

Stork Announcement

At six o'clock on the morning of 14 March, Ensign and Mrs. Billy Johnson were the proud recipients of a lusty bomb dropped by none other than that long legged and long billed bird, better known as the stork. The bomb weighs eight pounds, and from all reports is doing quite well under the appellation of Judith Ann—it being that kind of a bomb.

Ensign Billy Johnson, who has stood up rather well throughout the crisis, blithly states that his tour of mid-watches and sail reefing are only beginning.

Congratulations to both of the lucky parents.

Duty Changes for Officers

Just before the ship left Guantanamo Bay, Lt. Comdr. Farrar and Boatswain English said goodbye to their many friends and shipmates aboard, saluted the Ensign for the last time as members of the ship's compliment, and walked down the gangway to a waiting boat.

Lt. Comdr. Farrar will take transportation around to the West Coast aboard the Northampton. In San Francisco, he will meet his family and consequently take passage on a commercial ship to his new duty as commanding officer of one of the Hawaiian based destroyers. We wish him the best of luck in his new assignment.

All of us remember English as the leading Boatswain's Mate of the 1st Division. Recently he took the examinations for a warrant officer commission and shortly afterward received notification of being placed on the list. The first duty of his officer career will be on the Pensacola.

Industrial Houston

Houston is located at a rail center where rails and water meet. There is not the hiatus of long stretches of railroad, which put other cities at a disadvantage. This is the meeting point, the crossroads of commerce.

Houston is far ahead of other Texas metropolitan cities in manufacturing, retail sales, warehouse and railroad facilities.

Probably Houston's most valuable asset is her waterway. In the early days when small sidewheel steamers plied the placid waters of Buffalo Bayou, this waterway was Houston's only medium of communication with the outside world. Since the completion of vast improvements which transformed the sluggish, narrow-banked bayou into a deep water channel, Houston has rapidly established herself as one of the great ports of the nation.

More than \$42,000,000 has been spent by the Federal Government and the citizens of Houston and Harris County for improvement work which resulted in the ports creation. Of this amount, approximately \$11,000,000 represents the cost of construction of harbor facilities.

Additional improvements have been created by private enterprise at a total estimated cost of \$200,000,000.

Though the first export shipment from the port of Houston was made in Nov., 1919, the Houston Ship Channel was open for coastwise traffic in 1915. In this latter year there was one industry located on the waterway. It was a rather small concern manufacturing agricultural fertilizer. Today there are 52 industrial plants on the ship channel area with an estimated capital investment of more (Continued on Page 2.)

Secretary of Navy Cruises With Houston

The Secretary of the Navy and his party boarded our ship in Charleston, S. C. at approximately nine thirty o'clock last Saturday morning. Soon after, all lines were cast off, and with the pilot aboard, the ship slowly swung to the current. In a matter of a little better than an hour the Houston emerged from the Cooper River to point its bow almost due South. Once again, we travel the same waters.

The Houston officers and men welcome the Secretary of the Navy and his party aboard. We trust the cruise will be as enjoyable to them as it is to us.

The Secretary's party include: Captain John R. Beardall, aide to the Secretary; Captain Edgar L. Woods, medical aide; Mr. Archibald Oden, Secretary to the Secretary; and T. L. Kinder, CPhM(PA).

Announcing the Publication of Slaughter Among the Icebergs

Owing to the strange popularity of Gus's phenomenal style and his versatility of imagination and the verisimilitude of his subject matter to the pseudo-scientific story, it was suggested that his recent serial in the Blue Bonnet be printed in Book form.

They can be obtained at the print shop.

Gus has written some very fine articles for the Blue Bonnet. Slaughter among the Icebergs was one of a long list of his literary efforts. He has notified the Blue Bonnet of more stories to come—so watch your favorite weekly for them.

—: 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.

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What Kind of a Shipmate are YOU?

