



HOUSTON EXPEDITION MAKES ASCENT OF EXTINCT PHILIPPINE CRATER

It was a dangerous mission. Three Marine sharpshooters were provided, one of whom bore a Thompson sub-machine gun. Officers carried side arms. As the party cast off from the flagship in the gray hours of early morning, sleepy-eyed men on watch observed that even the Marine captain nervously kept his barong within easy reach.

It was the start of an all-day safari, whose purpose was clouded with the greatest secrecy. Some said they were to search for a hidden enemy radio station, while others held that they had been sent to establish the rumored presence of alligators in the lake.

At any rate, 14 men set out and climbed the volcano on shore, whose grass-clad slopes and towering, jagged rim had fired the imagination of all who gazed that way as the flagship lay at anchor in the bay. The party was made up of Lt. C. R. Adams, in charge, Capt. J. B. Hendry, Lt. (jg) J. F. Dalton, Gunner J. E. Hogan, Manning, H. E., Sgt., Mothershed, J. L., Cpl., Lusk, J. M., Cpl., Clymer, S. H., GM1c., Tiefel, D. J., Sealc., Stephens, V., Sealc., Kalmers, T. J., Sea2c., and Day, PhM3c. Lt. Col. W. T. Clement and Lt. Comdr. J. M. Robinson also accompanied the expedition.

To return to our party, they cautiously skirted the shoreline, for ugly coral heads barred their landing. At length, they were successful in obtaining the services of friendly natives, who offered to transfer the party ashore in their native canoes, or "vintas." From these same Moro natives were obtained three guides for the party. Thus far everything had gone well and they started out. (At this point occurred the only thing not in keeping with the tune of the expedition; here the party rode for two

TENORS, BASSOS, AND ALTOS SHOW THEIR STUFF.

Singing at the movies has been a 100% success. Sid's Band sets the key, 2nd Lt. Ned Gallagher gives at the ummph, and the movie operators provide the words. Every Wednesday, Saturday, and Sunday, with the words flashed on the screen, movie goers get a chance to loosen up their vocal cords and try their hand at popular hits and old favorites.

Suggestions have been pouring in for new songs to sing, and favorites so far are "Let Me Call You Sweetheart," "Oh Johnny," and "Home On the Range."

This is one feature of shipboard life we all enjoy, and we hope it will be continued.

miles along the road via interurban motor-bus.)

Arriving at the base of the crater, our party disembarked and began the ascent. They struggled upward thru the waist-high grass. The towering rim ahead beckoned them on. It was a challenge to stir the hearts of men, for who could know what lay beyond?

At length they reached the summit. Their minds were eased for there below them at the bottom of the crater lay the quiet waters of a spreading

PRESENT CRUISE CHARACTER- IZED BY SWIMMING, SAILING, AND SUN BATHING.

No matter how a sailor loves port and liberty, he always loves to put to sea and get away from it all. During the last few weeks the Houston has made but few liberty ports. This has given people a chance to partake of sun bathing and brief haircuts; and we are all looking around the ship and getting more acquainted with those fellows in the next division, or are busy studying up for those exams.

Sailing has occupied the spare time of many of the Second Division men. Nearly everywhere we have gone there has been excellent sailing weather, with steady winds and smooth seas, and it is expected that the sailboat will continue to be available for recreation parties.

Renewing an old tradition in the Navy, Admiral Hart has given permission for the fleet while in certain ports to permit swimming over the side. This was quickly taken advantage of on the Houston, and some excellent divers, (also some not so excellent), have been discovered.

All in all, we are really getting a taste of the Navy as we shall always like to remember it.

lake.

After a brief pause they flashed assurance back to the flagship and to the outside world that the expedition had thus far met with no misfortune. Then, aided by alpine tactics, the party roped down the clifflike slopes of the crater. After thoroughly scout-

(Continued on page 3)

THE BLUE BONNET

Named for the State Flower of Texas, and published every two weeks by the ship's company of the USS HOUSTON, Captain J. B. Oldendorf, USN Commanding, Commander H. L. Grosskopf, USN, Executive Officer.

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IF IT'S GOOD, SPREAD IT AROUND.

