

Navy Wins At Poughkeepsie

IT HAD been figured out by the dopesters that the race this year was between the two Western boats, California and Washington. All the Eastern boats were to go along just for the ride. But something went wrong there for the Navy took the lead at the halfway mark and then was never headed.

Buck Walsh, Navy's crew coach at the Naval Academy, fell a day before the big race and so injured his spine that he was confined to the hospital. The entire Navy crew visited their coach at his bedside and vowed that they would bring the bacon home if it killed everyone of them. Well, they did it. Not conceded an outside chance they rowed the race of their lives and crossed the finish line ten feet ahead of California. Washington finished a bare third.

The race was a fast one. A course record was established by Navy which will undoubtedly stand for a long time.

The old Navy Fight carried her sons to another victory. We feel proud to be able to say that we are a part of that Navy.

Nice Work Navy!

(From the San Fran. Chronicle.)

"THE boys of the U.S.S. Houston, anchored off Mare Island, are after me good and proper for writing that Navy didn't do so much
(Continued on Page 2.)

Fourth of July Approaches

MONDAY is the Fourth. Firecrackers, brass bands, lemonade, soda pop, picnics, baseball games, and foot races are the order of the day.

THE Houston finds itself this year spending the 4th in the Navy Yard. Last year we had the good fortune to be the guest of Astoria, Oregon. They showed us a great time. In Vallejo we have most of our families with us. If there is any celebrating done we almost always like to have those who are closest to us around.

On the 4th many accidents will occur—mostly automobile crashes. Firecrackers will start fires and probably injure some children—no sailors, of course. We hope none of our complement will be casualties on this day.

Changes In Officer Personnel

SINCE the 28th of May there have been twelve changes of officer personnel. Ensign Quackenbush started it by leaving for a destroyer. On the 31st he was followed by Ensign A. V. Ely who went to Pensacola. Among the aviators Lieut. (jg) A. G. Dibrell and Lieut. (jg) P. E. Emrick were detached on the sixth and seventh of June respectively. Lieut. (jg) W. C. Jonson arrived on the sixth to fill the vacancy and on the 11th, Lieut. (jg) F. M. Slater arrived.
(Continued on Page 4.)

Early Flags Show Originality

BEFORE the revolution against England, the colonists flew the British Union Jack as their flag. It was a similiar flag to the present "red ensign" of the British Merchant Marine but had a colonial design added to it.

During the conflict the Continental Army flew four main flags of varying design. The Bedford flag consisted of a mailed arm with a short sword with this motto "vince aut morire" on a scroll. Oddly enough this flag was designed by the British for their use.

A second flag almost identical to the present flag of the state of Connecticut was first used at Prospect Hill near Boston.

The Philadelphia Light Horse Troop flag was of yellow silk 40 inches by 30 inches with the letters L. H. worked in the elaborate shielf and rosette arrangement. Below the pattern was a motto scroll. This flag first symbolized the thirteen colonies by 13 blue and silver stripes in the upper left corner.

The flag with seven red and six white stripes and the crosses of St. Andrew and St. George in the blue field of the canton was used both by the Army and the Navy.

There were many other flags used for short periods of a very revolutionary composition or emblematic of the patriotic fervor of the bearers but the above were the four most universally used.
(Continued on Page 4.)

—: 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.

Editor, Lieut. (jg) E. A. McDonald.
 Assistant Editor: Ensign J.P.M. Johnston
 Associate Editor: Stefan Sivak, Jr., SK1c
 Associate Editor: W.J. Bannen, Sea. 1c
 Cartoonist: W.C. Ridge
 Circulation: John Boris, Y3c
 Printer: R. L. Beckwith, Sea.1c



Dear Marie,

It sure causes a body to set his thinkin' cap square on his noggin the way time slides into a hazy conglomeration o' bygones. When you get to ponderin' suchly, old Ned's bound to pop up with a searchin' look in his eye and a pitch fork thas achin' to prod your flesh, and a body's bound to be a thinkin' more kindly o' gospel preachin'.

Here comes the Fourth o' July a rarin' 'round the corner. It gets me in the celebratin' mood faster'n a herd o' wild mustangs a runnin' to a drinkin' hole after a two day thirst.

