

∴ ∴ "NAVY DAY" ISSUE ∴ ∴

U. S. S. HOUSTON

Charleston, S. C.,  
23 October, 1935.

ORDER

Knowing full well the hard, unremitting work required of the ship's company to make the Presidential Cruise a success, the Commanding Officer takes pleasure in quoting to each officer and man the following excerpt from a letter written by the President:

"Our cruise from San Diego to Charleston has been a splendid one. I have enjoyed it tremendously. I have noted with satisfaction the quiet, orderly, and efficient manner in which each member of the ship's company has performed his allotted task. I request that you express to all hands my thanks and best wishes for many more pleasant cruises."

The Commanding Officer desires that each and every member of the ship's company shall feel that his own efforts contributed toward the success of the cruise and that the praise bestowed by the President belongs to all.

G. E. BAKER  
Captain, U. S. Navy  
Commanding

Friday afternoon, at 1400, Bunnel V. L. S2c of the 2nd. was operated on for acute appendicitis, and is now resting easiiy. Good luck, Bunnel.

"NAVY DAY"

On October 27, 1775, there was introduced in the Continental Congress the first resolution to authorize American Warships. October 27th is also the birthday of one of the United States' greatest Presidents—THEODORE ROOSEVELT. This President, needing a "Big Club" and ever ready to use its' threat as a means to call the bluff of other Nations, exerted his utmost endeavors to make our Fleet into a real "First Line of Defense". His influence is felt to this day and whenever Navy men foregather, his name is mentioned as the one whose influence predominates in the building up of material and morale of our modern Navy. For these reasons, the 27th day of October has become known as "NAVY DAY". In view of

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HOUSTON VISITS PORTO BELLO

During the forenoon of 17 October the HOUSTON made a short visit to Porto Bello, R. P. In the early days before the Panama Canal was started Porto Bello was the chief sea port of Panama. This spot abounds in history and romance. It was originally established and heavily fortified by the Spanish during the latter part of the sixteenth century.

The remains of Fort San Fernando on the north can still be seen in a fair state of preservation. Lead bullets can, to this day, be dug out of dungeon walls of this Fort. There is another fort to the westward of the village

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PRESIDENT VISITS SAN BLAS INDIANS

Late Thursday afternoon, 17 Oct. 1935, the HOUSTON dropped her anchor in San Blas Bay. Immediately the boats were in the water, the President and small party made an excursion trip to the near by island Indian villages. Two of the nearer islands were circled by the boats but the short tropical dusk made a landing unfeasable. However, the islands and their inhabitants appeared so picturesque that it was decided to make a more thoro visit the next day for the purpose of becoming better acquainted with the indians and obtaining souvenirs.

The next day about ten, three boats bearing the President, his party, and a group of ship's officers and men left the ship on a most interesting excursion of the villages. The first island visited was about five miles from the ship. After a brief visit to this Island during which time everyone browsed about to see how the people lived and bought or traded for souvenirs and various trinkets, some six or seven other villages were visited. At each island the indians came down to the boats to barter and sell their wares.

More information on this subject will be featured next week.

HOUSTON TO VISIT NEW YORK

After leaving Hampton Roads the HOUSTON has been ordered to proceed to Navy Yard, New York for upkeep leave and liberty.

## —: THE BLUE BONNET —:

A weekly publication, published by the ship's company of the U. S. S. HOUSTON, Captain G. E. Baker, U. S. N., Commanding and Commander P. K. Rebotom, U. S. N. Executive Officer.

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OCTOBER 26, 1935

★ ★ ★  
CHURCH CALL

## NINETEENTH SUNDAY AFTER TRINITY

How do you measure the Second Presidential Cruise? Was it a success or was it a failure from your point of view? Men are always measuring. Go back in history or literature as far as you wish and you will find evidence of measurements. Every age, every civilization has its system for measuring things.

In our own day and age there are standards of weights and measurements for land, liquids, solids, and moneys.

In a higher realm we can measure a man's worth. At Church tomorrow morning the subject of the Chaplain's Sermon will be:

## GOD'S MEASUREMENTS

Divine Service will be held at 1000. Church will be rigged on the Well Deck. In case of inclement weather, it will be held in number one mess compartment.

Bandmaster Booe will conduct the music. Take time out for Church on Sunday Morning.

## JUNIOR MARINE OFFICER REPORTS ABOARD FOR DUTY

Wednesday 23 October 1935 Second Lieut. B. G. Cain, U.S.M.C., reported aboard ship for duty as Junior Marine Officer. Since receiving his commission in June, Mr. Cain has been attending the Marine Basic School in Philadelphia.

