



FOUR ADMIRALS TO RETIRE

Admiral Joseph M. Reeves, CinC, U. S. Fleet; Rear Admiral Yates Sterling, Commandant 3rd Naval District; Rear Admiral William H. Standley, Chief of Naval Operations; and Rear Admiral Edward H. Campbell, Commandant of the 12th Naval District, will reach retirement age this year. Admiral Reeves and Admiral Standley will reach retirement age in December, while it is reported Admiral Sterling will retire in April and Admiral Campbell in May.

CREDENTIALS

Credentials of all "shell-backs" are now being examined by the committee. It does not seem to be the attitude of the "examining board" to accept verbal testimony. Such testimony must be amply supported by documentary evidence. It might be well for all those who are facing the necessary initiation to consider very heavy life insurance policies before leaving for the southern hemisphere. The HOUSTON does not have the reputation of half-way doing things. Charges are now being drawn up against a number of men who are known to be "polly-wogs". A defense, however strong, will avail nothing. No person has ever been acquitted at the equator.

U.S. NAVAL ACADEMY INCREASE

Legislation authorizing the Secretary of the Navy to make 20 appointments to the Naval Academy from among members of the Naval ROTC and from honor graduates of "honor schools" became law February 27th.

FLASH! FLASH!

The following despatch from Commander Scouting Force, upon completion of exercises, is quoted: "FROM COMCRUSOCOFOR TO HOUSTON 'WELL DONE'".

CLEAR RECORD

With pleasure we announce that Shanks, W. V., MM1c, U. S. N., received a Good-Conduct Pin this morning at quarters for muster. The presentation was made by the Commanding Officer.

DECORATION OF GRAVES

The Chaplains at Fort Meyer, Virginia and the Presidio of San Francisco, California, have tendered their services, without remuneration, to the personnel of the Army, Navy, Marine Corps and the Coast Guard, to decorate the graves of such of their deceased relatives and friends as are interred, respectively, in Arlington National Cemetery, for Memorial Day, May 30, 1936.

It is believed that undoubtedly many officers and enlisted men, and their families, who cannot personally attend to it, will desire to avail themselves of this opportunity to have the graves of their loved ones cared for on this occasion.

The plan is to provide a standard floral emblem in the form of a wreath twenty-two inches (22") in diameter carrying a large bunch of flowers for the sum of \$2.00. To facilitate the handling of funds and the ordering of floral pieces, it is desired that the standard emblem be used so far as it will be acceptable. However, if some

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THE CRUISE

A conference was held last Sunday afternoon with Mr. Robert F. Kerr of Thomas Cook & Son in regard to certain proposed sight-seeing trips in Chile.

A half-day sight-seeing trip in the city of Valparaiso will be offered on Thursday, 28 May. The excursion will be made by motor cars with guides, passing through the business and residential sections, to the stadium, fortifications, to Ville Del Mar, fashionable bathing resort, to the Casino and Nuramar Beach, etc. The cost for the trip is \$5.00. It is possible that the price may be reduced by fifty or seventy-five cents in case a large number of men desire to make the trip. At any rate, one may consider that the expenses will be \$5.00.

IMPORTANT

We must determine on or about 20 April the number of men who desire to make the trip to Santiago. The railroad company can handle great mass movements much better if they are informed early. Quite likely all men will be asked on 20 April to indicate whether or not they desire to make the Santiago trip.

A like trip on 30 May to Santiago will be offered to accommodate men who had the duty on 29 May.

It is important that we determine how many men wish to make the trip. We must have 150 men in order to get the reduced rate.

TO SANTIAGO

Special train will leave Valparaiso on Friday, 29 May, for Santiago, the Capitol of Chile and fourth largest city in South America. All hands will have luncheon at a leading hotel in

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—: 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. Robottom, U. S. N. Executive Officer.

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APRIL 4, 1936

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OPPORTUNITY KNOCKS

Opportunity is at the door! A considerable number of Chief Petty Officer ratings are open and the Bureau of Navigation desires that they be filled by eligible candidates. On 6 March 1936, Commander Base Force reported that the forces afloat were unable to fill the quotas in rating as follows:

Chief Boatswain's Mate	3
Chief Torpedoman	46
Chief Turret Captain	25
Chief Commissary Steward	37
Chief Officers Cook	26

On November 1935, the Bureau invited the attention of forces afloat to an acute shortage in certain lower ratings and suggested that sufficient men be placed in training for each rating to meet the requirement of the service. The same now applies to the Chief Petty Officer ratings mentioned above.

Examinations will be conducted next fall. Now is the time to prepare. There will be no waiving of existing requirements for advancement which are considered generous enough under present conditions.