On a battleship or a cruiser carrying a large personnel, it is a real task for everyone to become as well acquainted with his shipmates as he would like. Sometimes the fellow whose duties keep him up by the bow never gets to know the chap whose job keeps him near the stern. Here, then, is where a ship's paper can be of real help. The life and incidents of the whole ship are compacted on a few sheets of paper so we all can see just what goes on.

To cover all that happens fore and aft and port to starboard is no small task. The editorial staff sincerely wants to print every bit of information which will be interesting and helpful to the crew. However, we are looking forward to the cooperation of each division in exercising its privilege of submitting to the editors each week some morsel of news. Remember, what seems commonplace in one division may be of real interest to the men in other groups. Articles from any person may be deposited in the Blue Bonnet Ice Box.

It has been suggested that "THE ICE BOX is 'an all hands opportunity' to share a bit of fun or interest through the ship's paper, but in this hot weather, you must put the item on ice at once—DO IT NOW. If it be an idea in the egg stage, write it out in the rough (the temperature of the ICE BOX is regulated so it will not kill the germ of an idea) and let the Editor sit on it."

In order that all hands may get more enjoyment out of the Blue Bonnet, the general belief is that if more facts were mentioned about the crew, jokes, the latest scuttlebutt, who's who, the happenings in your division,

A TO N ON THE HOUSTON

How well do you know your ship? We are indebted to the Black Hawk for the following examination, which appears in modified form below. For each correct answer take 10 points. Seventy is good; 80, you get around; and 90, excellent.

1. The coffee pot having the most working hours is located in the:
 - (a) Evaporator room.
 - (b) After steering engine room.
 - (c) Carpenter Shop.
2. The commissary issuing room is located:
 - (a) Aft of the Photographers Shop.
 - (b) Forward of the Post Office.
 - (c) Demo Albers' locker.
3. The 26 foot motor boat runs:
 - (a) Faster than No. 1 M.B.
 - (b) Occasionally.
 - (c) Slower than No. 1 punt.
4. The "Glamour Boy" of the 2nd Division is:
 - (a) Grodski.
 - (b) Cline.
 - (c) Goodson.
5. A "dog" is:
 - (a) A liberty hound.
 - (b) A gadget to fasten down a port.
 - (c) A heavy eater.
6. An idler is:
 - (a) A man who gets out of working parties.
 - (b) The logroom yeoman.
 - (c) A man who has had a night watch.
7. The sounding machine is located:
 - (a) Outside of the Admiral's Cabin.
 - (b) In the forward peak tank.
 - (c) In the N Division Gear Locker.
8. The "wildcat" is:
 - (a) In the wildcat locker.
 - (b) In the shaft alley.
 - (c) The anchor windlass.
9. The manger is:
 - (a) In the bow.
 - (b) A place where saw horses are stowed.
 - (c) The place to put the jackasses.

and many other things that usually happen on any "Man-O-War'sman" everyone would like our ship's paper a lot better. So anyone who comes upon something he thinks might be of interest to the crew, write it down and put it in the Ice Box so all hands may enjoy it.



DIVINE SERVICES

Protéstant — 0930 Sunday
Main Deck Aft

Catholic Church Party, 0900
to U. S. S. CANOPUS

Bible Class 1745 Tuesday and
Thursday, Sky Control Aft

You are cordially invited to
attend.

10. If you found two bitts on the main deck aft, would you:
 - (a) Turn it in to the Chief Police Petty Officer.
 - (b) Return them to the tool room.
 - (c) Leave them there.
11. Six boat gongs mean:
 - (a) The boatswain's mate is a poor counter.
 - (b) A Rear Admiral is coming aboard.
 - (c) Fire in the paint locker.

A GOOD LEADER HAS ENTHUSIASM.

This is an essential trait for anyone desiring advancement. Enthusiasm makes play out of work, pleasure of hardships, and success of failure. It makes the difference between doing a thing perfunctorily merely because it is duty, and doing it with vim and vigor because of a desire and gladness to do it. Enthusiasm is what has made navies great and victorious. Try a little of it yourself. It will work wonders.

LITTLE BO PEEP
(College Version)

Diminutive Bo-Peep has inadvertently become sequestered from her merino pets and cannot ascertain their exact whereabouts. Nevertheless refrain from interfering with them and they will of a certainty return to their habitual abodes vibrating in their rear posterior appendages.

—New Mexico Salvo.



