



**KNOWING THE NAVY**

This week we bring to the fore, in our Navy's history as a babe, some facts relative to the part the Naval forces played in the war with Mexico, in 1846.

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As soon as the War with Mexico began, in 1846, the U.S. Navy immediately took possession of Monterey, San Francisco, and Los Angeles, and within one month the U.S. Flag was flying over every commanding position in California.

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Early in the Mexican War the Mexicans recaptured Los Angeles from the U.S. Naval Forces, but a combined force of soldiers, sailors and marines quickly marched from San Diego and after a two-days battle made U.S. authority in California permanent.

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The chief work of the U.S. Navy in the War with Mexico was the blockade and seizure of the Mexican ports on the Gulf of Mexico, the transportation of troops to Vera Cruz and assistance in the attack on Vera Cruz.

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In the attack on Vera Cruz by U.S. Army and Navy forces during the War with Mexico, the Navy covered the landing of the Army and landed 10,000 troops in a single day.

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The first American Man-of-war to round the Horn and enter the Pacific was the frigate ESSEX. She was also the first American man-of-war to round the Cape of Good Hope.

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The first vessel to fly the Stars and Stripes was the 18-gun RANGER whose captain was John Paul Jones.

**ONE MORE RUNG**

The following men were advanced to the next higher rating and our heartiest congratulations are offered. Those who were among the unfortunate, and not able to make the grade at this time, we wish you better luck in the next quota.

Name	Advanced in Rating To:
Kayse, Alton R.	BM1c
Steve, John	BM1c
Clymer, Shelton H.,	Cox
Conley, W. F.,	GM1c
Wersal, Sylvester,	GM2c
Sharp, John M.,	GM3c
McKee, Ralph E.,	QM2c
Gamache, A. G. J.	QM3c
Guglietti, James	FC3c
Lambert, William	EM2c
Leo, Nicolas	EM2c
Horobetz, Francis	RM3c
Johnston, Larry R.,	SF3c
Burger, Frank	MM2c
Sharp, James Dale	MM2c
Rudolph, Carl F.,	WT2c
Tatkiewicz, I.,	Bkr3c
Bair, Dwight M.,	Sealc
Brown, Lem L.,	Sealc
Cresci, Peter	Sealc
Dickson, Jack E.,	Sealc
Edens, Gracie	Sealc
Elder, David A.,	Sealc
Felix, Irving A.,	Sealc
Glider, Norman Rex	Sealc
Head, Rex Allen	Sealc
Mustain, Ivan E.,	Sealc
Rainey, Gordon W.,	Sealc
Westby-Gibson, Jack	Sealc
Kerdikes, James	F1c
Smith, LaVon M.,	F1c
Coats, Ivan Roy	F2c
Sanders, William L.,	F2c
Vidic, Roy Charles	F2c
Malit, Roman	Matt1c
Dickey, Paul K.,	F2c
Duesler, James L.,	F2c

**MERITORIOUS MAST**

The Commanding Officer held meritorious mast on 6 November, 1934, and commended the following named men for their performances of duty as indicated:

For exceptional service, working overtime Saturday and Sunday, day and night, beyond the call of duty, preparing a damaged plane so that it might take part in exercises scheduled for Monday morning:	
Mc Carrol, F,	ACMM
Hollingsworth, O. R.,	AMM2c
Cammill, J. W.,	AMM3c
Jory, E. E.,	Sealc
Schaffer, M. J.,	Sea2c
Rosenkrans, H.,	ACM1c
Lenox, W. V.,	AM2c
Bender, A.,	AMM3c
Dodson, C. O.,	AM3c

For cheerful and efficient performance of duty while a member of the Navy Shore Patrol, Panama, 25-28 October, 1934:

Sawyer, G. T.,	Y2c
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**NEW DEAL IN THE NAVY**

The coming year is going to see the possibility of making the Navy a career, a reality. With numerous new ships being constructed, replacements and turnover of personnel is bound to result in a larger complement. Rates are no longer going to be stalemated, and with honest effort advancement in rating should, under ordinary circumstances, be rapid. Many rates in all branches are to be open for advancement during the coming year, and men are advised to complete the necessary educational courses in order that they may be eligible for advancement.

