

Volume II.

Enroute, Panama Canal, Nov. 16, 1935

Number XLV

NEW RATING QUOTA EXAMS HELD

During the past week the various examining boards have given eligible candidates their examinations.

Although all rates were not included in the HOUSTON quota, enough were assigned this vessel to enable a goodly number of our shipmates to climb one more rung on the ladder of success.

The Blue Bonnet congratulates our shipmates who have successfully gained an opportunity for advancement.

Needless to say, every man who has not done so, should complete the required courses for the next higher rate right now for there has not, in quite some time, been a better opportunity afforded for advancement.

A complete list of men advanced in rating will be published next week.

CHURCH CALL TWENTY SECOND SUNDAY AFTER TRINITY

Opening a dictionary some time ago we discovered that over a hundred thousand words were defined within the pages. That is a lot of words, and we are told other editions of the proverbial "Webster" contains even more. Someone has lightly said, "Talk is Cheap," meaning you are able to hear it without much effort..

But language is important. In spite of this fact, the vocabulary of the ordinary individual is composed of only about three thousand words. Write a four page letter home, then count the different words you employ in that letter. You will be surprised how few there are.

Jesus seemed to recognize the im-

Continued on page 4

THE PANAMA CANAL

Our present cruise will bring about the HOUSTON'S seventh canal transit. This great engineering feat still always holds the interest of each and everyone of us. Therefore, an attempt shall be made, in a few short words, to bring out its more interesting and outstanding features.

The Canal Zone was granted to the U. S. by treaty with Panama on Feb. 26, 1904, involving an initial payment of ten million dollars, and \$250,000.00 per year after the ninth year.

American occupation of the Zone occurred May 4, 1904, with traffic commencing August 15, 1914, although the canal was not opened officially until July 12, 1920. Numerous landslides and the World War were contributing factors in the delay of

Continued on page two

HOUSTON TO ARRIVE CRISTOBAL MONDAY

The HOUSTON will arrive at Cristobal, C. Z. Atlantic entrance to Canal, at 0600 Monday 18 November. She will immediately transit the Canal, arriving Balboa sometime during the afternoon of the same day. She will remain in Balboa, where it is expected she will tie up to a dock, until some time Friday, the twenty-second. During this period the Engineers will prepare for their Full Power Run which will be made on the trip to California. She will arrive in San Pedro about the thirtieth of the month and it is expected that she will depart within a day or two after her arrival for the Navy Yard, Mare Island. During her stay in the Navy Yard, the HOUSTON will undergo a three months overhaul.

PERSONNEL

REENLISTED ON BOARD

Haskew, S. B. Jr., CMM (AA), Vizard, J.J. PHM1c, Wooldridge, G, MM2c., Westerfield, D.H., EM2c.

RECEIVED

Peebles, C.W., MM1c, from Submarine Base, New London, Conn., Worthen, C.D., PHM2c. from Torpedo Station, Newport, R. I., Fox, E., RM3c, from R.S., Norfolk, Va.

DISCHARGED

Jackson, A. H. S1c., Calhoun, R. S1c.

TRANSFERS

Delia, J. M. PHM2c, to U.S.N. Torpedo Station, Newport, R. I., Taylor, R. J. Cox. to Naval Hospital, Brooklyn, N.Y., Allcock, J. HA2c, to N.T.S., Newport, R. I., Danielson, E.R. Sealc., to Naval Hospital, Portsmouth, Va. FFT to Quincy, To U.S.S. Arkansas, FFT to Quincy: Edens, G. S1c., Bair, D.M., s1c., Sax, L.W. S1c., Morrisette, J.M., Sealc.

LONG BEACH TO GIVE DANCES

The city of Long Beach is planning a series of dances for the fleet in the San Pedro —Long Beach area. A Navy Banquet at the Pacific Coast Club and a ball at the Municipal Auditorium honoring Admiral J.M. Reeves, U.S. Navy, Commander in Chief U. S. Fleet and all Naval officers and their ladies will be held on 30 November.

