



## JUNE 17, SIXTH COMMISSIONING ANNIVERSARY

### SIX YEARS OF SERVICE REVEALS MUCH GLORY

On that eventful day, September 7, 1929, when Miss Elizabeth Holcombe christened the ten thousand ton cruiser, named after the city of which her father was at that time mayor; namely, Houston, Texas, she dispatched a ship on her way to many wide-spread and colorful adventures on many seas.

Her duties have called the HOUSTON to far flung shores and in the short span of six years she has covered herself with more glory than many another ship can boast of. Few have flown the flags of as many dignitaries as has the HOUSTON.

After her commissioning on June 17, 1930 the HOUSTON made her memorable shakedown cruise to Europe, visiting England, France and the Netherlands. Upon her return to the U. S., she paid her first visit to her natal city, Houston, Texas.

On 14 January, 1931 the HOUSTON sailed for the Asiatic Station via the Panama Canal, Honolulu, and Guam to take over the duties of flagship on that station. During this tour of duty Admiral McVay, Admiral Taylor and Admiral Upham flew their flags on the HOUSTON.

In September 1931 one of the worst floods in the history of the Yangtze Kiang river occurred. The HOUSTON steamed upriver about 600 miles to Hankow to assist in rescue work, returning to Shanghai about October 5.

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### HOUSTON TO ARRIVE IN LONG BEACH MONDAY

Friday, 12 June, Commander Cruisers Scouting Force sent CinCUS a despatch saying that CruDivFive You are expected to arrive Long Beach the forenoon of Monday 15 June.

### CUSTOMS DECLARATION

All officers and men will be required to submit a signed custom declaration prior to arrival in Long Beach.

Each person is allowed articles to of one hundred dollars in value. By value is meant its actual value, roughly wholesale or appraised value and not necessarily what you paid for it. However if you do not know the value you may show on your declaration slip the actual amount you paid for each article.

Perfume comes under a special class. You are only allowed one bottle of each brand, under the following conditions. Merchandise including perfumery which at the time of entry into the United States bears a trade-mark registered and recorded in conformity with the provision of section 526 of the tariff act of 1930 is prohibited importation and is subject to seizure and forfeiture to the United States unless written consent of the trade-mark owner is filed at the time of entry.

The following companies have filed their consent with the Treasury Department, under condition, that the

(Continued on Page Three)

### OFFICERS DETACHED

Upon our arrival in Long Beach many of our officers will be detached or relieved.

Comdr. C. N. Ingraham will be detached about 27 June, after Admiral's Inspection, and has orders to take charge of the Branch Hydrographic Office in Seattle, Washington. His relief will be Lt. Comdr. Lloyd E. Clifford who now has duty at the Naval Academy.

Lt. Comdr. J. M. Connally has received orders to command the U. S. S. DALLAS However, he won't be detached until properly relieved which will probably be soon after Admiral's Inspection.

Lt. Comdr. J. M. Easter (SC) will be relieved by Lt. Comdr. Ray E. Snedaker (SC) who now has duty at the Navy Yard, Mare Island. Mr. Easter will go to the Navy Yard, Bremerton for duty. This relief will probably not be effective until we reach Seattle. Mr. Easter has been aboard since March 1934 at which time he relieved Lt. Comdr. Zimmerman (SC).

Lt. H. D. Felt will be detached 19 June and will go to VJ Squadron 2-F (U. S. S. WRIGHT) for duty. His relief will be Lt. (jg) T. H. Dahl who now has duty with V. F. Squadron 6B (U. S. S. SARATOGA).

On 17 June Lt. J. M. Robinson will be detached from the HOUSTON and will go to the U. S. S. HOLLAND for duty as Torpedo Repair Officer. Mr. Robinson is especially well qualified for this job. Just prior to coming to

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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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13 JUNE 1936

★————★————★  
 GALAPAGOS ISLANDS

Most of us saw a large island last Monday, and remembered it as the place where a certain Continental "Baroness" set up her own empire. Probably little else is generally known about the Galapagos Islands. However, there are many interesting facts about them.

The Galapagos have served pirates, fishermen, convicts, scientists, and Naval Officers. The pirates who plundered Peru used it as a base of operations, as have since fishermen from both North and South America. Admiral Porter also based there for a time during the War of 1812. Lately several scientific expeditions have been sent to the islands.

