

**HOUSTON SAIL BOAT CREWS WIN**

The past two sailing races the HOUSTON has taken first place despite the fact that there has been little practice on the part of the crew. They have formed the best habit that of winning every race.

The first race was the closer of the two. The HOUSTON crossed the starting line with the gun but due to light airs and improper trim of sails dropped to eighth place. A new and better trim of sail was tried and by that time the Long Beach breakwater was reached, had closed to fourth place with only the Portland, Vincennes, and Minneapolis ahead of her. After rounding the breakwater the HOUSTON and Portland followed similar tactics trying for the windward position, the HOUSTON won and rounded the other end of the breakwater in the lead for the home stretch. This lead was maintained with considerable difficulty but at the finish line three boats finished within thirty seconds of each other: HOUSTON, Minneapolis and Portland.

The second race the HOUSTON crossed the starting line again with the gun making good headway and immediately took the lead. The HOUSTON drew steadily ahead approaching the breakwater and rounded it well in the lead. Again the Portland was the contender not losing any distance and trying the same tactics as before for the windward position and to shorten the original lead, which she failed to do.

On the home stretch the Portland was gaining and tried a trick of pass-

(Continued on page 4)

**EXTRA! EXTRA!**

**Perfect Score In Hits For Turret III and Guns 2 and 3**

Turret III fired short range practice Friday and made a perfect score in hits. A hard working turret's crew, excellent pointers and trainers and Sawatski's rabbit's foot are the contributory factors.

The five inch battery, Guns 2 and 3, Marine guns hit the target every salvo. It seems the marines must have heard of No. 3 gun when the HOUSTON was in the Asiatics, that Marine manned gun, that broke the world's record for firing that type of battery.

"E's" are expected for all three as the times were satisfactory.

**YOUR BOXING SQUAD**

Realizing that a Ship's Company of over seven hundred men has such a small percentage of persons who actually realize what the team has been doing, we will try our best to set forth a summary of recent events.

Sure, you and I see them every day as they shadow box, work the bags, box with one another; but what are they doing away from home?

Who knows Major Hodge has beaten the best amateur welterweights in the district? Jimmy Alden, Nick Miscella, "Non-pareil" Johnny Frietas, rage of Southern California, and

(Continued on page 4)

**O'BRIEN'S LETTER TELLS HOUSTONS EARLY HISTORY**

We take great pleasure in placing the below letter in the Blue Bonnet. Everyone who has been on the HOUSTON for two or more years remembers O'Brien. He was a character irrevocably linked with the ship's activities, particularly the BLUE BONNET.

The knot and rigging boards on display about the ship were constructed by O'Brien for the Texas Centennial. They formed the main part of the Naval exhibit there, and at the Centennial's close were returned to our ship.

All hands congratulate him on making Chief.

U. S. S. Penguin  
Apra Harbor, Guam, M.I.,  
11 July, 1938.

Editor, "THE BLUE BONNET".

Dear Sir:

It was with great pleasure that I received a large number of copies of the "BLUE BONNET" in the mail, just recently arrived on the U.S.A.T. U. S. GRANT.

In reading each copy from stem to stern, as is my usual custom, I noted there were a few queries printed concerning data on the early days of the "BLUE BONNET". In addition there were a few discrepancies in the published data concerning my favorite ship's paper.

Even though my files and data concerning the HOUSTON and the "BLUE BONNET" are still in the

(Continued on Page 2)

## —: THE BLUE BONNET :—

A weekly publication of the ship's company of the U.S.S. Houston, Captain G. N. Barker, U.S.N., Commanding and Commander C. A. Bailey, U.S.N., Executive Officer.

Editor: Lieut. (jg) E. A. McDonald.  
 Assistant Editor: Ensign J.P.M. Johnston  
 Associate Editor: Stefan Sivak, Jr., SK1c  
 Associate Editor: W. J. Bannen, Bkr 3c  
 Cartoonist: W. C. Ridge  
 Circulation: John Boris, Y3c  
 Printers: H. E. Dillahunt, CPrtr., S. J. Swiderski, Prtr1c., C. H. Schick, Prtr1c., D. W. Owen, Prtr2c., J. T. Rakowski, Prtr3c., E. L. Foltz, Prtr3c., R. L. Beckwith, Sealc., R. W. Surratt, Sealc., E. Thomas, Sealc., J. E. Elliott, Jr., Sea2c.

## A CODE OF CONDUCT

These rules are extracted from a code framed by John D. Rockefeller, Sr., who when he passed away at the age of 97 years had given over \$530,000,000.00 to religious, medical and educational enterprises. His career began as an office boy at \$4.50 per week.