All Chief Petty Officers and their ladies will be tendered a dance on 23 November, 1935, at the Elk's Club, Long Beach.

On December 2 and 3, dances will be held at the Municipal Auditorium for the enlisted men of the cruisers and their ladies, and on December 13

Continued on page three

—: 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.

Ensign C. J. Mackenzie, Editor.
Asst. Editor, R.W.O'Brien, BM1c.
Associate Editor R. C. Ball, Ch. Pay Clerk
Exchange Editor W. H. Osborne Y3c.

CONTRIBUTORS

Lt. Comdr. R. W. Shrum, (ChC)
C. M. Hicks, CY N. R. Glider, Sealc.
H.R.McNesby, AOM1c. S.D.Standafer, Sealc.
H. E. Kitchen, Cpl. J. M. Merrill SM3c.

PRINTERS

G.W.Baker, Sea2c. John Boris, Sea2c.

NOVEMBER 16, 1935

★ ★ ★
PANAMA CANAL Cont'd.

the official opening.

The canal is a lock and lake type, being 44 nautical miles in length. The canal is comprised of 3 sets of locks and two lakes. The Gatun locks are on the Atlantic side while the Pedro Miguel and the Miraflores locks are on the Pacific side. Gatun lake is situated between the Gatun locks and the Pedro Miguel locks, being 22 miles long and covering an area of 165 square miles. Miraflores lake is situated between the Pedro Miguel and the Miraflores locks, being the smaller of the two lakes, and is normally 54 feet above sea level. The locks are 110 feet wide with a usable length of 1,000 feet, and can handle any ship now afloat excepting several new transatlantic liners just recently built and being built. Plans are being made to construct a set of locks capable of handling these ships.

The Gatun Dam, which impounds Gatun lake, is 1½ miles long, 105 feet high, half mile wide at the base and 100 feet wide at the top. It contains about 23 million cubic yards of earth.

The Canal Zone extends five miles on either side of the center line of the Canal, excluding Colon on the Atlantic side and Panama City on the Pacific side.

The U.S. holds title to all land in the Zone, none being available for private ownership.

The Canal Zone has an area of 553 square miles and a population of about 39,000, one fourth being U.S. Service men of the Army and Navy. The line of the Canal runs NW to SE from the

Atlantic side, the Pacific end being 27 miles East of the Atlantic end.

An example of the efficiency of the Canal was demonstrated in April 1934, when 110 U.S. Warships successfully transited the Canal in 47 hours, the HOUSTON among these warships.

An average of 5,000 ships pass through the Canal annually. The Gailard (Culebra) Cut is one of the outstanding feats of engineering on the Canal for here a channel was cut to the depth of 45 feet, covering a distance of eight miles, through solid rock.

An excellent opportunity is afforded our amateur photographers whilst in the Canal for, besides the fine views at the locks, the banks of the Canal between locks are densely covered with beautiful foliage and undergrowth and it is not an uncommon sight to spot several varieties of the wild life which thrive there.

I
WELCOME BACK HOUSTON

Hail to the HOUSTON! At Brooklyn once more,

Let her praises be sung from shore to shore.
Up from the foc'sle, down from the mast
We welcome her men from the first to the last.

A mighty morarch is she, who rides;
Undaunted by storms, caressed by the tides
Beloved of our Nation, her duty well done
Proud of her voyage, and the laurels she's won.

So, it's Hail to the HOUSTON
And three cheers for her men!
Let's all drink to her health
For she's back once again!

BY Anna Marie Schemitsch
& Mary Christene Wood

II

The Cruiser HOUSTON is here once more.
Caressing our Brooklyn shore.
Although her stay may be short,

We are proud to have her in our port!
BY Anna Marie Schemitsch

III

Of all the Cruisers on the sea,
We love the HOUSTON best,
A grand and mighty ship is she;
Our Navy has been blest!