Gosh Marie, 'member all the fun we usta have bouncin' along ruts 'n the county road 'n our Pas' buckboards headed for the 4th barbecues, ball games, and square dances that begun early 'n the day and ended when the folks wearied o' jumpin' up and down on the dance floor. And they allus tucked us young uns away 'n the wagons when the fiddles were a screechin' the loudest. We wanted to see our Pas and Mas a clampin' 'n the dance but the peepers dinna stay open some how.

Pa never gave us spendin' money for fireworks and all those explodin' gim cracks, since he 'lowed there was more folks killed a doin' the celebratin' than met their maker in the battle they wuz celebratin'.

That dinna worry us. Remember the time us young whippersnappers filled a can with Ma's beet juice, clamped the lid on tight'n a frightened clam, and poked up a sizable fire under 'er. The idea wuz all right and it sure woulda been a wonderful sight to see the red water a splashin' up to the sky if old posy nose, hard cider Jenkins hadn't a showed up around there about then. He wuz a staggerin' under a load already a runnin' up into the gallons.

Tha can started a bulgin' and all of a sudden she let go with an awful bang, hittin' old 'hard cider' square in the middle. It musta burnt him a mite, too. Seein' all the red beet juice draped over his form from stem to stern, he let out an awful yell and commenced a sobbin' for the parson. He 'lowed he wuz a breathin' his last.

From that day to this, Marie, old Jenkins' been the consarndest prayin' soul 'n the county and hasn't touched a drop o' anything stronger'n soft water. Kinda makes me feel proud sometimes 'bout the good I done then, but I wouldn't breath a word to Pa. He still wonders what happened to his favorite beet juice. And he might limber up his whippin' arm. You can't tell 'bout the vagaries o' age.

Love,

Gus.

Nice Work Navy!

(From Page 1.)

in winning the Poughkeepsie crew regatta.

Among other things I said that Navy, naturally, ought to be able to row a boat better than anyone else and the significant thing was not that Navy won, at last, but that it had taken so long to do it.

But the boys of the U.S.S. Houston can't see it that way at all. The want me to know that rowboating is just a side line at Annapolis. The midshipmen, they say, have no more time to devote to crew than have the other Poughkeesie entrants—less, perhaps, because they have to study hard on such tough subjects as navigation, engineering and gunnery. There ain't no snap courses at Annapolis.

I am happy to make these facts known in behalf of the U.S.S. Houston. After all, I am not prepared to pick a beef with a warship."

Editor's Note—
Mebbeso.

Houston Wins Golf Match

THE Houston officers' golf team took the measure of the Whitney officers to the tune of 6½ to 5½.

Now Is The Time

RIGHT now is the time to get the jump on the other cruisers in athletics. If the Houston wishes to stand up there near the top during the coming year it behooves us "to get a move on" starting now.

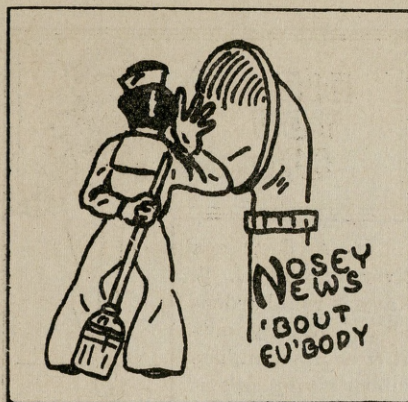
Many years ago the Rambler Ship stood up there with the leaders but gradually interest waned and during the ensuing years we reached that undesirable position of being way down in the cellar. The going has been tough since then. We picked up momentum last year in an upward drive, but results show us that we've far to go. Our boxing and wrestling teams are away to a new start with more promising material than they ever had. Wellbourn, wrestling coach, and Arsenault, boxing coach, look forward to the best year yet.

Nothing much is known so far in basketball, baseball, crew, and sailing but it is certain they're on the up drive too.

If you want our ship to turn out winning teams give them support. This means that not only must our teams be cheered when they participate but the candidates for the teams must be allowed to train. It is necessary for them to train a great deal. So don't mutter and growl when they workout, even if it means that you must help them in their work at the time.

The teams represent the ship. You are a part of that ship. Let's show the others that the Houston is literally brimming over with spirit.

Boost Houston Athletics



Howdy Shipmates and neighbors; Activity is the word of the day on board. Ever one rushing fore and aft doing their bit to put the Houston in A-1 condition and all doing a fine job.

Quite a number of men are still arguing about the Louis-Schmeling affair. They still aren't convinced that Louis is the better man and are waiting for another chance to show the well known color. No odds though.