The islands themselves, some sixty in number, are mainly extinct volcanos which are covered with hardened lava, although, there are no more active volcanos remaining. Only one island is inhabited, which forms a penal colony for Ecuador, where sugar cane, coffee and fruit are raised.

Animal life on the island more nearly resembles prehistoric life than anywhere else in the world. Iguanas, a type of lizard, have been found over four feet in length. Land turtles weighing hundreds of pounds were innumerable years ago, but are now practically extinct. Captain Porter, of the U. S. Frigate Essex, wrote that these turtles were known to have existed in the holds of fishing ships, without food or water, for eighteen months. All sorts of peculiar bird life exists, including birds that cannot fly. One hundred and fifty species of fish are supposed to be found in the water surrounding the islands.

During the eighteenth century a "post office" was established in one

of the bays, now known as Post Office Bay. Here south bound ships left mail to be picked up by north bound ships, and vice-versa. This was wholly unofficial, friendly service, and the "post office" consisted of a cask fastened to a tree. Geologically speaking, these islands are the youngest land formations on the earth.

U. S. S. HOUSTON BOAT SCHEDULE  
 16 JUNE 1936

| Ship | Boat       | Remarks   | Leave Landing |
|------|------------|---|---------------|
| 0600 | M.L.       | Market Boat (Messmen liberty expires).            | 0610          |
| 0700 | M.L.       | Except Sunday                                     | 0710          |
| 0700 | M.L.       |   | 0730          |
| 0735 | M.L.       | Except Sunday                                     | 0745          |
| 0800 | M.L.       | Movies, repair and Hospital ship.                 | At once       |
| 0805 | Staff Gig  | Except Sunday and Holidays                        | 0810          |
| 0810 | Gig&M.B.   | M.B. only on Sun. & Holidays. (await mail clerk)  |               |
| 0930 | *StaffM.B. | Guard Mail boat to CinCus                         |               |
| 1000 | M.L.       | Sun. only—await mail clerk                        |               |
| 1045 | M.B.       | Sunday only                                       | 1050          |
| 1130 | M.B.       | Sat. Sun. & Hol. only                             | 1140          |
| 1130 | M.L.       | Sat. Sun. & Hol. only                             | 1140          |
| 1230 | M.L.       | Wed. Sat. Sun. & Hol.                             | 1240          |
| 1300 | M.B.       |   | 1310          |
| 1300 | M.L.       | Except Wed. Sat. Sun & Hol. (wait for mail clerk) |               |
| 1330 | *StaffM.B. | Guard Mail boat to CinCus                         |               |
| 1400 | M.B.       |   | 1410          |
| 1430 | MB.L.      | Wed. Sat. Sun. and Hol.                           |               |
| 1500 | M.B.       |   | Immed.        |
| 1600 | Staff Gig  |   | Immed.        |
| 1615 | M.B.       |   | Immed.        |
| 1630 | M.L.       |   | 1640          |
| 1700 | M.L.       |   | 1710          |
| 1715 | M.B.       |   | 1720          |
| 1800 | M.B.       |   | 1810          |
| 1800 | M.L.       |   | 1810          |
| 1900 | M.L.       | Beginning at 1900,                                | 1910          |
| 1930 | M.B.       | HOUSTON and CHI-                                  | 1945          |
| 2115 | M.L.       | CAGO will alternate                               | 2125          |
| 2130 | M.B.       | all boat trips. Boats                             | 2140          |
| 2200 | M.L.       | make both ships going                             | 2210          |
| 2300 | M.B.       | to dock and return-                               | 2310          |
| 2300 | M.L.       | ing. Houston taking                               | 2310          |
| 0000 | M.L.       | even days June and                                | 0010          |
| 0100 | M.L.       | August and odd days                               | 0110          |
| 0115 | M.B.       | July & Sept. CHI-                                 | 0125          |
|      |            | CAGO vice versa.                                  |               |

\*If not available use ships boat.

The meaning of the word "collision" was being explained by the teacher to the class.

"A collision," she said "is when two things come together unexpectedly."

Immediately a small boy jumped up and said: "Please, teacher, we've had a collision at our house."