## —: 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.

Lt. (jg) J. B. Berkley — Editor.

## —: CONTRIBUTORS :—

Lt. (jg) D.A. Harris R.E. Botterell, Slc  
H.L. Brown, EM1c Jack Holt, Slc  
A.D. Hall, MM2c R.W. Post, AOM3c  
T.B. Razlaff, Slc, printer

10 November, 1934.

★ ★ ★  
PEP TALK

Pico Street, Pike, boats, liberty—what a delightful song these words sing to the most of us. The past seven months have been strenuous and tiring but now they are past, like old friends—bless 'em.

Of course there will be little talk of anything but liberty during the next few weeks, but remember, our job is never done. If you haven't heard so yet, the Semi-Annual Inspection of this ship is going to take place next Saturday, the 17th. Not a particularly pleasant thought to force upon one when "liberty" is so much more pleasant, however it is a fact we cannot nullify. There will be loads of things to do. The "Floating White House" will be looked over with a critical eye. We have had compliments from various sources but compliments will be of no value in keeping the ship clean and snappy without the proper amount of ergs from those aboard. We have made a good name for ourselves thus far because every man has put his shoulder to the wheel. This week will prove whether we deserve that good name. To make this another banner week, put your shoulder to the wheel, clean up your bunk, don't clutter up the living spaces, get your lockers and clothes in shape, see that your actions topside don't mar the appearance of the ship. A little caution and care, a little work, fewer growls and more cooperation will put us at the top.

A wise old trainer, asked for some advice on winning races, said, "Well, sir, the thing to do is to get out in front at the start and improve your position from there on."—Judge.

## COOKS

★-----★  
We may live without poetry, music and art,  
We may live without conscience and live  
without heart,  
We may live without friends, we may live  
without books,  
But civilized man can not live without cooks.  
—Himrod, W.O. Steward

## WHAT'S WRONG?

A gentleman was attending church services with his wife and during the sermon he fell asleep. During his nap he dreamed that he was back in France during the Revolution. He had been selected to die on the guillotine. He was placed under the knife and the knife was about to descend.

At this time, services ended, the gentleman's wife, seeing him asleep, tapped him on the back of the neck with her gloves. The shock of the touch at this time, killed him instantly.

What is wrong with this story?

(Ed. Note) We acknowledge the puzzle submitted by D. P. Hartley of the "E" Division. We will run it next week. Any others having brain teasers and wish to submit them, do so by using the box in the Recreation Compartment, or by seeing the Navigator's Yeoman.

## NEWS FROM FORMER SHIPMATES

Jim Corbett, CTM., ex-CMMA, tells us that the chicken ranch is coming along in fine shape.

Bart Fahey writes and says that his new job keeps him busy changing ribbons on his typewriter. What a job for a BM1c.

Hughes, BM1c., ex-Simon Legree of the Third says, "China ain't the same without the HOUSTON gang."

Smith, Cox, who used to massage the Comm. Platform, crashed the "can" as a starter on his tour of shore duty.

Sam Wunder, the one and only, ex-Barber number one, has switched to the Army and is now watchman on Pier No. 1, in Manila, P.I. Sam did twenty and then retired.

Taffer, GM1c., ret., is now married and says that "Honey" and hot cakes are swell.

One answer to the problem of how to treat reporters is, "Treat them frequently."—F.H. Brennan.

## SALVOS! SHORTS!! AND--STRADDLES!!!

Adam Chatterbox

The days have passed! Quickly for some, slower than slow for others. The weary weeks of drilling until we were groggy, the sapping heat of the Tropics and all the unpleasant things incidental to the training of the Fleet are at an end. Most everyone agrees that it is good to be back in the Homeland. Lets enjoy every minute of every week. We should derive double pleasure from the good times ahead, for we can look back with pride on a hard job well done.

