married men had wives

on the island and received weekend passes. However, a majority of the men had returned to the ship by midnight. Eight hours later the *Arizona* would be lying on the bottom of Pearl Harbor with the bodies of most of those men.



Tugboats move the *Arizona* to the pier where she will be completed.  
[USAR-62]



The two after turrets with one of the cage masts in the background, October 17, 1916.  
[Courtesy of Michael W. Pocock / Library of Congress, LC-B2-4026-6]



The new battleship is moored alongside a pier in the New York Navy Yard on its commissioning day on October 17, 1916.  
[U.S. Library of Congress, LC-B2-4026-5]

Rear Admiral Nathaniel R. Usher and Captain John D. McDonald (right), *Arizona*'s first commanding officer, on board the battleship on the day of its commissioning.

[U.S. Library of Congress, LC-B2-4026-10]



The *Arizona* steams in formation with other Atlantic Fleet battleships, during gunnery practice, circa 1917. After the United States entered the war, she spent most of her time as a gunnery training ship in the Chesapeake Bay.

[Courtesy of Paul Stillwell / Naval Historical Center, NH 95244]







The *Arizona* goes up the East River to Tempkinsville, New York, following sea trials on December 24, 1916. [USAR-50]