

**NEW RATINGS**

New ratings season is close at hand. Those of you who have completed the courses for your next rate brush up on the courses, and if your course is not completed and entered in the records tend to it immediately. See your division officers about your qualifications.

List of new ratings is expected from the Bureau of Navigation within the week. The present policy is to fill all Chief ratings vacant before 1 April, with the result that there will be many vacancies in first class ratings. The allowances will be more liberal in these two classes than they have been for a long while. With examination marks carrying greater weight than before a good examination mark will put you a long way towards putting a rating badge on that sleeve.

A recent change in qualifications now makes it imperative that men pass through the rate of seaman first before becoming eligible for petty officer rating. This shows the importance of knowledge of A to N subjects. In the past many men have failed in this part of their examinations. So long as you remain in the Navy you must be a seaman above all else. Don't neglect that A to N course if you really want the rating.

If you haven't a rating course that will help you qualify, procure one immediately from the Navigator's office. If your particular course is not on board it will be obtained to help you.

Good luck, bone up on these subjects, and next week we hope to be able to tell you what vacancies are open for this quarter.

**NAVY FOOTBALL SCHEDULE  
1935**

The following is the Naval Academy football schedule for the 1935 football season:

- 28 Sept., W&M at Annapolis
- 5 Oct., Mercer at Annapolis.
- 12 Oct., Virginia at Annapolis.
- 19 Oct., Yale at New Haven.
- 26 Oct., Notre Dame Not decided.
- 2 Nov., Princeton at Princeton.
- 9 Nov., Penn at Philadelphia.
- 16 Nov., Columbia at Annapolis.
- 30 Nov., ARMY at Philadelphia.

\* \* \*

**ALL NAVY BOXING SHOW**

A final summary of the Boxing Show at San Francisco shows a total profit of \$4059.90 of which half was retained by the 12th Naval District and half turned over to the Fleet which has been turned over to the Navy Relief Society in Washington.

From all sides the Commander-in-Chief has heard nothing but praise for the manner in which the show was handled, and the excellence of the bouts. Thanks to the cooperation of the contestants and personnel of the fleet the show was a success.

Incidentally, the HOUSTON was the only ship in the Fleet which sold all tickets sent to it for sale. Good work for the HOUSTON boys in contributing towards a worthy cause.

\* \* \*

**1100 SAILORS HURT BY AUTOS  
LAST YEAR**

Vehicle accidents numbering 1100 disclosed in the annual report of Rear Admiral P. S. Rossiter, surgeon general, to have accounted for the biggest accident toll to navy personnel during the year of 1933.

**S. R. B. P.**

Our youngsters are now initiated to smoke and fire. We have no E's to show for it but our performance is not one to be ashamed of. With the new crews now past the initial experience of gunfire we can take stock of the future.

Personnel failures were small, except of course we did not get any E's. Turret one suffered a minor material failure which if it had not happened would save the 1st division a lot of heartaches. Turret two suffered a personnel casualty and was forced to requisition war color to obliterate one well known hash mark. Turret three also requisitioned war color due to hard luck on the second set.

A.A. guns put on a snappy performance but due to the large percentage of new men were unable to put on E's. Time was too slow, but the boys are not discouraged. Just watch their step in the future practices.

With our first firing behind us, we face the gunnery year with confidence. There is Long Range after we return from San Francisco. Then come Night Battle, division practices, etc. A start such as we have made is not to discourage us. It is not always the E ships that make good scores at the other practices. That same coolness, and assurance we showed in preparing for this practice will show us at the top of the heap when the books are closed. Stay with them fellows.

It's no time to swap horses when you are crossing the stream.

—Lincoln.

—: THE BLUE BONNET :—

A weekly publication published by the ship's company of the U. S. S. HOUSTON, Captain W. B. Woodson, U.S.N., Commanding and Commander F. D. Manock, U.S.N., Executive Officer.

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12 January, 1935

★ ★ ★  
**PEP TALK**

A. O. L.

\* \* \*

There seems to be a tendency among some of the younger men of the Navy to treat the offense of A.O.L. lightly. They return to the ship several hours late, with chests stuck out; are made prisoners at large, and dash off to boast to the men of their division what "Bad Men" they are. They are "Tough Hombres." They have been involved in some bold, bad escapade, which was just too good to leave, now they are stamped as "Old Time Sailor Men," prisoners awaiting court-martial, and everything. They are sump'n—so they think for a little while.