"What do you mean?"

"Well, Mother just had twins."

—: EXHAUST-PIPE —:



On June 8th., the HOUSTON planes flew from the ship for the purpose of calibration of compasses and tactics. In addition to this the planes were initiated into the realm of King Neptune. Flying over Longitude 92.30 Latitude 0:0:00, at 1345, the HOUSTON, CHICAGO, CHESTER and SALT LAKE CITY planes crossed the Equator, thus earning the right to be real shell-back aircraft, and so display to the world in general their coveted winged turtles on their fuselages.

Our most esteemed Charlie Noble has just about discarded his inseparable crutches now that we are nearing the land of Seagram's 5 & 7.

It appears as tho quite a few of our personnel intend to go in for light housekeeping on our arrival in San Diego.

What puzzles all hands is how Ronnie manages to be the first and last at the mess table, day after day.

Puckett seems to have taken over the Acey-Ducey board—to the discomfort of Noble and Gibson

Andy Mellon has gone in for animal life in a big way!

Martin apparently has turned his tweezers over to Wright.

Congratulations and cigars are in order now that Swenson, R L, has been rated AOM3c.

All hands view with regret, that the time for our senior Aviation Officer, Lt. H. D. Felt's transfer is drawing near. Too much cannot be said of Lt. Felt's untiring efforts and cooperation insofar as the welfare of the men serving under him have been concerned. Our loss is V-J-2 Squadron's gain. We take this means of wishing him happy landings and a pleasant tour of duty at San Diego.

Eloping Girl: "Dad is going to be completely unstrung."

Groom: "That's all right dearest; we will 'wire' him at once."

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

Don't waste water! Let's get the "E"!



**NOSEY  
NEWS  
by  
EV' BODY**

One would believe our length of time at sea would cause a dearth of news for ye undercover sleuths, but believe it or not, shipmates, the past week has proven otherwise in a big way.

Sanderson should know by now his laurels won at acey-ducey on the Indianapolis only prove one thing—the technique used there is very loose.

With the flag well situated and those new faces becoming more familiar each passing day, we note Bowers of the band is certainly attaining that "Tan" that pleases. Wonder if he realizes how much he favors a certain Ghandi person. ? ?

It seems the boat deck sailors just simply can't lose that front page complex. With Price turning poet, (maybe pest) news is bound to be newsy. Could this be "Truth is stranger than fiction"? Hurley is losing that very prominent navy chest—he insists his messmates have all developed a reach akin to greased lightning. ? ?

There seems to be a bit of discussion before the case of Dietrich vs Coffey, is settled. Each thinks the other is doing the stooging. . . .

It seems the Chilean Senoritas are not the only persons who have that cute blush. Reed of the 4th boasts the most attractive blush witnessed in many a day. Undoubtedly the reasons are different, but a blush is a blush nevertheless. . . .

Now it just seems the "Shanty" Irishman of the foc'stle, none other than O'Niel, could not keep out of the news, even though he has tried very diligently. That new medal must be quite the thing—we can't understand why you don't display it more, Irish.

It must have seemed rather odd o observe the Nav. yeoman falling in to Captain's inspection with a flat hat adorning those thinning locks. Perhaps the lad did not know the difference between Dress Blue "Afirm" and "Baker". ? ?

We note "Herman" Asher has been weeding out and checking the eligible GG's in preparation for periscope watches. According to latest info "Ye Olde Perryskope" in No. 2. is all greased up for heavy duty soon. Among the more prominent nominees for the coveted lookout watch are: Wallace, Henry, Guglietta, Fagan, Kollmer, Redding, Debri, McNesby, Allen, Mains and Mitchell.

The Exec's office gang, just to be well prepared, have recently had 10,000 special requests slips printed. This should be good news to our past, present and future GG's. ? ?

A bit late but nevertheless "Nosey Newsy" is the news concerning Whaley and his final downfall in Chile. The sad part of the whole affair is the fact we shall not visit that part of the world for some time to come. We do hope the lad will bear up under the circumstances.

"Joe" Lima is showing great signs of life now that we are drawing close to the port of GG contentment. Of course, there are many more in the same class, but Joe seemed to be one of these types which show the greatest degree of improvement, in the shortest space of time.