A "good shipmate", in a narrow sense of the term, might equally well be called a "regular fellow", "buddy", "pal", or what have you—just a fellow who is generally agreeable, who will swap yarns with you, share your joy and sorrow, stick up for you. Such friendships exist in all walks of life. But just as the ways of ships differ from those of other walks of life, so the term "good shipmate" holds a different meaning than the other appellations. In days gone by, a ship was almost a world unto itself. For long stretches of time the crew were dependent wholly upon themselves and what was carried within their ship. In the husbanding of the ship's meager resources for living and comfort, in the sharing of the ship's work, and in the business of being generally agreeable and helpful, the part played by each man was important to every other man. The authority of the captain closely approached that of a monarch. In such circumstances "good shipmate" conveyed much the same meaning as "good citizen".

Today ships are larger and faster, and for both reasons their crews rarely experience the same degree of separation from the world ashore as did those of old. But the difference is only one of degree. The ship of today is essentially the same as the ship of yesterday—a closely knit community of men who are largely dependent upon themselves for the necessities as well as the amenities

Look about you and see in how many ways the true concept of being a good shipmate can be violated; a man tracking up newly cleaned decks with grimy shoes, or a man carrying his load with little concern for the decks, ladders, and bulkheads he is scarring or for those who will have

to mend the damage, if, indeed, it can be mended at all—a man doing a nickel's worth of job and creating a dollar's worth of mess, and leaving the mess for someone else to clean up—a man tossing his lighted cigarette butt away, so that it is merely a matter of chance whether it merely burns a scar in the deck, sets a boat on fire, or perhaps lands in the eyes of someone on a deck below—a man throwing food refuse on the deck, or chewing gum, to make the compartment insanitary and unsightly work all, and eventually unnecessary work for his shipmates. And now look at yourself! What kind of a shipmate are you?

Policie Mullane

Policie Mullane, child of scorn
Grew lean while he assailed the seasons;
He wept that he was ever born,
And he had reasons.

Policie loved the days of old
When sails were white and masts were leaning
The vision of a sailor bold
Would set him dancing.

Policie sighed for what was not,
And dreamed and rested from his labors;
He dreamed of brigs and dirty pots,
And of his own neighbors.

Policie loved the sea nymphie,
Albeit he had never seen one;
He would have sinned incessantly
Could he have been one.

Policie cursed the commonplace,
And eyed a dungaree with loathing;
He missed the medieval grace
Of iron clothing.

Policie scorned the fish he sought,
But sore annoyed was he without it;
Policie thought, and thought, and thought,
And thought about it.

Policie Mullane, born too late,
Scratched his head and kept on thinking.
Policie coughed and called it fate,
And kept on drinking.

With apologies to

Edwin Arlington Robinson

Industrial Houston

(Continued from Page 1.)

than \$200,000,000 and a daily payroll of \$60,000.

In addition to the above, there are 32 industries located on the light draft channel above the turning basin which have an estimated capital investment of over \$20,000,000 and a daily payroll of approximately \$8,000.

The record clearly discloses that Houston has made great strides toward the goal of leadership in the South, the survey points out. Day after day and week after week the magnitude of Houston's development mounts.

Many large industries have gone about establishing giant plants here. Notable in this list is the Champion Paper and Fibre Company's \$3,500,000 bleached kraft mill.

Most numerous in the list of manufacturing expansions are the oil field equipment concerns. Influx of new firms has been noticeable. Of course, oil field equipment is not actually consumed within the city, but the men who purchase these supplies maintain their headquarters here and it, therefore, is logical to build plants where the market exists, even if the merchandise is delivered elsewhere.

Gainful employment is supplied hundreds of persons each year. The pay checks of these workers aggregate more than \$161,000,000 annually.

On the wide ship channel are located nine petroleum refineries with a daily capacity of more than 200,000 barrels.

All of this development is directly attributable to the inauguration of deep water shipping facilities which affords unusually attractive transportation facilities to prospective industrial enterprises. The operation of traffic on the Houston ship channel and the movement of freight over the Harbor Belt Railway which has direct connections with all rail lines serving Houston, enables the ship channel industry to enjoy the unique advantages of having ocean freight transportation facilities at its front door and the service of 18 rail lines at its back door. This is of course, an attractive situation for any sort of industry and has resulted in the establishment here of an exceptionally varied line of industry.