News travels fast on this man-o-war. One of our planes was reported to have been forced down close to the Navy Yard bridge. By careful observers, a few minutes later word was being passed around that one of our planes had dropped under the Bay Bridge and was wrecked. The former was the straight dope, just a case of running low on fuel.

Many men are hoping that they will be the lucky one to get one of the new lockers being delivered on board. They sure are easy to look at and the shelves are arranged in the proper manner by which a full bag can be easily placed therein.

Noticed that most of the crew thinks more of Vallejo than Long Beach. Perhaps it is because everything is convenient and one doesn't have so far to ride to get ashore. A taxi right to your door is what they like most.

A couple of high spots in Vallejo where it is easy to find most of the crew are the Town Club and Tom's Place. The dancing set can be found at the former while the latter is inhabited by the quiet members of our crew who care only for a place to sit and talk about some mighty tall tales and sea stories.

Our decks in the Hangers would take first place for ball room smoothness and shine. One feels as though it is wrong to even step on such glittering decks.

The daily working parties are wondering where all the stores are being stowed and when they will stop being delivered. Won't be long now before everthing will be on board and we will be traveling on the high seas once again.

Found out that we have some mighty fast talkers around us. Fast and sweet is what the bar girls say about them. Just sit at the bar and they start in at the first drop of refreshment.

Sure makes one feel good to hear the yard workmen state that we are the cleanest ship in the yard. We sure are coming along nicely and one is proud to tell that he is a member of this ship.

Noticed the new barge being tested by the yard workmen. The Fourth Division wonders how it is going to handle when they man the boat crane. Sure is a snappy looking boat.

The married men are taking advantage of the coming Holiday liberty by buying seats of the car owners who will make the long trek to Long Beach. This may be their last chance to go down there and see their loved ones.

Kiss Amiss

"To miss a kiss
Is more amiss
Than it would be
To kiss a miss
Provided that
The kiss you miss
The miss herself
Would never miss.
But if you try
To kiss a miss
With whom a kiss
Would be amiss
You'd better always
Miss the kiss."

The next time the government launches a war-wagon, we want to put in a bid. We will drink the champagne and then you can crack us against the side.

A Tall One

THE Yeoman Playboy, haggard and weary, visited the sick-bay before going on 30 days leave. After an examination, he received the bad news. If he didn't spend his leave in the country and exercise in the sunshine — he was going to wind up behind the eight ball of health.

This Yeoman decided to follow the first course. The very next train from the beach found him bound for the beautiful country, far from the evils of the city.

To everyone's surprise this Yeoman was back aboard in less than his thirty days. He beamed on the doctor in the sick-bay.

"Sir", he said as he stood on his sturdy legs, "I really did it this time. I had enough exercise on this trip to last me a life time."

"Splendid", enthused the doctor. "I'm very happy to know that."

"Yes, Sir," the Yeoman went on, "I stopped at a farm far away up in the Illinois coal hills; a farm that belonged to a farmer named Hayseed. The old boy was a bug on hunting."

"Great sport, hunting," the doctor said. "And how did you find the chase?"

"Fifty-fifty," the Yeoman said, "I chased his daughter for almost three weeks — and the old man chased me for five hundred miles!"

Mabel made an angel cake
For her darling Harry's sake.
"Harry, you a piece must take!"
This she meant.

Harry ate it, ever crumb,
Then he heard the angels hum,
Calling softly, "Harry come."
Harry went.

Judge (to prisoner): "When is your birthday?"

No reply.

"I say, when is your birthday?"

Prisoner (sullenly): "What do you care, you ain't gonna give me nothing."

Early Flags

(From Page 1.)

In the Navy, Commodore Hopkins hoisted the "Don't Tread on Me" flag. It had a background of seven red and six white horizontal stripes superimposed by an undulating rattlesnake's tail at lower left and head at upper right corner with the inscription below. Once submitted in Congress was an all yellow flag with a coiled rattlesnake and same inscription to be used as Hopkins' personal flag.

The "Pine Tree Flag" was frequently used, a flag of simple design consisting of a green pine tree above the motto "An Appeal to Heaven" on a white field.

The Merchant and Privateer ensign of our vessels of this period consist solely of the seven red and six white horizontal stripes.