The HOUSTON'S crew have been repeatedly commended for exemplary conduct ashore since commissioning in June 1930. As I see it, that is ample reason for a proud feeling to let nothing mar a splendid record.

A few "cold ones" seem insufficient reason for men acting like escaped lunatics or Apache Indians on the war path. This writers observation was that the HOUSTONITES, almost without exception, are a happy, friendly crew who draw the line on misbehavior, even in an out-of-the-way spot where there are no out-siders to be impressed. That is as it should be—Congratulations!

There is a Division on this ship which is a stranger to publicity, tho since the day of comissioning it has accomplished much that is outstanding and rates a mark of merit. 'M' is the division and the two engine rooms the stations. Despite a drastic cut in personnel since returning from the Asiatic Station, these few men under the able and efficient Chief Machinist Mates, Paul Gallant and Bill Fiddler, have succeeded in maintaining a standard of operating efficiency and spic and span cleanliness far above the average. Practically all of the work once done by Navy Ward workmen has been saddled on these men, who did it and grinned—and growled—a little bit—. The Engineers on nearly all of the other heavy cruisers have heard about the remarkable engine rooms on the HOUSTON; many, both officers and enlisted men have come aboard to see for themselves. The general comment is, "How do you do it?" Other Chief Engineers

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# NOSEY NEWS by EV' BODY

We are now back in the home town and the boys that made the first liberty are not so peppy this morning. Ship's Service had better stock up on the Tomato juice.

We hope that Yelverton has found the address of his better half by this time, after all those grey hairs age a man. Walshe, that dynamic Marine can still tell a good sea story despite these many days away from the beach. Snarfy Joe is slowly losing his Milwaukee Goitre, due to an overdose of sea service. He also reports two new hairs under his nose. We suggest that Ensign MacKenzie purchase a pair of stilts for future workouts on the Well Deck. Those "S" Division students have suddenly learned just what a stern teacher Ensign Bullock can be. We have recently learned that Cox. Campbell once took a course from Earl Leiderman, hence the powerful stroke at the mess table. Did this have anything to do with that test he received in the Sick Bay? Women use grease on their faces at night prior to retiring but why must the HOUSTON sailors have their stomachs likewise beautified? Who is the (SC) Ensign we saw grasping his way down the passageway the other night, trying to find the Pay Office? The habitues of the I.C. room apparently find that place a Mecca for "coffee." And incidently we might comment that the Chief Police Petty Officer did not suffer too much for his recent operation. Still on the job. Wimpy and his hamburgers are funny in the "funnies" but we don't consider them so funny when overdone in real life. It is rumored that one of the largest troop movements in years, was underway in the San Pedro -Long Beach area. The

fleet moved in and the Army and CG moved out.

"HOMESICKNESS: sometimes becomes so intense that the sufferer not only loses all desire to eat and sleep but develops a meloncholia which leads to insanity and death. In fact, army medical officers have come to recognize it, in extreme cases, as a disability which warrants a furlough, or even a discharge, in order to save a soldiers life."

We wonder if the above could apply to Ensign Slayden, Asher, Brown, Wershing, McKee, Baker and all the rest of the much married personnel on this ship. The "brute" in the Log Room has expressed his own inability to "take it." He aspires to be a QM.

And so, gentle readers, we put this copy to bed.

## Answer To Last Week's Problem

1. Smith can be engineer or brakeman. (From No. 3.)
2. Robinson can be engineer or fireman. (From No. 2 or 6.)
3. Mr. Jones cannot be the brakeman's nearest neighbor because 2000 is not exactly divisible by three, (From No. 4 and 5.)
4. Since Mr. Robinson lives in Philadelphia and Mr. Jones cannot live halfway between N.Y. and Phila., Mr. Jones must live in New York.
5. Therefore Jones is brakeman. (From No. 6.)
6. From "1" above, since Smith can be only engineer or brakeman, and from "5" above, Jones is brakeman, Smith must be the engineer.