Could it be true that a certain "Swede" just can't get situated since joining the GG club? It seems most of the boys have profited a good deal since their change in status?

And now "Arty" Fritts comes to the fore with strong arguments in favor of Seattle when it comes to heart maneuvers. It seems the lad can't agree with some concerning the dusky maids of Chile.

—Sayonara.

Guard— 'Here, yu bum! What are you doing with that sponge?"

Thirsty Thaddeus— "Me? I'm going to mop up the bow of the ship right after the christening."

**LOST AND FOUND**

It has been suggested that the "Blue Bonnet" run a weekly lost and found column. Often men carelessly misplace things and the finders are unable to locate their owners. Ens. Mackenzie has volunteered to start this column off by reporting the loss of two pipes. 1 diamond shaped Dunhill briar and 1 straight stemmed dark brown B.B.B. Finders please communicate with owner. Hereafter items to appear in this column should be left in the "Blue Bonnet" Contribution Box located in the For'd Mess Hall.

**CUSTOMS DECLARATION**

(Continued From Page One)

trade-mark be obliterated or destroyed and the bottle opened prior to its release. "The Bourjois, Inc., Caron Corp., Coty, Inc., Houbigont, Inc., Ariza L. Legrand, Inc., Chanel, Inc., Les Parfums de Rosine, Inc., Roger and Gallet, Lanvins Parfumes, Inc., Guerlain, Inc., Lionel Trading Co." Perfumery in excess of one bottle bearing the registered and recorded trade marks of any of the above concerns, as well as perfumery bearing trade-marks owned by concerns not here mentioned whose trade-marks have been recorded in the Treasury Department are subject to seizure and forfeiture unless imported with the written consent of the trade-mark owners.

There are many articles that are strictly prohibited from importation, narcotics, a limited amount of tobacco and tobacco products. It is assumed that no one on thee HOUSTON will be so foolish to attempt smuggling any of these items.

Rastus— "Say Sambo, what time in yoah life does yo' think yo' wuz scared de worst?"

Sambo— "Once when Ah wuz callin' on a married gal an' her husband come in an' caught me. Boy, wuz Ah scared!"

Rastus— "How are yo' suah dat was de worstest yo' evah bin scared?"

Sambo— Cause her husbun turned to dat wife of his an' say: 'Mandy, what's dis white man doin' here?"

Turn Out Unnecessary Lights!

## SIX YEARS OF SERVICE

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(Continued From Page One)

Many will recall the trip between Cavite Navy Yard and Shanghai. While undergoing overhaul in that yard, on the night of 31 January, 1932, rush orders were received to proceed immediately to Shanghai where Sino-Japanese hostilities were endangered. It was the HOUSTON to the rescue. Within a few hours, after taking aboard 250 Marines to augment the 4th Regiment, Marine Expeditionary Forces at Shanghai, fueling and provisioning, the HOUSTON was ready to sail. She broke all existing records for this run by making it in about 47 hours under rough weather conditions. On arrival the Marines and Blue-jacket Machine gun platoons were landed for duty.

During the hostilities many momentous decisions were reached and difficulties were settled aboard the HOUSTON. Admiral Taylor was the senior Naval Officer on the station and acted as arbiter in many difficult problems.

On 13 March, 1933 the HOUSTON sailed from Manila, P. I. on a good will tour through the Southern Philippines, visiting Iloilo, Cebu, Davao, Dumanquilas Bay and Zamboango. On 29 May of the same year the HOUSTON sailed from Shanghai, China on a good will visit to Japan, visiting Yokohama and Kobe, returning to Tsingtao, China by way of the famous Japanese Inland Sea.

17 November, 1933 shall always remain in memory as an outstanding date, for on this date the HOUSTON sailed from Shanghai, China, HOMEWARD BOUND. The AUGUSTA had relieved the HOUSTON as flagship, Asiatic Fleet. Sailing from Shanghai the HOUSTON flew a homeward-bound pennant 575 feet long, stopping at Yokohama for an enjoyable four days and thence on to San Francisco.