— Weekly Doings in Houston

Chinese Checkers

In the last two or three years, Chinese checkers has come into its own as the popular game of the country. Hop Ching was the originator of the game many centuries gone by, in fact the game is as old as Confucius the great Chinese philosopher, having been started the century before. It was while waiting for his opponent to move that Confucius devised and wrote his renown teachings. In his diary he spoke frequently of playing checkers with Wong Foo. The Chinese are a slow and deliberate race, and Wong Foo, the greatest of checkers players, was no exception. It is written that at one time he took an hour to make a move. When Wong Foo played with six people it took a week to finish the game, for trying to foresee all moves that six people could make and take advantage of each one required great concentration. The reason for this seeming undue length of time when playing was his theory of the game which he was endeavoring to put into practice: "The Foo-er moves the better." or "If one makes Foo, moves he can't go far Wong."

Naval Contingent at Fair

The naval contingent at the New York World's Fair will be composed of 200 bluejackets from the Navy and 200 marines. Commanding the naval force will be Lieut. Leland R. Lampman, U.S.N., who will be assisted by the following officers: Lt. (jg) Samuel M. Kial, U.S.N.; Lt. (jg) Adolphe Wildner, U.S.N.; Ensign Francis E. Friedrich, U.S.N.

New Recruits Aboard

Just before leaving Charleston 26 new recruits arrived on board the Houston from Newport Training Station. They had volunteered for sea duty in preference to being with the World's Fair contingent in New York. All of them are seamen 2/c, good men, and the Houston is glad to have them aboard. Unfortunately however, we lost ten of them on arrival in Guantanamo for the Salt Lake City needed men.

(I don't like it either)

They call him Curley because he had a short wave set.

Out of the Ozone

* * * *

Charleston, City of magnolia gardens and pretty girls, took its toll of heartaches and headaches. Scuttlebutt about the ship puts the number who succumbed to the wiles of the fair sex so much as to do the middle aisle stunt at about ten. This more than equals the record made last time the ship visited Houston, Texas, when eight took the marriage vows.

* * * *

The ship's dance turned out to be a howling success with the ships orchestra mixing up a variety of numbers. This was the first dance the ship has had for two years, but it brought out quite a lot of unsuspected jitterbug talet—namely, Pop Baker of the electrician gang and the sensation of the evening, none other than Sammy Fox who gets into the groove with both legs pumping like pistons. Is that man forty-five years old?

* * * *

From reports, Martin of the 1st Division wanted some dancing instructions from Sonny Philips girl friend. So when she turned him down he went into a solo. His version of how they dance in the hills of Washington was something between a log rolling contest and a sack race.

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Some of the more serious hit lads when the lines were cast off were Schnoz Hattemer, Jasinski, Prentice, Nystel, Rold, and Jack Barron. This is only the beginning of the list.

* * * *

The basketball team beat out the soldiers from Fort Moultrie during the last three minutes of play. Final score was 41 to 31. Chmura was the high point man with fifteen points. The team is good. Most of the time its just a question of how bad the other team gets beat.

* * * *

I used to think some of the old timers were a bad influence on Hasty—Now I dunno.

* * * *

What did the girl in the green dress say to you, Cockrane?

* * * *

Weaver and Baker of the "M" were shaken around a bit when their taxi hit a telephone pole. The driver of the cab suffered a broken leg—Baker and Weaver got cut about the face. You fellows were lucky it didn't turn out more disastrously.

Bum dope is still floating around the ship. I've heard the ship is going every place from the Navy Yard in Portsmouth to a surprise trip around the horn. Another choice bit of scuttlebutt is that we are going to Bermuda to take on a cargo of onions.

* * * *

Who cut that article out of the Blue Bonnet and stuck it on the bulletin board???? Don't you believe everything that's printed????

BEWARE

The Prowler

How Sad

The bear saw Benji,
Benji saw the bear,
The bear grew bulgy,
The bulge was Benji.

Useless

(So is the whole poem)

What's the use
of studying
and worrying
and fretting and
getting sore at yourself?
In the end you will
be worm food
and pretty
little flowers
will grow on what
used to be your nose.