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JEWISH HOLIDAY

Men of the Jewish Faith may be granted leave, if the exigencies of the Service permit, from noon of Monday, 6 April, until midnight of Wednesday, 8 April, with such additional travel time as may be necessary.

Requests for leave to attend the Passover Services should be submitted without delay.

Comdr:— "Who was that woman I heard in your room last night?"

Ensign:— "That was no woman sir. That was my radio."

Comdr:— "Well, tell your radio not to trample her lipstick into the rug."

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CONGRATULATIONS

It would appear that the following flash that congratulations and cigars are in order.

Quote: "MSG J. A. Redding CSM IT IS A GIRL MOTHER AND DAUGHTER DOING WELL FATHER PRETTL SICK HICKS UNQUOTE" The girl has been named Patrica Burneze.

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DEATH BEGINS AT FORTY

"Death begins at forty" miles per hour when the driver:

- (1) Drives on the wrong side of the road;
- (2) Attempts to beat the red light or the other car across an intersection.
- (3) Attempts to pass a car on a curve;
- (4) Attempts to pass a car going up hill where he cannot see that the way is clear;
- (5) Drives faster than the conditions at that time and place warrant;
- (6) Fails to keep his car in good mechanical condition;
- (7) Fails to take a constant lookout ahead.

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"NOT OVER FIFTY"

There now exists in the United States a "Not over 50" Club. The requirements for membership involves simply pasting a small red arrow bearing the words "not over 50" over the speedometer and the agreement to observe ten common sense rules of safe driving.

All hands, in letter and in spirit, join this club!

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PERSONNEL

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Received

Wilson, Ira W., A.S. from Nts., Great Lakes, Ill.

Ottesen, Otto A., MM1c, from U.S. S. OGLALA.

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Transfers

Hartley, Delbert P., EM1c., to Gyro Compass School, San Diego.

Simard, Daniel L., HA1c., to U.S. S. RELIEF.

Three weeks from now our cruise begins!

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Up The Ladder

Felix, Irving A., from Sealc to Y3c.
Jenkins, William E., from RM3c to RM2c.

Barker, Charlie L., from Sealc to GM3c.
Acuto, John from Sealc to Cox.

All hands congratulate these men and—cigars are in order.

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Keep the "E" on the HOUSTON

EXHAUST-PIPE



The tall tales will be told when McNesby returns from his sojourn at the Naval Air Station. Ronald Ardell, his able assistant, issued the following statement for the press: "If I ever hear of McNesby going to San Diego again, I am going to put in for ten days leave, and if that isn't granted darned if I don't run away."

At last we have a running mate for the division's stroke oarsman. After several days and nights of listening to one AMM tell how much the stroke oarsman could eat, your correspondent kept an eagle eye on "Mec" and discovered that he was well qualified to pull stroke with any olympic crew. "Hoot" Gibson has suggested that individual coal shutes be provided.

Andy's great big bundle of joy arrived from Frisco last Saturday and when she embraced him, the only visible part of Andy was his feet.

At last it seems that we are to get our much-looked-for planes. They arrived in San Diego this week and five men of the unit are leaving the ship to whip them into shape prior to bringing them aboard, which will be soon — we hope.

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DISTINGUISHED FLYING CROSS

By direction of the President, the Secretary of the Navy has awarded the Distinguished Flying Cross in the following cases:

William Milton Bowlin, Aviation Chief Machinist's Mate, U.S. Navy. For extraordinary achievement as co-pilot and mechanic in a hazardous aerial flight of exploration to the eastward of Little America, in connection with the Byrd Antarctic Expedition II.

Joseph Arnold Pelter, Photographer first class, U.S. Navy. For extraordinary achievement as aerial surveyor in a hazardous aerial flight of exploration in connection with the Byrd Antarctic Expedition II.

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Turn Out Unnecessary Lights!



**NOSEY
NEWS**
by
EV' BODY

Now that the good ship HOUSTON has her mud hook planted more or less firmly for the next two weeks, the trend of thought and spoken word is focused on the coming cruise and its attendant pleasures.

No doubt the impending visit of Neptunus Rex is the popular subject. Some of our braver pollywogs are quite outspoken, while others have actually shown the greatest of improvement in all departments.

The co-ordinator of the Exec't's Office has been heard to lament the fact that he must demand visible proof from the shellbacks and he feels sure that some of these lads gave him a look that bodes no good.

Evidently, Kendzor and Sheffield can't be bothered. Did you see them playing "Cops and Robbers" on the boat deck? The even had wooden pistols. Both lads admit they are past twenty? ? ? ?