On the evening of July, 1934, President Roosevelt boarded the HOUSTON at Annapolis, Md. for a cruise taking the HOUSTON over 11,000 miles. In his party were his sons, Franklin D. Jr., and John, the Naval Aide, Captain Wilson Brown, Mr. R. Foster, Executive Clerk, Comdr. R. McIntyre, (MC) USN, and Messrs. R. Jervis and G. Gennerich of the

U. S. Secret Service.

The Destroyers GILMER and WILLIAMSON carried the press representatives and acted as an escort until arrival at the Canal Zone where they were relieved by the New Orleans. The itinerary of this cruise included stops at: Long Island, Upper Bahamas, Cape Haitian, Haiti where the President of Haiti came aboard, Mayaguez, and San Juan, Porto Rico, St. Thomas and St. Croix, Virgin Islands, Cartagena, Colombia, where the President of this South American Republic came aboard and then on to Cristobal, C. Z. While in the Canal Zone the Secretary of War, the Hon. Mr. Dern, was received on board.

Upon arrival in Balboa, C. Z. the President of Panama was received on board. Then on to Cocos Island for a brief fishing stop, the next leg of our cruise being a memorable one because of the Macon delivering newspapers 1,000 miles at sea. The next stop was Clipperton Is., then on to Hilo, T. H., and then Honolulu, T. H. It was here the HOUSTON's distinguished guests were greeted at the pier by a crowd estimated at 60,000.

After a two day stay the HOUSTON sailed for Portland, Oregon where her illustrious passenger left the ship. The HOUSTON then returned to the Atlantic, rejoining the Fleet, then on maneuvers, in Hampton Roads. Sailing South in Company with the U. S. Fleet, the HOUSTON paid her second visit to Houston, Texas, remaining there from the 22nd. till the 27th. of September, 1934.

On the 15th of May, 1935 it again became the honor of the HOUSTON to become the flagship of another of the celebrated Roosevelt family. This time, the late Henry L. Roosevelt, then Assistant Secretary of the Navy, broke his flag at the main in preparation for an inspection tour of Honolulu, sailing from San Diego. A four day stay in Honolulu while the Asst-SecNavy inspected Pearl Harbor and conferred with Admiral Reeves after the completion of Fleet Problem 16, then a fast return passage to the U. S. arriving in San Pedro, California.

During the summer the HOUSTON accompanied other units of Scouting Force in a cruise to Alaskan ports, enjoyable stops being made at Cordova, Seward and Auke Bay. The summer cruise in the North was com-

pleted by short visits to Seattle and Blaine, Washington.

On the 3rd. of October, 1935 the HOUSTON, now famous for her cruises with high ranking personages, again became honored when President Roosevelt's flag was broken from the main for the second Presidential Cruise. This cruise carried the HOUSTON to many interesting and out of the way ports, since this cruise was definitely a vacation cruise for our President and Commander-in-Chief. The following stops were made on this cruise: Cerros Islands, Cape San Lucas, Magdalena Bay, Cocos Islands, Bahia Honda, Perlas Islands, Balboa, C. Z., Porto Bello, Tiger Island and Charleston, S. C. The PORTLAND acted as escort throughout this cruise.

The completion of the present cruise which has taken the HOUSTON well over 12,000 miles shall be another chapter complete in the colorful history of a snappy ship with a happy crew.

## OFFICERS DETACHED

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(Continued From Page One)

the HOUSTON, he completed a three year course in torpedo design at Mass. Inst. of Tech. No relief has as yet been ordered but Ensign Mackenzie will temporarily be Fourth Division Officer.

It is expected that Lt. (jg) Harris will be detached about 17 June in order that he may go to the U. S. S. CHAUMONT for duty. Mr. Harris reported aboard the HOUSTON 1 June 1934 at New York City having just completed a year's duty with the C. C. C. in Kentucky and Yosemite National Park. Mr. Sutton will relieve him as First Division Officer.

2nd. Lt. H. B. Cain, Jr. USMC has been ordered detached 18 June. He will go to duty at the Fleet Marine Force, San Diego. To date no relief has been ordered.

Ensign Hilger will be the temporary "F" Division Officer during the period that Mr. Rice is at Gunnery School.

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"Can anyone tell me what psychology is?" asked the teacher — and little Audry laughed and laughed because she remembered the teacher saying it was the study of human behavior from childhood to adultery.