Their tendency to treat the offense of A.O.L. lightly is not, however, shared in any way by the authorities on board ship. Let us view the picture from the other side.

A likable young chap with a clear record is brought to mast. Offense: A.O.L. The wind is considerably taken out of his sails when he is awarded a deck or summary court-martial, depending on the length of time he has been absent. Immediate results: Loss of pay, offense on record, no chance of advancement in rating for at least six months.

If he does not "get the news" as a result of this first experience, but commits the same offense again, the result is more severe punishment, and possibly a "Bad Conduct Discharge."

The third time, a man becomes classed as an habitual offender—a B.C.D. follows almost as a certainty; and for what? Just a few extra

SPLIT ESSES

After an extended vacation over the holidays, that was thoroughly enjoyed, your correspondent is back in the news, with a belated but sincere wish for a pleasant and prosperous New Year for all, from both himself and the members of the HOUSTON Aviation Unit.

Dive bombing practice will occupy most of our spare time between now and the first of the month. In the later part of Febuary the Unit will go to San Diego for six weeks of overhaul and gunnery. The gunnery while there will most likely consist of advanced wing tactics, none of which has been held by the cruisers in recent years.

Two newly overhauled planes have been obtained, and another one is due shortly. They are a welcome sight, as the old ones were rapidly becoming unsafe for anything other than straight flying.

hours on the beach for some reason which is forgotten next week.

Who is the "Smart Guy?"—the lad who parades as a tough one and boast of his exploits ashore and his court-martial?—or the one who uses a little power at the right time and keeps his records clear? At a time like this, when the Navy doesn't want men who can't stay out of trouble, "we are asking you."

A study made of a group of A.O.L.'s, covering a considerable period of time find the following reasons: given as excuses:

1. Oversleeping; failure of alarm clocks, hotel clerks to call, etc.....40%
2. Intoxicants .....16%
3. Auto accidents, bad weather, roads .....9%
4. Miscalculation of time required, etc. .... 9%
5. Loitered en route.....6%
6. Misunderstanding as to when liberty expired .....4%
7. Held by civil authorities, persuaded to stay by friends, etc.....4%
8. Illness, family or personal.....4%
9. Delayed trains, wreck, etc.....3%
10. Refused requests for liberty..2%
11. Domestic difficulties .....2%
12. Out of funds for transportation .....1%

All over-leave is costly. Study the above. "The Hoist."

FLEET PROBLEMS

"Did you ever," asked the pilot, In a treble weak and faint,  
As he leaned with his companion,  
On a bulkhead wet with paint.

"Did you ever," he repeated,  
"Fly a plane beneath the crane,  
Of the good ship HOUSTON  
As she roled upon the main?"

"You haven't, Why, now do you know,  
You've really missed a pile;—  
Give me that butt and listen,  
To my eloquence the while—

"The HOUSTON's quite a heavy  
You've noticed how she rolls,  
Well that's what makes a tough  
job,

For some two-score souls.  
For by the HOUSTON,  
That is rolling on her beams,  
The task of getting planes aboard  
Gives birth to clever schemes,  
That put to test with jury rigs,  
Are proven quite the "Brains,"

And prove that able seamen,  
Man the VS SQUADRON crane.

The damage done is luckily,  
Below the fondest hopes,  
And makes the Cap'n grin to  
think,  
His outfit knows their ropes."

"So that's the way it happened,  
And for 'bout a week we led,  
A life that was deplorable,  
For want of time in bed."

The pilot flipped away the butt,  
(The fourth by now he'd begged)

To see his erstwhile audience,  
Far up the deck had legged,

The other fellow turned around,  
His hands dropped from his ears,  
And his motions, when translated  
Could be nothing else but jeers.

With apologies to T. R. COCKCROFT

\* \* \*

**Now You Tell One**

A Marine Lieutenant, neatly dressed in his tan uniform was Officer of the Deck on one of the Battleships. A new Junior Officer strode up on the quarterdeck and yelled "Where's the OOD?"

"I'm the OOD" snarled the Marine Lieutenant.

"Aw" chirped the virgin J.O. "The hell you are. You're the Time Orderly. Where's the OOD?"

\* \* \*

Send the BLUE BONNET home.



## NOSEY NEWS by EV' BODY

Editor's Note:- Our Reporter Botts is resigning from his job of running this column for another job on the outside by "special request." We are sorry to see him go - but the law must run its course. Holt and Hall will collaborate on this column in the future so turn in those contributions to these two boys—Walter and Winchell to you.