The first United States Government Post Office was opened in New York City on 28 November, 1783.

## QUARTERLY MARKS FOR PETTY OFFICERS

Past Naval experience has proven that in many cases petty officers turn in performances below the standard demanded by the officers when, as a matter of fact, the alleged shortcomings of the Petty officers are largely due to the fact that they do not possess a clear and adequate idea of exactly what is expected of them. The following form has been prepared to provide a definite criterion in assigning quarterly marks and to give the petty officers, themselves, more definite knowledge of what qualities they are expected to display.

## OUTLINE FOR ARRIVING AT QUARTERLY MARKS FOR PETTY OFFICERS.

## I

## Proficiency in Rating

## A. Duties of His Rate

1. What does he know about his special job? (20%)

## B. Performance of Duty as Petty Officer (Military Duties)

1. Health (Does he keep himself physically fit? (10%)

2. Assistance to: (Captain, Executive Officer) in maintaining good order and discipline. (30%)

3. Character. (40%)

(a) Integrity (Is he truthful?)

(b) Loyalty (Is he loyal to ship, the Navy and his superiors?)

(c) Responsibility (Can he be depended upon at all times?)

(d) Resourcefulness (Does he possess initiative to do a job without directions?)

(e) Industry

(f) Cooperation with (Subordinates, Coordinates, Superiors)

## II

## Ability as Leader of Men

A. Example (Navy Regs. Art. 1275 (2) ) (50%)

1. To what degree does he set an example in:

(a) Subordination

(b) Courage

(c) Zeal

(d) Sobriety

(e) Attention to duty (Are his requests for special leave and liberty excessive?)

## B. Administrative Ability (50%)

1. How successful is he in directing others?

2. How successful in interpreting plans and policies to subordinates?

3. How successful in imbuing subordinates with his ideals and aims?

4. How successful in developing subordinates?

## III

## Mechanical Ability

## A. Ability to learn. (50%)

1. Is he successful in learning new methods and grasping new ideas?

## B. Quantity of Work. (25%)

1. Is he successful in turning out work within reasonable limits?

## C. Quality of Work. (25%)

1. Does he turn out mechanical work that possesses a high degree of neatness and accuracy?

## WHO REMEMBERS?

## FOUR YEARS AGO THIS MONTH

During the early part of this month the Houston was anchored in the Yangtze Kiang, off Nanking, the Capitol of China.

This stop, our last, was the return trip down the Yangtze, the ship having spent a few weeks on the river, standing by for rescue work, during the peak of the flood.

During our visit to Nanking, the C in C, U.S. Asiatic Fleet, Adm. M. M. Taylor paid a call on the President of China.

On Oct. 5, the Houston sailed for Shanghai remaining in that port during the rest of the month.

Tues. Oct. 27, we celebrated our first Navy Day in China.

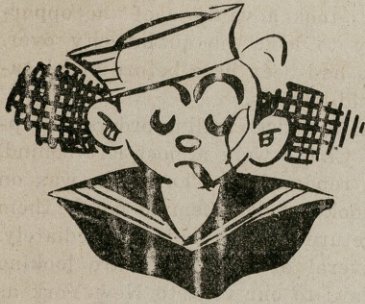
The ship was fully rigged for this occasion for the Flagship was held in high esteem and the entire American population of the city evidenced a keen interest, as the crowds proved.

Many Foreign Men-of-War were in port, therefore the official calls and visits were many.

It was during this stay in Shanghai that the famous tug boat, "Mow Hsin" became a popular HOUSTON liberty boat.

The southernmost point in the U. S. A. is Cape Sable, Fla., while the northernmost is in Minnesota.

## NOSEY NEWS

by  
EV' BODY

No better proof of the truth in the old saying, "A habit grows on you", could be had in that big liberty party which eased over last Wed. night--- Yes—the greater number of them were staunch members of the Golden Grain Club.

In the first mail in Charleston, one of our upstanding Gunner's Mates received a letter informing him that ten dollars was all the gal friend needed to release her from the local bastille in that that far-off city, Long Beach. ? ? ? ?

The Damon and Pythias of the fouled anchor fraternity, Newhall and Faella, insist there was some mistake about the frosted root beer, for they are known to never touch beer in any form than the straight stuff with a little foam on the top. ? ? ?

It just seems the gunners can't keep out of the spotlight, for "Gun Greaser" Jenkins made an error when he thought the undercover man was not on deck when he slipped over ? ? ?