Reports have come in stating that two of our shipmates have recently launched a snake ranch. The dearth of accurate information leads one to believe a new species must be on hand. Kennedy and Dainwood expect good results though. They are quite experienced.

There seems to be some doubt in the mind of Smith, EM2c., concerning the merits of sky-blue skivvies with pin stripes. Give us your honest opinion, Smitty.

Wallace of the "fighting first" let us know he is in the GG whirl once more, by donning the liberty blues 45 minutes before boat time, and then asking when the first boat was leaving.

Wonder what could have caused Burkhead of the Engineers to change his scene of operations to San Diego? After all, Long Beach is generally accepted as being the HOUSTON'S favorite port.

With all the activity, April 1st nearly went by without all the usual jokes, etc., but Ellwood of the log room came to the rescue even though it was nearly mid-night? ? ? ?

—Sayonara

NEW CONSTRUCTION

Requests from enlisted personnel for assignment to duty in connection with fitting out and to duty on board when commissioned are desired for the following vessels:

Cruiser

USS Vincennes, Beth. Shipbldg. Corp.

Destroyer

USS Selfridge, N. Y. Shipbldg Corp.

USS McDougal " " "

USS Winslow " " "

USS Balch, Beth. Shipbldg. Corp.

USS Conyngham, Boston Navy Yard

USS Cassin, Philadelphia Navy Yard

USS Shaw, " " "

USS Tucker Norfolk Navy Yard

USS Downes " " "

USS Cushing Puget Sound Navy Yard

USS Perkins " " "

USS Preston, Mare Island Navy Yard

USS Dunlap, United Dry Docks, Inc.

USS Fanning " " "

USS Bagley Norfolk Navy Yard

Men applying for duty in new construction must have good records, and shall have two years' obligated service, and if eligible for transfer to the Fleet Naval Reserve, chief petty officers must waive the right to request transfer thereto until the completion of the six months service on board after commissioning, other ratings eighteen months. Signed agreement to reenlist immediately on discharge is acceptable in computing obligated service for this duty. Preference will be given to those men who have had previous experience in the type of vessel in which duty is desired, who are given favorable endorsements by their commanding officers, and who are immediately available.

The folks at home will enjoy reading the BLUE BONNET. Mail it!

YOUR FRIEND

What do you expect of YOUR friend? Friendship is a fine thing, but after all, there is nothing irrevocable about it. By becoming your friend one has not necessarily committed himself to all the demands you may be pleased to put on him. Many foolish people like to test the bonds of their friendships. When they snap it is as if the friend has proved untrue or unworthy. Good friendships are fragile things, for friendship is an adventure and in adventures it is the unexpected that happens. There is no place in friendship for harsh criticism, yet usually we will "take less" from a friend than we will from one who is indifferent to us. Treasure your friends, do not expect too much from them and you will enjoy one another.

WORDS OF THE WISE

Reason is the life of the law. —Coke.
I would rather be sick than idle

—Seneca.

Life is made up of sobs, sniffles and smiles with sniffles predominating.

O' Henry

I think the first virtue is to restrain the tongue; he approaches nearest to the gods who knows how to be silent, even though he is in the right.

—Cato

Doubt whom you will, but never yourself

—Bovee

Happiness grows at our firesides, and is not to be picked in strangers' gardens.

—Jerrold

LAUNCHING OF NEW CARRIERS

According to latest reports, Mrs. Roosevelt, wife of the President of the United States, will christen the Aircraft Carrier, U.S.S. YORKTOWN, which will be launched at Newport News, Virginia on 4 April 1936.

Commander C. P. Mason, U. S. Navy, Aviation Officer, will be the Executive Officer of the YORKTOWN when commissioned. Commander Mason was ordered to duty in connection with outfitting the YORKTOWN in August 1935.

Mrs. Claude A. Swanson, wife of the Secretary of the Navy, will sponsor the Aircraft Carrier ENTERPRISE at its launching ceremonies which will be held August 1, 1936.

IT HAPPENED THEN!

Many Polly-Wogs, landlubbers, in the good ship HOUSTON are wondering just what Neptunus Rex has in store for them when they cross the equator. We have discovered that several very interesting things happened to the non-shell backs on board the U.S.S. DENVER on Christmas Eve, 1918.

DENVER CROSSES THE CIRCLES

According to custom in the United States Navy, the first time that a man crosses the equator is supposed to be quite an eventful moment in his life, and in order to impress this very forcibly on his memory his shipmates, who have already been duly initiated into the solemn and mysterious realms of Neptunus Rex, prepare a little ceremony which is very unique. As a landlubber I had always cherished the belief that "the line" was something tangible, something that could be felt, and now as "an honest shell-back" I can truthfully say that it IS something that can be felt, least-wise I felt it the first time I crossed.