Well,well and well; late news flash! Man tries strong-man tactics on the weaker sex and the fair young thing loses her sandals. It is learned from reliable sources that "Wimpy" Steve paid a reluctant call on the local bailiwick last Sat. eve?. His shipmates don't mind "Wirebrush" Robertson sleeping with his pet rat but when it makes itself at home in all the bunks — Well!! Here is one for Ripley; Red Sorrow insists on sleeping on deck even when the best of bunks are at his command ashore. "Call Me Charlie" Campbell maintains he does not need "Mex" appeal now that he has that Buick master six (of doubtful vintage). With the new year Kennedy decided to make out that big allotment but he is to be seen strolling about again with a certain sweet young thing of undetermined age, and the allotment—well, you ask him? The starboard passageway is usually the scene of much activity but in the wee, small hours of last Mon morn when that 45 slug caromed off the bulkhead there was much excitement. "Blondie" Meyers of the 2nd says that suit of civvies he wears is the latest thing - back yonder. Bair, S1c, says basketball is just his game, but it can't interfere with his love-life, which reminds me, Schrumm of the First Lieutenants office is in the same boat, my what power!! "Tommie

Wommie" Deбри kept his New Year's resolution just six days and then did he have the big-head or did he!! Lutz, WT1c, of the firerooms looks years younger these days, some say it's love, others, the pause refreshes. "Sandgap" Standafer's eagle eye is back to normal now that he has nothing on his conscience. All hands rejoice for now you may get that neck shave in safety. Things are coming to a fine mess when "Shepherd" Fraser, that tobacco chewing son of Arizona wilts under the amber fluid-Stafford, BM2c, and Snyder, Cox, swear there was some mistake in the tale of their street croning in Vallejo, but that is alright, we really enjoyed it. Snarfy Joe says nertz to youse people, these silver hairs and this imposing Navy Chest gives me the staid appearance that makes all good Navy mail clerks. And were the 1st section home guards singing when they donned those dress blues and then to find out that they had IT. It was quite a sight to see McKee in the chains with dress blues on as we entered port. It would not be amiss if "Herbie" Brown had an advertising manager for his racket; we admire his intentions but have you noticed that piece of art on the starboard catapult, evidently meant to be a movie program board, but more truly an example of our good ship's painter's ability.

"Hi-jack" Hajcsisak, our doughty gunsmith had himself mugged several weeks ago and he was so pleased with the results shown by the photographer that he sent the remote likeness to his best gal. Now you wouldn't decieve that gal would you? We notice the new club on board is progressing well, you know it, "The Golden Grain Club." In order to join you have to be married, etc., and make the 4:30 liberty boat, return in time for breakfast, eat with your dress blues on and carry your sack of Golden Grain, that honey cured tobacco. You-sah, who is this fair haired snipe who was seen waltzing down the main drag with on armfull of groceries on one arm and then the accessories on the other. Can we help you carry your groceries, Coutts?? And least we forget it appears that these Wilmington girls have our model Oil King in tow, how about it, Joe? Johnny Allen, our copper-smith's brat took the great leap and

also a membership to the "Golden Grain Club". and has the word passed for him now as Ducky-Wucky Allen. It appears that the sheiks from the Evaps, Vidic and Wittrock are all in love again in L.A., now what are the Long Beach gals going to do? An expectant marriage seems in budding with a heart throb from Portland present and a model Q.M. striker filling the bill; what say, Gowler? It was further noted that our gig engineer slipped up and had to sign a small slip of paper the other day; what is the minimum for this, Seidler? Why is it this marriage bug gained so in November and December, did it take a year for the boys to realize that they were back with white women or was it this extended sea cruise we have been on? It seems my predecessor has gone ritzy; did you notice him last Sunday when the light of his life came aboard and he forgot he knew us? Last week saw Amos Walker leave us for a tour of shore duty in the 13th Naval District; good luck Amos. Why does the Pharmacist's mate in charge of the ward wear those oversize shoes? Is that right that you slept in the park, Crego or were you paying for it on the installment plan? Who is this nasty man who was born drunk; ask Rounds? One of our paint-slinging B. M.s tried to see how a suit of civvies would look with a coat of paint; what about this, Wershing. "Si" Pierce, E division playboy started the New Year off right(?) Dont' forget, there is a time and place, Jailbait.