Zietfuss is sure he could find a sponsor if he could only have a chance to demonstrate his golden voice but we are of the opinion he had better stick to his brass horn for then he is sure of his bed and board for a time.

Scariano has recently returned from a long leave, smiling the every night smile of a full fledged golden grainer but as yet the stogies have not been distributed—how about it Scarie ? ?

One evening while in the neighborhood of Puyabas Is., we heard quite a commotion in the vicinity of the ice machines and upon investigation it was discovered that our newest Izzak Walton, "Tiny" Rimmer, had hooked what had all the earmarks of being the record catch of the cruise and he

was ably coached by several more of our experts while a cheering throng of well wishers looked on displaying more interest than a GG man on prospective movements reports.

After a titanic struggle which lasted all the way from watertight doors till messgear "Tiny" valiantly waged a winning battle, using every ounce of his herculean strength, finally bringing to the port hole (a gaff was not needed) a gigantic denizen of the deep measuring four—(inches) weight all of six ounces. Tiny was thinking of shipping the prize to the Smithsonian Institute for display but up to press time a box large enough has not been found.

Garbs, of the Recreation Compt' says he was really impressed with the modern photographing apparatus displayed at the fair in San Diego, to such an extent that he had himself photographed. Now he is just simply amazed over the results of the pictures he had taken. He will let you see the pictures anytime—after dark. ? ?

"Max" Mains, better known as the "Connoisseur 'd Cafe" of the Radio gang admits that the impressive title does not help a big head in the least.

Hadlock & Shaw, Punt Builders Inc. are pleased to announce the launching ceremonies of their latest creation will be held on the mid-watch Sunday nite.

## PRESIDENT'S "FISHING BOAT"

No doubt all hands have enviously observed the Fishing Boat being brought alongside, manned by her hard working crew.

These men, taking pride in their special duty, have been seen diligently grooming the boat, for the next fishing trip, at every opportunity. "Ken" Newberry and "Bud" Olsen, both of the third division, the deck hands, also gave assistance in drying lines and repairing reels and rods, working late into the night in the Flag office.

Caspar, CBM. Cox, and Abbott, MM 1c. have made good use of the opportunity afforded in learning a great deal about game fishing. All members of the crew are old hands in power boat duty, although this special duty is new to them, but if the excellent catches made from this boat are considered it is safe to surmise that the Fishing Boat crew are adept in handling their craft.

## EXHAUST-PIPE



No flight activities during the week to speak of. It seems strange that the first liberty party to leave the ship in Charleston was composed mostly of "Golden Grainers"! The Aviation Unit was well represented.

Rosie would like to know what Horace was doing for an hour and a half. Wottaman! ? ? ? It looks as tho "Charlie" Noble has taken up baseball by Western Union.

Andy Mellon seems to have a liking for the C. C. C.! Wonder if Adkinson was envious of Dodson's purple orb? We all hope Rosie is satisfied now that we Yankees will become acquainted with his beloved Norfolk.

Kelly seemed to improve his mess table form while on leave in Philadelphia. Our much missed AMM1c, Kerr, has been up and around the past few days. Welcome Kerr! Rumor has it that Charlie Noble has been quoting the price of cigars. We heard that Pat requested shore Patrol Wednesday night! It looks like Ski will be forced to hitch-hike to Worcester.

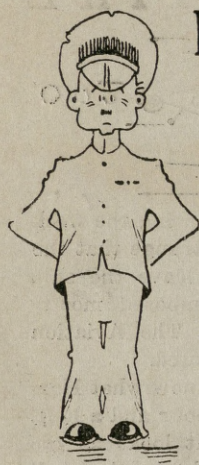
What was Hollingsworth celebrating in Charleston?

CAPTAIN CURRY RELIEVES  
LT. BENSON

Wednesday 23 October at Charleston, S. C., Captain John E. Curry USMC reported aboard to relieve Lt. Benson as Commanding Officer of the HOUSTON Marine detachment. After being relieved Lt. Benson immediately caught a train for Philadelphia where he will attend the Marine School.

Since graduating from the Naval Academy in 1923 Captain Curry has had a variety of duty at different stations. Recently he completed a three year course at George Washington University and was admitted to the bar in the District of Columbia Court of Appeals, this is the highest civil court in the District.

The Blue Bonnet in behalf of the officers and men welcome Captain Curry aboard.



## Battallion Of Death BLASTS

The detachment welcomes two new Marine Officers; Capt. Curry and 2nd Lt. Cain. We sincerely hope they will enjoy their tour of duty with us.