Dear Maw and Paw,

Waal, thing ar perking up lately. The uthar day they blew a strange call over the anouncing system. At first I thot that the bugler had gotten fouled up again on "watertight doors," but someone said it was Swimming Call, and I loked over the side and shure enuf, everybody was in swimming, jumping off the booms, and thrashing around all over the place. The O.O.D. had boats patrolling back and forth with Marine reflemen to keep off the sharks. But I dont know, after seeing sum of these marines shoot, I think I wud almost rake take my chances with the sharks.

Yes siree, as time goes by we are getting more and more Asiatic. Even in the wardroom they are beginning to call this ship the "Houi Maru". The other day the Admiral went fishing in the motor whaleboat. Everybody who went with him sez they had a wonderful time, but ther were too many fishermen and the lines kinda got tangled up a bit.

Tinkle, the little padre in the Navigators Office that I've been telling you about has gone away to the Asheville. He wuz a little bit touched in the haid but we all miss him.

Last week we had another of those Shootem-up Western movies by Zane Gray, about the desert. There wuz too much lovin and not enuf shootin in it for me, but I tell you, Maw, it shore does take you back.

Well, so long, I must hurry and close now if I want to get up to the movies in time for tonights singing.

Your lovin' son,

Joe.

The admission of an error is the sign of growing knowledge.

SOMETHING ABOUT THE MOROS

The name Moro was given to the Mohammedans in the Philippines by the Spanish, from the Moors, the Mohammedans best known in Spain.

The Moros are Malays, who came from North Borneo and other islands, and possibly Asia, to the Sulu Archipelago and other southern islands, especially Mindanao, before the Spanish arrived in 1521. Just when they came first and when they became Mohammedans are alike uncertain. Some think they began their migrations in the 1st century B. C. and that they embraced Islam a centry or two before Legazpi arrived in 1565. They were moving north when he came. The chiefs he conquered at Manila were Moros, Rajah Soliman and his nephew Rajah Lakandula.

The kin of the Filipinos of the north, also Malays, the Moros differ from them in other ways than religion, being fiercer, more hardy, very fond of the sea, and preferring piracy and raiding other coasts to cultivating their own land (except those in Mindanao who are largely farmers).

The Spanish conquered the northern and central islands easily, but never the Moro country, despite Zamboanga and smaller military posts. Sixteen times the Spanish attacked Jolo, but captured the town only 5 times and held it only after 1876 when they had steam vessels. The Moro wars, including the terrible Moro raids on the coasts of the northern islands and even Manila, were a major concern of the Spanish.

These people had a primitive organization of a feudal type. The Sultan of Sulu had an authority that extended into North Borneo (the British pensioned him to keep him in good humor) and was superior to the authority of the Sultan on Mindanao. Yet some of his datus had more fighting men than he. And he consented to pay taxes to the United States only with the provision that American troops would help him collect taxes from any datus refusing to pay. However, in the Spanish days he could rally many datus with their fighting men for defence against a common enemy or for a pirate raid.

The Americans did what the Spanish never did — opposed the Moros with men and munitions adequate to victory. When the Americans repeatedly defeated them, the Moros admired the stronger foe and became loyal to the United States.

VOLCANO PARTY

(Continued from page 1)

ing the lake for the ferocious alligators, none were found; but in their stead several varieties of innocent minnows were encountered coyly flirting with the queer white strangers from the outside world. But Alas, they were too small, so the long trek "Over the Top" and back to the beach was started. There the plush cushioned seats of the Houston's motor whaleboat were a most welcome reward for the footsore hikers.

That evening in the wardroom, amid great cheering and speeches depicting their fearless assault of the crater, the leaders of the expedition were lauded and presented with milk-bottle-top medals as evidence of their unselfish display of fortitude and courage above and beyond the line of duty.

Yes, Lt. Adams and Capt. Hendry will forever be known as "Crater Jim" and "Jungle Joe."

33 NEW CRUISERS NAMED

Names have been selected for 33 new cruisers, authorized by the Act of July 19, 1940, known as the 70% Naval Expansion Act." They are — New Haven, Huntington, Dayton, Wilmington, Biloxi, Vicksburg, Providence, Manchester, Fargo, Cheyenne, Duluth, Miami, Wilkes-Barre, Oklahoma City, Little Rock, Galveston, Oakland, Youngstown, Tuscon, Spokane, Reno, Buffalo, Newark, Alaska, Guam, Hawaii, Philippines, Puerto Rico, Samoa, Albany, Rochester, Columbus, and Des Moines.