"Do all the good you can."

"Do not grow old before your time. Maintain an interest in life and all living things."

"A little rest now and then helps a man to accomplish more."

"Be earnest."

"Do not be afraid to work."

"Persevere, if you make a mistake, remember that it is human to err. Try again and try harder."

"Live within your means. One of the swiftest toboggans I know of is for a young man just starting in life to get into debt."

"There is no feeling in this world to be compared with self-reliance—do not sacrifice that to anything else."

"A clear conscience is worth more and is greater comfort than is a great fortune gathered by dishonorable methods."

"The religion of man is his most important possession. There is nothing in the world that can compare with Christian fellowship; nothing that can satisfy but Christ."

"Sons of wealthy parents have not the ghost of a chance compared with boys who come from the country with the determination to do something in this world."

—Great Lakes Bulletin.

## O'BRIEN'S LETTER

(Continued from page 1)

states I wish to make an attempt to answer the queries and offer a few corrections. My corrections are from memory only, though I am sure they may be verified through the offices of the Cruiser Houston Committee, Houston, Texas.

The first issue of the "BLUE BONNET" was published enroute Panama to Honolulu on or about 3 February, 1931. The issue was mimeographed since the print shop was not completely equipped until certain pieces of equipment from the PITTSBURGH were installed on board in Manila, P.I. Incidentally, the present print shop compartment, was, at that time, the forward messhall. The present No. 1 messhall being the actual recreation room, complete with library, writing desks, reading tables and transoms. There were none of the present activities located there as now, such as the Armory, Post Office, Nav. Storeroom, Log Room, Exec's Office, Ship Service Store, Soda Fountain and Damage Control Locker.

The name "BLUE BONNET" was selected after a poll had been taken among the crew during December, 1930. I believe Lt. (jg) Perry is credited with suggesting the selected name.

The first print shop edition was distributed during June, 1931 and continued to flourish till late in 1933.

Due to the tremendous turnover in personnel incident to the HOUSTON's return to the States, practically the entire "BLUE BONNET" staff was transferred. Therein lies the reason for the discontinuation of publication.

In the Anniversary Issue under the heading "High Spots" is stated that the first meal was breakfast of ham and eggs. Actually the first meal for the entire crew was the evening meal and the main course was good fried pork chops. The ship did not go in commission till about 1500. In the same issue under the heading "Who Remembers" is mentioned the HOUSTON's record breaking run from Manila to Shanghai.

The HOUSTON still holds the record from Manila to Shanghai alright, but the HOUSTON's sister ship, the AUGUSTA now holds the record over that course, having annexed the blue ribbon during January, 1938. During those hectic days around Shanghai the flagship of the Asiatic Fleet entered Dewey Dry Dock, had her bottom cleaned and painted and made a hurried trip from Manila to Shanghai. Upon arrival there she picked up Hugh McNutt, High Commissioner of the Philippines. In returning him to Manila in 39 hours the AUGUSTA thereby established a new record though it was on the run from Shanghai to Manila.

In the June 11 issue, page four is stated there were only two issues published in China. It would be more fitting to say there were only two issues missed. The only issue I remember of being missed was the SRBP issue in Tsingtao which was recalled because of publication of the actual time in the world record breaking performance of the Marine manned No. 3 AA gun. As to the whereabouts of those China side issues, I am sure the Cruiser Houston Committee has each and every one of them.

If the "BLUE BONNET" files are still complete since September, 1934, therein may be found much of the necessary data, especially concerning the early history of the "BLUE BONNET" and some of the more interesting highlights of the HOUSTON's early history.

It is my earnest hope that these few corrections and helpful criticisms will be of some use to the Editorial Staff in future editions of the "BLUE BONNET".

Even more than 18 months have elapsed since my transfer from the HOUSTON I am still deeply interested in all activities, especially gunnery, athletics and my favorite ship's paper, the "BLUE BONNET".

Respectfully yours,

R. W. O'Brien, CBM, USN.  
 U. S. S. Penguin, Guam.



The first division is slowly reverting to the stage it once held of being altogether free of Golden Grainers. At present the only two left that come under the name of coat and vest men are Buddy Adams and M. F. Martin. Recently married, the lads are doing a lot of the things that are expected of that style of man-o-wars-men.

\* \* \* \*

Just discovered that the Supply Office Romeo, Holmquist, was to meet the lady of his heart in Long Beach on our return from the East. Made a speed run to that city from Vallejo, discovered the lady was waiting for him in the Navy Yard City and had returned to Portland—!! Now Archie makes speed runs in and around Long Beach regularly—we wonder why?