That event fell on the twenty-fourth day of December Nineteen hundred and eighteen, while I was on board the good ship DENVER, then en route for Rio de Janeiro; Brazil. For several days notices had been posted on the bulletin board purported as having come from the royal domain of "His Highness, Neptunus Rex, King of the Sea," exhorting his loyal subjects, (those who had already crossed), to record the sins of all "landlubbers, pollywogs, and sea-lawyers," that they might be punished and purged of those sins ere they be permitted to pass through the domain of such an exhalted ruler. Individuals were described, their sins enumerated and some of the most terrible penalties prescribed, and had any sought to curry favor, I would have feared for his life.

On the evening of the twenty-third we, poor misguided landlubbers that we were, were on the main deck discussing the then vague possibility of our ever living to enjoy a ripe old age, when from out of the dark blue waters came the sound of a sonorous voice crying, "Ship ahoy! What ship?" "The good ship Denver bearing many loyal subjects who wish to enter the royal domain of Neptunus Rex," answered

the officer-of-the-deck. "Heave-to," cried the royal messenger, for it was he, "and let me inspect this frieght that you have to see if there are any aboard that do not bare the royal mark." Shortly there clambered over the bow a dripping figure, such as none of us had ever seen before. The body that of human, but covered with a slimy green, reminding one of the bottom-most depths of the sea, while the head was that of a sword fish. In his hand was tightly gripped a handbag of as slimy and green an appearance as himself. Straight-away he proceeded to the quarter-deck, where advised of the visit by an excited orderly, the Captain awaited the noble visitor, and to whom he rendered a most precise military salute. The figure then informed the Captain that he had been sent by his noble king, "Neptunus Rex" to inform the "Captain that aboard his good ship were many landlubbers, etc., and that he was highly insulted at their audacity in approaching so close to his domain. Before they were to be permitted to enter they must submit to terrible tortures, to determine if they were fit to become subjects of so worthy a king. To accomplish this it would be necessary that the royal court board the ship on the morrow and determine the character of the candidates. The Captain informed the messenger that he was pleased to turn his ship over to the king, he being a royal subject himself. With this assurance the royal messenger departed as he had come. Our little crowd then dispersed, each, I fear with as wildly palpitating a heart as mine, and turned into our hammocks to dream of dragons and goblins, even as we did in our child-hood.

(To be continued next week.)

Note:— Our Executive Officer, Commander Robottom, was Executive Officer on the DENVER at the time this initiation took place. Upon interviewing Comdr. Robottom, we are informed that this story (and the continued installment) is the unmerciful truth. "The nearly killed me" reminisced Comdr. Robottom."

Send Easter Greetings home via Western Union. Reduced rates to all parts of the country. See Mail Clerk for further information, or poster on Post Office Bulletin Board.

DON'T WASTE WATER

THE CRUISE

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the city. Following luncheon, an excursion by motor cars with guides will be made around the city, visiting the principal business sections and through the wide and beautiful avenues, the Alameda de las Delicias, ascend Santa Lucia Hill for a magnificent panorama. Thence to Cerro San Cristobal, the Race course, etc.

Dinner at a leading hotel in Santiago. The special train will leave Santiago for Valparaiso at 7:00 p.m.

The cost of the trip including guides, automobile hire, luncheon and dinner is \$15.00.

"CHILE"

Brentano's Book Store, 63 East Washington Street, Chicago, offers two new books on Chile:

South America by Agnes Rottery
Per. \$4.00

Chile by Cox. (present day Chile)
Per. \$3.00.

DECORATION OF GRAVES

(Continued From Page One)

wish to spend larger sums on flowers, special floral emblems of proportionately larger size and value will be purchased. Such decorations as are sent direct to either Chaplain, or which are delivered to him by florists, will be placed upon the designated graves as soon as received.

All correspondence and remittances pertaining to the decoration of graves should be addressed to:

The Chaplain, Fort Meyer, Va. (for Arlington); or to:

The Chaplain, Presidio of San Francisco, California, and should be in his hands by May 25, 1936. It will not be possible to fill orders after that date. Requests should indicate the NAME, RANK and ORGANIZATION of the deceased, and if possible, the GRAVE or LOT NUMBER WITH SECTION in which the deceased is buried.

Sailor:— "Why do you go out with that dame?"

Marine:— "She's different than other girls."

Sailor:— "How is that?"

Marine:— "She is the only girl that will go out with me."