The present flag of seven red and six white stripes with the blue field containing the white stars was adopted in Congress on 14 June, 1777. Coincidence has it that in the same hour the orders for John Paul Jones to command the Ranger were passed, Jones liked this flag and was aware of the fact that it had been passed during the same hour. He had never liked the rattlesnake for he disliked the thought that a "venomous serpent could be the combatant emblem of a brave and honest folk, fighting to be free." The flag received its first baptism of fire on 3 August, 1777 at the then Fort Stanwick, New York.

Honor Him Who Tries

IT IS NOT the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done better.

The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly, who errs and becomes short again, because there is no effort without shortcoming and error, but who does actually strive to do the deeds, who knows the great enthusiasm, the great devotions, who spends himself in a worthy cause. This is he who should be honored!

Changes

In Officer Personnel

(From Page 1.)

Lieut. (jg) E. C. Long left for China on the first of June well pleased with the new assignment. Ensign G. E. Davis reported aboard the 18th to replace Mr. Long. Lieut. J. A. Holbrook reported to relieve Lieut. Blake. Mr. Blake will be Flag Lieutenant on Admiral Kimmel's staff. In the engineering department there was a detachment and a relief, Lieut. H. K. Gates relieving Lieut. D. J. McCallum, who returned to the far East. Three Houston officers are now out there, Mr. Hilger, Mr. Long, and Mr. McCallum.

Just arrived this week are six new ensigns, their names are as follows:- Ens. T. H. Suddath, Ens. T. R. Ingham, Ens. W. C. Leedy, Ens. L. B. McDonald, Ens. J. C. Jonson, Ens. M. H. Buass.

The following changes of duty were made to officer personnel aboard: Lt. (jg) McDonald shifted from 'A' Div. to 1st Div.; Ens. Meyers from 3rd Div. J.O. to Signal Officer; Ens. J.P.M. Johnston from 1st Div. Officer to 3rd Div. J.O.; Ens. Wengrovius from Ass't Navigator to Engineering Instruction; and Ens. Minter from 4th Div. J.O. to Engineering Instruction.

I Don't Get It

Sailor: "Hey Marine, watch it, the deck's wet."

Marine: "That's alright. My shoes don't leak."

Whatever trouble Adam had,
No man in days of yore
Could say when he had told a joke:
"I've heard that one before."

Stachnik: "There's a certain reason why I love you."

She: "My goodness!"

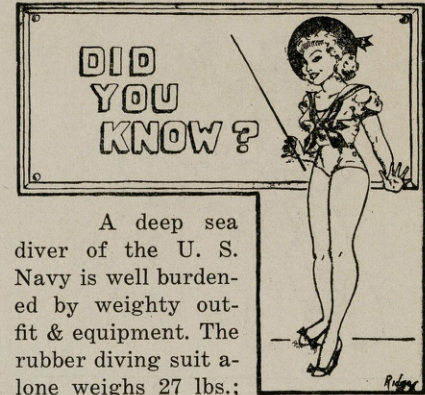
Stachnik: "Don't be ridiculous."

After all, a Yeoman is only a text book wired for sound.

She: Hank isn't as big a fool as he used to be."

Ditto: "Then he's getting wiser?"

She: "No, thinner."



A deep sea diver of the U. S. Navy is well burdened by weighty outfit & equipment. The rubber diving suit alone weighs 27 lbs.; helmet and breastplate 53 pounds; belt 80 pounds, and shoes 28 pounds. His working implements include air driven tools, electric arc burning torch and the hydrogen-oxygen torch, which are effectively used under water.

! ! !

That no watch chains, fobs, pins, or other jewelry shall be worn exposed upon the uniform by enlisted men of the Navy and Marine Corps, except sleeve buttons and shirt studs, as prescribed, and authorized decorations, medals, ribbons, and honorable discharge buttons.

! ! !

That the longest throw ever made with a baseball was 426 feet, 9½ inches.

! ! !

That as soon as a man learns how to make a better living by working, he tries to make a better living without working and the losses from his speculations compel him to go back to work.

! ! !

That the volcanos in Hawaii are not dangerous because they flow, unlike Vesuvius, which explodes.

! ! !

The U.S. Navy maintains 56 complete bands and orchestras with a personnel of 1,045 men, on board ships of the fleet and on shore stations in various parts of the world. To keep these many bands and orchestras well rounded-out with trained musicians the U.S. Navy maintains a Navy Music School at Washington, D.C. The course of instruction is most thorough and complete and covers a period of two years, after which training is supplemented by additional instruction.