Subtractively Speaking

(How did this get in here?)

Oh, my dear, please don't try that
any more here.
Oh, my dear, please don't try that
any more.
Oh, my dear, please don't try that
any.
Oh, my dear, please don't try that.
Oh, my dear, please don't try.
Oh, my dear, please don't.
Oh, my dear, please.
Oh, my dear.
Oh, my.
Oh!

(Skip this one)

It was their first spat.
Said the bride, "And furthermore,
before we were married, I thought
that you were well off."

"I was, but I was too dumb
to know it, then."

Houston Tops Cruisers Boxing-Wrestling

The results are out in boxing and wrestling among the cruisers. We find the HOUSTON where she belongs—at the top of the list. Here are the results:

Ship	Boxing		Points assigned toward G. E. Trophy
	Total Points	Standing	
Indianapolis	240	1	50
HOUSTON	175	2	40
Portland	165	3	30
Pensacola	108.33	4	20
Medusa	100	5	10
Quincy	90	6	
Northampton	90	6	
Minneapolis	35	8	
San Francisco	35	3	
Salt Lake City	25	10	
Chicago	25	10	
Vincennes	20	12	
Tuscaloosa	13.33	13	
Relief	13.33	13	
Louisville	10	15	
Chester	10	15	
Astoria	0	17	
New Orleans	0	17	
Vestal	0	17	

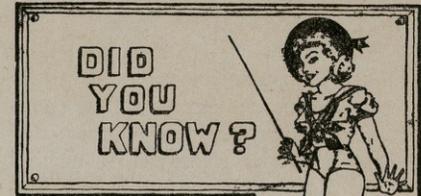
Ship	Wrestling		Points Assigned toward G. E. Trophy
	Total Points	Standing	
Minneapolis	405	1	50
HOUSTON	175	2	40
Pensacola	130	3	30
Chicago	111.66	4	20
Astoria	105	5	10
Portland	75	6	
Relief	70	7	
San Francisco	70	7	
Quincy	60	9	
Indianapolis	56.66	10	
Tuscaloosa	25	10	
Vincennes	10	13	
Louisville	15	12	
Chester	10	13	
Northampton	0	15	
Vestal	0	15	
New Orleans	0	15	
Medusa	0	15	
Salt Lake City	0	15	

Final Results Boxing-Wrestling

Ship	Standing	Points Assigned toward G. E. Trophy
HOUSTON	1	80
Pensacola	2	50
Indianapolis	2	50
Minneapolis	2	50
Portland	5	30
Chicago	6	20
Astoria	7	10
Medusa	7	10

Congratulations!! Boxers and Wrestlers. You had a fine season.

We have Chick, Harris, and Hodge in there yet for the fleet finals. Let's not forget them.



In the building of one of our new battleships, an average of about 4,500 men will be employed at the building site and 4,300 in outside work over a 54 month period.

That on 1 July, 1938, 52 ships of the Navy had Marine Corps detachments aboard. The total U. S. Marine Corps personnel afloat was 125 officers and 2800 enlisted men.

The U. S. S. Saratoga has more than 250 compartments used for the stowage of provisions and supplies.

At the time the "three mile limit" was set as the seaward boundaries of coastal states, three marine miles constituted the range of their cannon, and it was felt that a coastal state could maintain its authority.

The Naval Station, Tutuila, Samoa is the southernmost of the United States regularly manned naval holdings.

During the early years of our Navy, when fighting took place at very short ranges, and often culminated in actual boarding of enemy ships, the primary duty of a marine was to serve as a sharpshooter with his trusty musket in the more elevated positions of the ship.

Ships still are built with dummy funnels (smoke stacks). In one of the Normandie's funnels is contained the ventilating system and dog kennels. The Britannic uses one funnel for the engineer's smoking room, and one of the Georgia's funnels is used for a smoking room and wireless equipment.

"Boats" are the small craft carried by a larger vessel. Never refer to a ship or a steamer, as a "boat".

In a calm sea any man is a good pilot.