We are about to lose one of our most prominent members, Cpl. Henry Meyers to M. B. Boston N. Yd. "Prominent", is a well chosen word in this case as he is very much so, in size, volume of vocal efforts, and we must admit in his performance of duty and his cooperation with his fellow Marines.

Good luck! Kraut Stomper!

### "HOUSTON", BY A GOLDEN GRAINER

The HOUSTON is a good ship  
She travels near and far  
But there is one thing they never know  
Just what her movements are.

She just steams along  
We never seem to know  
Just where we are headed for  
Or where we're apt to go.

Her future is indefinite  
It really seems a crime  
For her to be away from home  
For such a long, long time.

It was in the year of 1934  
Our troubles first began  
The whole fleet loafed in Eastern ports  
While from coast to coast, we ran.

Then the following year  
To Alaska we did go  
From there on around East  
While we wonder why 'tis so.

We don't mind the traveling  
In fact, that suits us right,  
If we could know ahead of time  
To train up for the fight.

She's a good ship for single men  
Of that we have no doubt  
But married men had best keep off  
I'm sure we've found that out.

Boost HOUSTON Athletics!

### "NAVY DAY"

Continued from page one.

the fact that October 27th falls on Sunday this year, Monday, October 28th will be proclaimed "NAVY DAY" by proclamation of the President of the United States, the Governors of States, and Mayors of Cities.

"NAVY DAY" is the Navy's day "at home", on board ship, at Navy Yards and Navy Shore Establishments, where the Public is invited and welcomed to see their Navy at work. Through the interest given it by the Navy League and the aid given the Navy League by patriotic, veteran and civic bodies, "NAVY DAY" brings to the American people a better understanding of the purposes, services and needs of the Navy. Today's Navy cherishes the traditions of 1776, 1812, 1861, 1898 and 1917, upon which it is builded.

### HOUSTON VISITS PORTO BELLO

that is completely covered over with tropical undergrowth.

In 1668 Sir Henry John Morgan, famous English buccaneer and soldier, landed. After a sharp siege, during which the buccaneers planted scaling ladders under cover of priests and nuns, sacked the city and maltreated its inhabitants. For years afterwards Morgan used this as a base of operations for ravaging the West Indian ports. Now the port owes its existence to its trade in bananas and fish.

### THE PRESIDENTIAL BAND AND ORCHESTRA

Although the Presidential party has disembarked and the good ship HOUSTON is settling down to normal routine once more, we feel we are indeed fortunate to still have with us "Bandy" Booe and his snappy Melody Dispensers. It is expected that they will remain with us until our return to the West Coast which is welcome news to one and all members of the crew for there is nothing which is more fully appreciated by the crew, than some good music and lots of it. Being selected for the Presidential cruise in itself speaks well for the band and their reputation, and, though they must soon leave us, we shall always remember each and everyone of them as being the means of contributing some happy hours on the recently completed cruise.

## C. P. O. CHATTER

Charleston, S.C. being our first port of call on the East Coast many of the Chiefs took advantage of the opportunity to look the quaint city over. Many had been here before and located old friends.

Due to sudden sailing orders a couple of Chiefs were almost left behind. It is reported all Charleston was on the look out for them to notify them to return to the ship immediately.

Several of the Chiefs are looking forward to our visit to New York as it will afford them the opportunity of visiting relatives.

Two of our popular Chiefs have submitted requests to the Bureau of Navigation for transfer to the Fleet Naval Reserve after twenty years active service. These two Chiefs are: Joseph Phalon CGM and Paul Peter Gallant CMM. These men have twenty years of credited service to look back on when they depart from active service, which is something to be proud of. Each has had colorful careers and now are deserving of all the ease and contentment, which is usually the lot of the retired Navy Man.

### PERSONNEL

#### REENLISTED ON BOARD

Delia, J. M. PHM2c.

#### TWO YEAR EXTENSION

Reynosa, R. Matt3c.

AS. to S2c.

Davies, J. M., Harrell, A. C., Meyers, R. L.

#### TRANSFERS

##### TO U.S.S.SEQUOIA

Kajada, P. OS1c., Esperancilla, I. OS3c., Estrada, P. Os3c., Medina, E. OC1c., Malaza, J. OC3c., Abiba, S. Matt1c. Floresca, M. Matt2c.

### DID YOU KNOW?

That: One of the few U.S. Men of War to have gangways facing forward, is the U. S. S. Augusta.

That: Although, on several occasions the President of the United States' personal flag and that of a Foreign nation have flown from the fore and main of a U.S. Man of War, at one and the same time. It is believed that the only time this has occurred, with the ship underway, was on 16 October 1935. President, R. P. at main and President U.S.A. at the fore.