To climb steep hills requires slow steps at first. — Shakespeare.

## STOKERS NOTES

Well, here we are arriving at last after months away from the good old 'home port' and are they having the time of their lives getting standby's. It must be great to be in love.

This past week has been cigar week in the Engineers Force — Sharp to MM2c; Rudolph to WT2c; Smith and Kerdikes to F1c; Lambert and Leo to EM2c; Coats, Dickey, Sanders, Vidic, and Duesler to F2c. If this keeps up it won't be long and we will

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## GROWLS

There has reached this desk once more a comment that perhaps deserves some consideration. In fact there have been several comments handed in relative to the same subject and concerning the same organization. This paper does not attempt to reorganize or criticize various departments and divisions of the ship, merely to suggest such changes as would be highly beneficial to the crew as a whole. The Comment:

"Since the BLUE BONNET has stated, "If you have any comments to make turn them in." here's one that could stand a little consideration. For some time now the laundry has ceased to do finished work for those of the crew desiring, excepting the CPO's. Now it seems that some of the Sergeants and Corporals of the Marine Detachment are receiving such service. It seems only fair that at least some of the PO's who are more than willing to pay the price could be extended this service too, especially since a PO is expected to set an example of neatness and cleanliness, and therefore changes uniforms quite often in a week.

—Just a PO1c

It has also been suggested to us that hereafter when the Ship's Service Store stocks up with souvenirs and gifts as they did upon leaving Panama, they save some of the merchandise for those of the crew who were not paid at the same time the Chief's and Marines were. We realize that 'money talks' but after all the real spirit of this organization is supposed to be SERVICE, not to a few of the select, but to the entire Ship's company.

And while we are on the subject of service, let us mention the fact that some of these Ship's Service operators, Soda Fountain, Laundry, Tailor Shop, Barber Shop, Store, etc., appear to forget the little fact that they are drawing a salary for these jobs and that service should be of paramount importance. A loud and vicious growl is not conducive to good salesmanship and does not in the least aid in making this a happy home.

The Eternal Triangle: A mouse is afraid of a man, a man is afraid of a woman, and a woman is afraid of a mouse.

STOKERS NOTES

ave an all-rated Engineers Force.  
Joe Lima says he is going to have  
shack on the beach. I guess he just  
can't get away from the "Oil Shack"  
lea.

"Whitey" Harred has been in the  
ick Bay for the past week, and he  
as to have been paid off this week.

The Engineering Score is right up  
ere and we no doubt have the first  
lace in the Scouting Force. Let's  
eep it there as this ship would look  
ood with a red "E"

THAT'S THE HOUSTON

★-----★-----★  
Like a bolt of lightening from the sky,  
Like a greyhound running low,  
She spreads her wings and tarry's nigh,  
Just watch that Cruiser HOUSTON go.

Her planes around her buzz like bees,  
Her turrets covered o'er with "E's",  
Her guns belch long with steel and flame,  
She's out to make herself a name.

Her Captain and Commander too,  
The Officers and then the crew,  
All work like dogs to pull her through,  
She's as fine a ship as sailed the blue.

Ere she was built, there startts her fame,  
A mighty ship, 10,000 ton,  
She's made herself a mighty name,  
That's the Cruiser HOUSTON.

—W. E. Hunter, Sea2c

BOWLERS ORGANIZE

The HOUSTON'S bowling team got  
underway with a bang at the meet-  
ing held in the Starboard Hangar,  
Tuesday. Twenty men turned in their  
names for a try at smashing the pins  
for a place on the Ship's team.