\* \* \* \*

Baker, 1pc EM, is answering to the name of "Western Union" lately, have heard that if I were to ask the SS Crego the reason would be forthcoming. I wonder about that too. "Ocko" says, Baker ought to be more choosy.

\* \* \* \*

And then we met Sivak, that Tarzan-shaped specimen of the Pay Office, who had just returned from two weeks leave and recreation, looking like people do when they're under the spell of Dan Cupid! After all this time, and its got Stevie!

\* \* \* \*

What is our friend Roger Stoner gonna tell the gal friend when she arrives here to see him? He says he got that cauliflower ear falling down a hatch but it looks like tooth marks to me. How's to tell us the real story Roger? I promise we won't use it—that is unless its good enough.

\* \* \* \*

What was the reason that a certain messcook, using the hair-oil of

the scullery maid, has not returned for any more? Could it have had anything to do with the odor of the stuff or did it burn Perry? That's one time the Tennessee Cowboy was really stopped—didn't have a word to say.

\* \* \* \*

Found on a top bunk in the CPO Quarters:

"Citation (We don't get it): It appears that in the wee hours of the morning, in heavy fog, the same being the cause for poor visibility, you, Terry, Chief Yeoman, U.S.N., did descend from the top bunk of the first tier to starboard of the midships bunkroom hatch; landing on deck without benefit of parachute or life-ring, and did, at great risk of life and limb, by the force of your landing, almost dislodge the starboard after screw from its shaft. You are hereby commended on escaping with your life after spending one night ashore with the Beast of the Hack Drivers, Dutton, CBM."

By order of the Hackies Committee of Investigation,

/s/Proimos, CBM, Special Investigator.

\* \* \* \*

That's all for this time fellers, be sure and drop a few of the short-comings of the lads in the Blue Bonnet Box in the forward messing compartment. I'll be seeing you,

◆◆◆◆◆  
**KNOCKING**

Never speak of anyone not present  
With anything but a good word  
For the absent are like the dead:  
They cannot defend themselves!

◆◆◆◆◆  
**300 Books on the  
3rd Presidential Cruise**

74 Pages, with  
51 Photographs, and  
16 Cartoons, all for

I Half a Dollar - \$.50

On sale NOW at the  
**SHIP'S SERVICE STORE**

**WINDS THAT I HAVE KNOWN**

By Rear Admiral A. W. Johnson, USN

The following are winds with special characteristics which are encountered in different parts of the world. Most of them are familiar to Mariners.

Their names and definitions are given below.

**Monsoon**

Encountered in the Indian Ocean. Blowing periodically from the SW April to October, and from the NE, October to April.

**Simoon**

A strong, hot, dry, distinctive wind common to the Sahara and Arabian deserts, carrying great clouds of dust across the Mediterranean to Southern Europe.

**Solano**

Hot, oppressive wind in Mediterranean and off East Coast of Spain.

**Samiel**

Destructive wind in Turkey.

**Sirocco**

Oppressive, warm, dry, dust laden SE wind, from Libian desert, blowing chiefly over Italy, Sicily and Malta; similar, though less violent than Simoon.

**Mistral**

The northerly wind of the South of France.

**Levanter**

A strong Easterly wind on North African Coast.

**Euroclydon**

Tempestuous wind in the Mediterranean, which changes direction counter-clockwise.

**Harmattan**

Hot wind blowing into the Atlantic from interior of Africa.

**Santa Anna**

Strong warm, dust-laden wind, blowing off-shore from the deserts on the California Coast.

**Tehuantepecer**

Intense northerly winds encountered in Gulf of Tehuantepec.

**Chubasco**

Violent westerly winds of Lower California.

**Pampero**

Strong westerly or south-westerly wind, that sweeps over the Pampas or vast plains of the Argentine.

(Continued on page 4)

**YOUR BOXING SQUAD**

(Continued from page 1)

is rated as the "man to beat" in Sco For welterweight division. Leather-neck middleweight Harris, who has fought and won from George Stone, Gunner Kilrane, and others of the same class; men averaging fifty to one hundred amateur bouts behind them. Losing three of twenty-two fights, namely to "Cotton" Adams, "Rip" Slade, and Lou Gomez, all of which refused him a return match before applying for professional licenses.

Holton, who knocked out George Blake's boy, Hafferty in twenty seconds; George Blake, that great coach who made La Barbara and Jimmy McClaren; who doesn't handle anything but good prospects.