BY Anna Marie Schemitsch

Although we were unable to print Miss Schemitsch's and Miss Wood's poems during our stay in New York, we felt they were too good to leave unprinted. They express that feeling of welcome we have encountered in in so many of the ports we have visited in the past few years.

Send in your "Blue Bonnet" contribs!

EXHAUST-PIPE



Due to the ships movements, weather conditions etc., very little has been accomplished this week insofar as flight operations are concerned.

But: Since it is only a short while until we shall be at San Diego again the home guards are getting their lunch boxes ready for use, with Rosie contemplating the use of the "crash box"

With Gibson as his "guiding light" "Most Noble" Charles seemed to have found plenty of heart throbs while in Brooklyn. ????

Dodson's big problem now is commuting between San Diego and L. A. We understand that "Andy" is going in for domestic life in a big way upon our arrival at San Diego.

We can't understand why "Rosie" should be so anxious to get past Coco Solo; it can't be so bad "Rosie", just look at Mellon; he did a tour of duty there!

"Windy" Hilgenberg gained a lot of practice on Sands Street that should stand him in good stead on his return to the "Rainbow" and "Big Boy's". "Pat" Readette seems to have taken up crooning in a big way. He can be heard rehearsing his theme song "Bots and Saddles" most anytime during the day.

Who was the girl with the beautiful and protruding teeth, Holly????

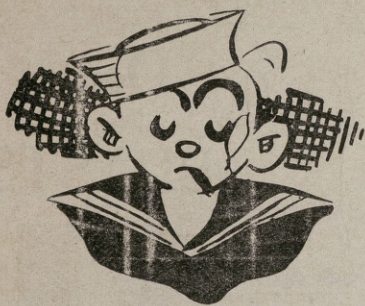
It is apparent that "Tex" Pemberton got from under the matrimony business. ????

How come Horace didn't make so many liberties in New York. ??? And then we wonder what tall tales the "Golden Grainers" will have to relate on their return to the home port.

CORRECTION

In last week's Blue Bonnet, under the Pistol Team notes, one of our team members name was misspelled due to an error in copy. Instead of Yyman F3c, it should have been Hyndman, D.S. F3c.

NOSEY NEWS

by
EV' BODY

Now that the New York hue is gradually vanishing, California maneuvers, ashore and afloat, are becoming the subject of any and all jamoke pot discussions, although these D.B.P. runs are causing the home guards some uneasy moments.

The big city complex is also vanishing but our undercover men report a few interesting incidents which failed to come to light until too late for the last issue.

Stoddard of the Port side washroom admits N.Y.C. got the best of him but he did learn there is a bright side in life after all. ????

And then we find we have a very good prospect for a football team in the person of Schrum, at least the way he was showing those 7 and 8 year old youngsters how to pass and kick would indicate such. Still, the way he has been limping and groaning around here we believe he is past the age. Even Eggerter is taking up a new pursuit in life----- he feels he is now old enough and experienced enough to associate with the fair sex. Just watch his smoke is our admonition.

If you failed to see DeForge, reposing in those blue pajamas, you missed the spectacle of the current season. We are of the opinion he should have consulted "Ducky Wucky" Allen relative to the proper manner in wearing such apparel.

We are wondering if Sivak had fame in mind when he suddenly decided to be re-named- "the Hoboken Browning Boy" Why Stevie?--?

We feel certain that Borghetti will find a good listener in the person of Wallace since he has been transferred from No. 2 turret to the F. Div. for

Wallace claims he has gained much experience in the turret. ?---?--??

Can you imagine the Canteen Yeoman, standing on his hind legs and telling the world at large he is goofy. We do believe the boy is slipping.

At last reports it is still a nip and tuck battle between Burwell and Highstreet in who will bear the distinguished title of "K-Boy" No.2. That shoot em up picture a few evenings ago kinda had the adventurous spirits of the crew reaching for their six shooters. It is an admitted fact that our most read magazine is the "TWO GUN" story and a hairy chested BM2c reads the greatest number. "Tommy" Rounds admits the real reason he wants that Coco Solo duty is because of the sweet young thing waiting for him there. ???--?