All men will roll a five game string  
before next Saturday the 17th, at  
noon, when all games will be turned  
in to determine the rank of the bow-  
lers. Alleys will be arranged for and  
a possible tournament played on  
either the 17th or the 18th. If not,  
there will be individual and team com-  
petition between the first ten and the  
second ten. Any one wishing to try out  
for this team can do so by seeing  
Brown, EMlc., or Kirkpatrick, Sic.,  
prior to Saturday next.

It certainly looks like there will be  
lots of competition, for we have  
witnessed some of the men in action  
out in the Orient and in Bremerton.  
Lots of practice will be needed to oust  
the follow just ahead of you in the  
lineup ranking. In tournaments, the  
ten high average men will play, with  
others following in rank as substit-  
utes.

SALVOS! SHORTS!! AND  
STRADDLES

have gone so far as to SEND their  
men to visit our engine rooms, as an  
object lesson on how maintenance  
should be performed. WELL DONE,  
"M" Division! There is no extra pay  
for that kind of work, there is a great  
deal of satisfaction in knowing you  
are doing better than just good.

Overheard at the "Gedunk Stand:"  
Somebody: Give me a plain soda, with  
out chocolate ice cream.

Soda Jerk: Sorry, You'll have to take  
it without vanilla, we have no choco-  
late ice cream.

Definition of repartee: "Saying on  
the spot what you think of the next  
day."

PATTER  
All work and no play makes Jack,  
and lots of it.—Tony Wons.

Modern youths version: Better to  
have loved and lost—much better.

He's a typical hard-boiled egg—  
yellow inside.

Send the BLUE BONNET home.

U. S. S. HOUSTON  
BOAT SCHEDULE  
LONG BEACH, CALIFORNIA



PICO STREET LANDING 9 NOVEMBER, 1934.

Leave Ship	Boat	Remarks	Leave Landing
0600	MWB or ML	Market boat. Return liberty party.	0625
0640	M.L.	Liberty party.	0700
0725	M.L.	Liberty party and Mess Stewards.	0745
0745	M.B.	Officers.	0805
0810	M.W.B.	Guard Mail P.O. to Div. Flagship.	
0815	M.L.	Movies, also Repair, Hospital ship and San Pedro (as necessary.)	At once
0840	M.L.	U.S. Mail -- Stores. Liberty party on Sundays and Holidays.	0920
0930	M.W.B.	When Scofor Flagship only, Guard Mail P.O. to CinCus.	
1120 S	M.L.	Saturdays, Sundays, and Holidays -- Liberty party.	1140
1130 S	M.B.	Officers -- Saturdays, Sundays and holidays.	1145
1230 N	M.W.B.	Daily except Sundays -- Guard Mail P.O. to Div. Flagship.	
1300	M.B.	Officers -- Wed., Sat., Sun. Other days when specially granted.	1315
1315	M.L.'s	Liberty party on Wed., Sat., and Sun. Special liberty men on other days.	1335
1330 N	M.W.B.	When Scofor Flagship only, Guard Mail P.O. to CinCus, daily except Sundays.	
1430 S	M.L.	Liberty party Sat., Sun., & Holidays only.	1450
1500	M.B.	Officers. U. S. Mail Clerk.	1530
1615	M.B.	Officers.	1630
1630	M.L.'s	Liberty party and Athletic teams.	1650
1700	M.B.	Officers.	1715
1730	M.L.	Liberty party and Athletic teams.	1750
1815	M.B.	Officers.	1830
1840	M.L.	Liberty party.	1900
2000	MB or MWB	Officers.	2015
2100	M.L.	Liberty party.	2120
2215	MB or MWB	Officers.	2230
2230	M.W.B.	Officers and Liberty party.	2250
2400	M.L.	Officers and Liberty party.	0020
0030	MB or MWB	Officers.	0045
0100	MWB or ML	Officers and Liberty party.	0120

S — Saturdays, Sundays and Holidays.  
N — Daily except Sunday.