Buddy Adams, M. F. Martin, Lewdanski, Christiansen, Carter and Colbert, all chasing amateur clubs for work. Carter winning the popularity prize in his first match, last 30 September, at Wilmington Bowl, Adams, at Olympic stadium, won a spectacular bout on 26 September; Martin won a tough go the same evening, finishing on heart alone, just returned from his honeymoon. Now the latter meets Morrisen, who lost all-Navy to Grimes last year, on Friday 14 October at Wilmington Bowl.

In building a squad on shipboard it is not a cut and dried game as in a club gymnasium. It means swapping watches, early release from duties in the afternoon, extra work thrown on shipmates. All this is realized by every man in the squad, yes, and appreciated too!

It is understood that not by men and men alone is a squad built up, but by the full hearted cooperation of everyone on board. For that and many other things the team is grateful.

Here we give you a list of those men who work for the team, the ones on whose heads we are laying our money to bring the bacon Home to the HOUSTON!

Name	Weight
Lewdanski .....	190
Bishop .....	175
Allred .....	170
Adams .....	168
Harris .....	163

Hartley .....	153
Blessing .....	150
Hodges .....	147
Martin .....	135
Christiansen .....	135
Gugeletti .....	133
Penney .....	130
Holton .....	128
Carter .....	118
Colbert .....	118

Each week will be printed the bouts of our boys on the beach, keep up with us, we're goin' places—

Thanks Everybody!

**WINDS**

(Continued from page 3)

**Papagayo**

Strong northerly wind in Gulf of Papagayo on West Coast of Costa Rico.

**Kona**

Strong southerly wind that blows in Hawaiian Islands.

**Willy-Waw**

Whirlwind squall of great violence and short durations, blowing from the mountains in Straits of Magellan and in Alaskan waters.

**North East Trade**

Steady NE wind blowing throughout the year between 7° and 20° South Latitude.

**Hauling Wind**

Wind whose direction changes anti-clockwise as SE to E.

**Veering Wind**

Wind whose direction changes clockwise as from E to SE.

**Cyclone**

Violent rotary storm usually of vast extent with wind rotating about a calm slow-moving center of low pressure in Arabian Sea, Bay of Bengal and Indian water, called cyclone instead of hurricane.

**Hurricane**

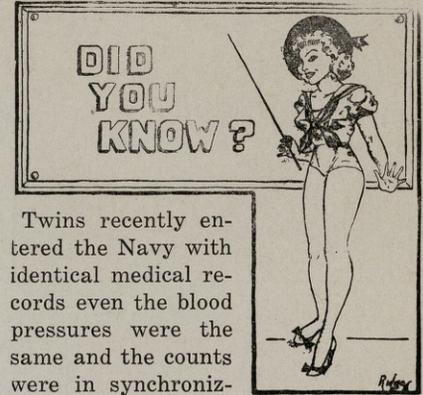
Tropical cyclone of extreme fury; called hurricane in West Indian waters and in South Pacific.

**Typhoon**

Cyclone in China Sea and Japan and the Philippines. Bagnia is the term locally applied to typhoons in the Philippines.

**Tornado**

Violent whirling, slowly progressive tempest, sudden and localized.



Twins recently entered the Navy with identical medical records even the blood pressures were the same and the counts were in synchronization.

\*\*\*\*\*

The largest submarine in the world is the French Surcof having two 8 inch guns, 14 torpedo tubes, and a small seaplane. It is 393 feet long.

\*\*\*\*\*

In the battle of Jutland the British battle cruisers INDEFATIGABLE and the QUEEN MARY were sunk with 2,277 men 28 minutes after the firing was started.

\*\*\*\*\*

Japanese battleships and aircraft are named after Japanese provinces and mountains; their cruisers are named after winds, trees, flowers and fruits.

\*\*\*\*\*

In the old days of hard drinking at sea, the expression "Dead Marine" was generally accepted as synonymous with an empty bottle. The story is told that William IV, when Duke of Clarence and Lord High Admiral, at an official dinner said, pointing at some empty bottles, "Take away those marines." A dignified and elderly Major of the Marines present rose from the table and said: "May I respectfully ask why your Royal Highness applies the name of the corps to an empty bottle?" The Duke with that tact and characteristic grace that was his, retorted promptly, "I call them marines because they are good fellows who have done their duty and are ready to do it again."

**SAIL BOAT RACE**

(Continued from page 1)

ing ahead of the Salt Lake City while the HOUSTON continued the straight course to the finish line. The Portland lost so much by this maneuver that she lost position as competitor. The HOUSTON finished well in the lead of all boats just for emphasis.