That son of the Auld Sod, O'dea, SF3c is still in bad humor because of the fact he could not tend to all his social duties during the N.Y.C. visit. He also says he would just as soon not stop at Long Beach if it be only a day or two.

Better not let the golden Grainers overhear you "Irish" .

Once upon a time a yeoman 1c. was nicknamed "Gripe," because of his continual growling. Now it seems we have a certain GM2c. in the 3rd. cheese box who is deserving of the handle. The only difference we have noted!— The Yoeman growled because he had to work, while the G.M. growls because this modern fighting unit of Uncle Sam's Navy goes to sea once in a while? You answer this one.

MOVIES ON BOARD

THE DEVIL'S BROTHER, Love You Funny Thing, PROBATION, Wild People, MURDER IN TRINIDAD, Hollywood on Parade, WHOM THE GODS DESTROY, Slow But Sure, GRAND CANARY, Betty Boop's Trial THEIR BIG MOMENT, Glimpses of Erin.

LONG BEACH DANCES (Cont'd).

and 14, for the enlisted personnel of the Battle Force and their ladies. QM3c Sedberry and Thomas Henry, F1c from the USS Nevada will assist Mr. Henry T. Scott on the committee on arrangements.

Have you written home this week?

DID YOU KNOW?

That if all the ice in Greenland and Antarctica should melt, enough water would be added to the oceans to raise their levels 150 feet. This, of course, would drown out the largest seaports, which includes the world's largest and richest cities.

That the government Printing Office at Washington D.C. has 406 typesetting machines and employs 5000 persons, mostly printers.

That the first permanent tooth to make its appearance in the mouth is the 6 year molar.

That the Bureau of Navigation of the Navy Department is charged with the training and education of the line officers and all enlisted men except those of the Hospital Corps. The Bureau of Medicine and Surgery is charged with the training and education of the members of the Hospital Corps.

That: The Midway Islands are under the jurisdiction of the Navy Department.

That: Chile is the World's second largest producer of copper.

That: The distance from New York City, via Panama Canal to San Pedro is 4930 nautical miles.

OUR MAIL CLERK

Here's to the Navy Mail Clerk,

He is a handsome guy

But sometimes he makes us mad

And then we hope he'd die.

He is a jolly sort of man,

With style so innocent,

He'll gladly charge you three cents

For things that cost a cent.

He always gets my mail mixed up

Or seems to pass me by

I can't understand it

Though, I've often wondered why.

He has a little cubby hole

To stow his extra socks.

But all he brings back to the ship

Is papers, bills and stocks.

He really is a useless guy

Of course there is no doubt

But now I think I'll close my song

Before he finds it out.

LAST CALL!

Presidential Cruise photo sets, \$2.00, see the Ship-Service man.

WARNING! ! ! A NEW RACKET!

A new scheme for squeezing money out of unsuspecting sailors has recently been worked on at least two of our shipmates. It appears that loans of money or credit for certain types of merchandise can be obtained ashore, provided the applicant signs a check on some bank for an amount sufficient to cover his indebtedness and also give the land shark a handsome profit. The sailor naturally says he has no account in that bank, but he is told that it is all right; the check is merely a memorandum receipt; a sort of memento of a happy occasion --- "We're all good friends, and there is nothing to worry about." We've all heard the old line!

When the "business deal" has been accomplished, the check is run through the bank; and any time, thereafter, things may begin to happen.

The sailor doesn't know it, but he has made himself liable for arrest and imprisonment any time his "benefactor" chooses to show that check to the police. He can be squeezed dry. He can and probably will, be discharged from the Navy. He can also spend the rest of his life in pleasing contemplation of the time he let a better man than he was slip one over on him.