Well, as this seems to be enough, I'll close this column for this time.

I'll be snooping ya—

\* \* \*

### W.R. Society News

Lt.(jg) A. L. Young now joins the four o'clockers. Mrs. Young awaits at home. Our congratulations.

Lt.(jg) H. M. Heming has given his word and will march the aisle soon.

A young cowboy from an isolated ranch bought an ice cream cone, walked outside to eat it, then carried the cone carefully back to the soda fountain. Handing it to the clerk, he said: "Much obliged for the use of the vase."

Send the BLUE BONNET home.

ATHLETICS

At present little is being done toward forming a baseball squad but some of last year's team are to be seen these days on the fantail warming up the old soupbones and as some of the ships are already playing practice games it does not seem too early to start forming a good club and we have the material to work with.

The bowling team took life easy during the holidays but this evening they are due to tangle with the strong Colorado team and if you are not too busy just drop around and watch our boys perform for they really can spill the maples and a little moral support would be a great help.

Despite our tough breaks in boxing this past season, some of the cauliflower artists are to be seen keeping in trim by taking light workout daily, and if there are any candidates just speak to Ens. Long or Terrio, CBM.

The ScoFor finals in basketball, boxing and wrestling will be held in 'Frisco on or about Feb. 11.

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KNOWING THE NAVY

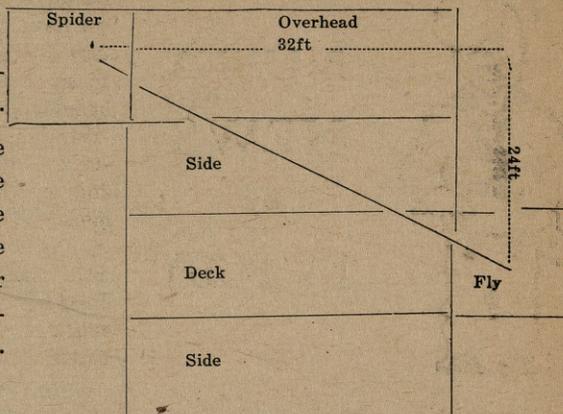
The custom of striking bells at sea to indicate the time originated in the following manner:

In the days before watches were worn on every wrist, the steersman used to time his tricks at the wheel with a sand glass. Due to the difficulty of steering the old windjammers, a trick was only half an hour, and each time the glass was turned a bell would be struck to indicate the number of the trick on the watch. Hence the custom of eight bells to a watch.

Solution to Spider and Fly Problem

Room is laid out for convenience of measurement.

Spider covers five of the six room surfaces. Distance traveled is the hypotenuse of a right triangle whose sides are 32 and 24 feet or the square root of 32 squared plus 24 squared or 40 ft.



Before arriving at Treaty parity, our Navy must be provided with an additional, as yet unappropriated for, 1 aircraft carrier, 2 light cruisers, 51 destroyers, and 24 submarines.

The harbor tug, Vt. 119, stationed at Pearl Harbor was the first all welded ship to be built for our Navy. She has diesel electric drive and can make 13 knots. Welding saves weight in the hull.

According to the latest edition of "Jane's Fighting Ships," Japanese Naval designers have gone beyond the limit of safety in placing heavy armament and super-structure on vessels, out of proportion to the size of the hulls. High control towers aboard new Japanese vessels offer easy targets to enemy guns, while these super-structures and the too heavy guns for the size of the ship make them top-heavy, it is believed.

A U. S. Naval expedition of 1848, established the fact that the Dead Sea is 1300 feet below sea level, thus settling an old and much discussed problem.

Representative Carl Vinson of the House Naval Affairs Committee has announced his intention of pressing for the construction of the Nicaraguan inter-oceanic canal. This waterway would be 257 miles long and the cost is estimated at \$720,000,000.

After the winning of the Revolutionary War, Paul Jones accepted a commission as Rear Admiral in the Russian Navy. His work in Russia, however, was not successful. His later years were spent in Paris, where he died July 18, 1792.

The largest estimates in history have been presented by the Japanese Naval Ministry for Naval expenditure during the year 1934-35. The amount exceeds by thirty percent the largest of previous estimates.

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Lady: "How do you like the bathing suit?"

Sailor: "It's O.K. But I really think you should show a little more discretion."

Lady: "My gosh, some of you sailors are never satisfied."