Other cruisers not yet completed will bear the names of Atlanta, Juneau, San Diego, San Juan, Cleveland, Columbia, Montpelier, and Denver.

A TO N ANSWERS

1. (c).
2. (a).
3. (b).
4. (a), (b), and (c).
5. (b).
6. (c).
7. (a).
8. (c).
9. (a).
10. (c).
11. (b).

THE LAWS OF THE NAVY

(By Captain Hopwood, R. N.)

Now these are the laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them,
Going down in his ship to the sea;
As naught may outrun the destroyer,
Even so with the law and its grip,
For the strength of the ship is the Service,
And the strength of the Service the ship.

Take heed what you say of your seniors,
Be your words softly spoken or plain,
Lest the birds of the air tell the matter
And so ye shall hear it again.

If ye labor from morn until even'
And meet with reproof for your toil,
It is well — that the gun be humbled,
The compressor must check the recoil.

On the strength of one link in the cable,
Dependeth the might of the chain.
Who knows when thou mayest be tested?
So live that thou bearest the strain!

When the ship that is tired returneth,
With signs of the sea showing plain,
Men place her in dock for a season,
And her speed reneweth again.
So shalt thou, lest perchance thou grow weary
In the uttermost parts of the sea,
Pray for leave, for the good of the Service,
As much and as oft as may be.

Count not upon certain promotion,
But rather to gain it aspire;
Though the sight-line end on the target,
There cometh perchance a misfire.

If you win through an Arctic ice flow,
Unmentioned at home in the press,
Heed it not, no man seeth the piston,
But it driveth the ship none the less.

Canst follow the tract of the dolphin,
Or tell where the sea swallows roam;
Where the leviathan taketh his pastime,
What ocean he calleth his home?
Even so with the words of thy seniors,
And the orders those words shall convey.
Every law is as naught besides this one—
"Thou shall not criticise, but obey!"
Saith the wise, "How may I know their purpose?"
Then acts without wherefore or why.
Stays the fool but one moment to question,
And the chance of his life passeth by.

Do they growl? It is well, be thou silent,
So the work goeth forward amain;
Lo, the gun throwth her shot to a hair's breath
And shouteth, yet none shall complain.
Do they growl and the work be retarded?

It is ill, speak, whatever their rank;
The half-loaded gun also shouteth,
But can she pierce armor with blank?

Doth the funnels make war with the paintwork?
Do the decks to the cannon complain?
Nay, they know that some soap or a scraper
Unites them as brothers again.

So ye, being Heads of Departments,
Do your growl with a smile on your lip,
Lest ye strive and in anger be parted,
And lessen the might of the ship.

Dost think, in a moment of anger,
'Tis well with thy seniors to fight?
They prosper who burn in the morning,
The letters they wrote overnight;

For some there be, shelved and forgotten,
With nothing to thank for their fate,
Save that (on a half-sheet of foolscap)
Which a fool "Had honor to state."

Dost deem thy vessel needs gilding,
And the dockyard forbear to supply;
Place thy hand in thy pocket and gild her,
There be those who have risen thereby.

If the fairway be crowded with shipping,
Beating homeward the harbor to win,
It is meet that, lest any should suffer,
The steamers pass cautiously in;
So thou, when thou nearest promotion,
And the peak that is gilded is nigh,
Give heed to thy words and thine actions;
Lest others be wearied thereby.
It is ill for the winners to worry,
Take thy fate as it comes with a smile.
And when thou art safe in the harbor,
They will envy, but may not revile.

Uncharted the rocks that surround thee,
Take heed that the channels thou learn,
Lest thy name serve to buoy for another,
That shoal, the Court Martial Return.
Though Armor, the belt that protects her,
The ship bears the scar on her side;
It is well if the court acquit thee;
It were best hadst thou never been tried.

Now these are the laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them,
Going down in his ship to the sea.
As the waves rise clear to the hawse pipe
Washes aft, and is lost in the wake,
So shall ye drop astern, all unheeded,
Such time as the law ye forsake.

Now these are the Laws of the Navy
And many and mighty are they.
But the hull and the deck and the keel
And the truck of the law is — OBEY.