We have no wish to discourage any man who really wants to buy a watch, but we do suggest that all hands give a wide berth to "high pressure salesmen." The best and safest method is to go to a well established and thoroughly reliable store and pay cash in full for any such article. Likewise, this is the most economical way to purchase such things.

Of course the "easy payment" stores are adept at slapping customers on the back and flattering them into believing that a rare bargain is within their grasp. But, do not be a sucker! The salesman is not talking for his health. The firm is in business to make profits and most of these firms who cater to the Navy have been making large profits.

The writer knows of one firm on the East coast which has made thousands of dollars from the fleet. This company specialized in selling a "gold watch" to the Bluejacket at a tremendous bargain. The watch was delivered for a cash payment of \$6.00 and the purchaser agreed to pay \$24.00 additional in monthly installments

by means of an allotment made to a bank. This was a splendid business proposition for the dealer.

The same identical watch could be bought at that time, in the leading jewelry store of that same city for \$4.00 cash. In this case the installment house had a huge profit on the down payment, and when the entire \$30.00 was collected the profit made the bootlegging business tame by comparison.

Furthermore, there was another angle to the racket. The watch purchaser was told that a certain loan company would always loan money on the watch. And so they would! The loan company would advance \$3.00 on the watch and return it to the jewelry house to be re-sold to another sucker.

—(U.S.S. Melville.)

LIBRARY NOTES

The ships library received several new books from the naval supply depot recently and the mystery stories furnished for the President to use while on the cruise were turned into the ships library. These new volumes have been equally distributed among the officers' and crew's library. In due time they will be circulated enough that each and every man will have an opportunity to read them.

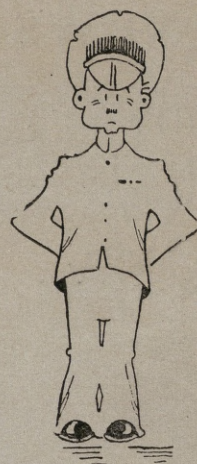
Library hours are from 1600 to 1700 at sea and from 1130 to 1200 in port. All hands are requested to cooperate with the librarian in this respect, since the yeoman has many other duties to perform, it is obvious that books cannot be issued at all times during the day.

CHURCH CALL Cont'd.

portance of speech. He seemed to realize that conversation is a test of character, breeding, educational and moral life. He said once upon a time:

"By thy words, thou shalt be justified, and by thou words, thou shalt be condemned."

This text will form the background of our talk at Church to-morrow. Church will be rigged on the well deck. You will hear the Church call at 1000. At 0930, Bandmaster Booe will have the band out on deck to play a number of selections appropriate to the brief time of Meditation. If you are not on watch, make an effort to attend Divine Services. The first Sunday out, enroute to our home port.



Battallion Of Death BLASTS

While looking for "Post Mortems", of New York, we ran into more than we were looking for. We are wondering what made "Jenner" have that vacant look after receiving a telegram the last night in New York; why it is "Arminger" after traveling half way around the world had to go home to get the present that he has been looking for; where the boy from the swamps of Alabama, "Rotch to you", got the idea of trying to bring half of Tony's bar back to the ship with him; if the rumor is true that our young boy "Hynes" took the fatal step while he was on leave; why "Jones" is so quiet since he returned to the ship; how it is the Honorable Harry Hannibal King was so put out on not receiving a telephone call the last afternoon in New York; If "Terpsten" will get the swell-head from stepping out with the four hundred; where "Huges" became acquainted with the two young things of the obset sex; why it was "Wills" tried to take the big town over and was so surprised when it refused to fall; who it was that put the burr under our young bugler's and the mess-cook's bunks and makes them glare at each other at the least excuse; why it is that "Mooney" and "Grimes" think that they have it over "Heyworth" so much and now that we have been at sea for a few days they are all three looking so much better? Last of all, if the writer will live long after all these questions are answered, if they are. Although it is slightly outside the sphere of this column we are curious as to what makes a certain Irish - - - yeoman have such a trigger temper of late, although the ship is headed in the general direction of his fireside?