

TENDER OVERHAUL SCHEDULED

The Houston will go alongside the repair ship Vestal, 20th March, to remain until 3rd April. It is expected that during this period an arrangement for water taxi service will be made similar to that enjoyed while alongside the Medusa last fall.

OFFICERS ORDERED

Lieutenant Commander William J. Strother Jr. has been ordered to report to the Houston on or about 9 April as Gunnery Officer. Mr. Strother who is a member of the Naval Academy class of 1920, is now attached to the U. S. S. Quincy. To date Mr. Keating, who he will relieve, hasn't received orders detaching him from the ship.

Ensign R. W. Meyers has been ordered to the Houston. Mr. Meyers, who is a member of the NA class of 1936, is now attached to the New York from which he will be detached before she sails for the East Coast.

HOUSTON OFFICERS TO BE DETACHED

Lieutenant H. P. Rice has received orders to the Naval Academy. It is expected that he will be attached to the Department of Foreign Languages as a French Instructor. He will be detached some time during May or early June.

Lieutenant T. O. Dahl has been ordered to VP Squadron Three, Fleet Air Base, Coco Solo, C. Z. VP Squadron Three is a patrol boat squadron. Mr. Dahl will probably be detached some time during March.

SCOUTING FORCE FLAG CHANGE

According to a recent issue of the "Army and Navy Journal", rear Admiral Walter S. Anderson, who recently returned to the United States from duty as Naval Attache at London, will be assigned to command Cru Div Four, relieving Rear Admiral Harry L. Brinser. Admiral Brinser will go to the Navy Department as president of the board of inspection and survey.

Rear Admiral Joseph K. Taussig will be assigned to command Cruisers Scouting Force as a relief for Rear Admiral Fenner who will go to the Puget Sound as Commandant 13th Naval District.

In the same issue, it was stated that officers in the higher command ranks of Admiral and Vice Admiral would continue in their present duties.

LIEUT. VANZANT TO COMMAND U. S. S. TALBOT

Lieutenant R. B. Vanzant, popular Assistant First Lieutenant, was detached and left the ship Monday, 22 February, to take Command of the U. S. S. Talbot. He will take over his command in Mare Island and then proceed with her to Pearl Harbor, T. H. where she will be attached to the Mine Craft, Battle Force.

Mr. Vanzant is a big loss to the Houston, not only was he a very capable officer, who during his tour aboard did much to bring the Houston up to its high state of material efficiency; he was also a fine man to work with and for.

We wish him all the luck in the world in his new assignment.

FLEET OFFICERS AND THEIR LADIES TO BE FETED AT BALL

The City of Long Beach will hold a banquet and ball honoring the officers of the Fleet and their ladies on Saturday, 27 February.

The invitations to the banquet which is to be held at the Pacific Coast Club, will be extended to Flag Officers, senior members of their staffs and personal aids, Commanding Officers and Executive Officers of the Battleships and Cruisers and to the Commanding Officers of the larger auxiliaries and their ladies.

General invitation will be extended to the other officers of the Fleet and their ladies to the ball following the banquet which is to be held at the Municipal Auditorium, Long Beach.

NEW 10,000 TON CRUISER COMMISSIONED

Wednesday, 23 February, the VIN-CENNES, built by the Bethlehem Shipbuilding Corporation of Boston, Mass. was commissioned by Rear Admiral Walter Gherardi. She is one of the most up to date ships in the Navy, carrying nine-eight inch triple-turret guns and a battery of eight five-inch double-duty Anti Aircraft guns.

Upon arriving on this coast and joining the Fleet sometime late this summer, she will be attached to Cru- Div Seven, Commanded by Rear Admiral John Downes. This division is made up of the new type cruisers of the San Francisco - New Orleans class and includes the U. S. S. Quincy which is expected to join some time during Fleet Problem XVIII.

—: 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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27 FEBRUARY, 1937.

★ ★ ★
WASTE OF CLEANING GEAR

Much waste exists in the use of material used by all divisions. It has been observed that in the majority of cases, the method of using the following material gives indication that all hands believe there exists an inexhaustable supply:

Soap Powder, salt water soap, steel wool, bright work polish, emery cloth and sand paper, red floor wax, clear wax, and rags.

Soap powder and soap should be used in only the amounts required and careless waste should be checked by all hands. Steel wool and emery cloth should be used until no longer usable. Bright work polish should be applied, only as necessary and men should not slop on excessive amounts to try and save expending a little energy.

Red floor wax for normal use on decks should be mixed 1 gallon kerosene to a 5lb can of wax, in a bucket and stirred each time before use, applied sparingly and not too frequently. One 5lb can, in this manner, should, normally, last two months. Usually, polishing only necessary for some time after wax is applied except in spaces having heavy traffic. A 5lb can of clear wax should last six months, for the uses made of it.

Contrary to opinion, rags are expensive and should be used as long as they are in a condition to be used.

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NEW PLANES

The Houston Aviation unit is at the present time at the Naval Air Station, San Diego, receiving new planes and turning in her old ones. The old planes will be completely overhauled and re-issued to other units of the Fleet at a later date.

◆◆◆
"What! No gas mask! Well, let that be a lesson to you."

OSCAR'S OPUS NO. 19

VAIL OF DA VAILBOAT

Da Valeboat he sat vit his head in his hands
Groaning and moaning vit pain
He say, "Ay ban done for, Ay ain't feel so
gude,

Ay know Ay can't du it again;
My gunnels ban cracked, Ay gat holes in my
sides

And some of my beading ban loose,
My bottom ban sore vere it scraped in da sand
And it itches and burns like da doose.

Da boat enyeneers dey ban vorking like hal
Cleaning sand from da block and trans-
mission

Da carpenters also ban trying deir best
Tu gat my hull back in commission;
Ay tink Ay aint liking tu land tru da surf,
Ay always gat vet tu da bone;
Ay vish dey vould use motor launshes instead
And leave us poor Valeboats alone.

BUT

Alldough Ay ban griping and act plenty sore
Ay spouse Ay ban ready tu du it vunce more.

◆◆◆
NAVY ALLOTMENT PRIVILEGES
TAKE ON NEW FACE

Attention, you allotment enthusiasts! And also you who have not thought so much about the Navy allotment advantages!

In a recent change of the Bureau of Supplies and Accounts manual a most important revision to the Navy allotment system is now in effect. Instead of taking out a man's allotment all in one big heap the first pay day of each month, the allotment will be divided in the future for extradition on each pay day. To clarify this statement an example follows, using a seaman first class's pay to illustrate:

Seaman first's base pay: \$54.00
His allotment: 30.00

To be taken out the first pay day will be the sum of \$15.00 in lieu of the whole \$30.00 as before, leaving \$12.00 to draw, and the same amount the second pay day, also leaving that advantageous \$12.00 to an undoubtedly "broke" bluejacket.

It is the all-too-often case at the present time that the man with a large or fairly large allotment spends his left-over "sheckles" much too fast, and is soon in that distressing condition of being "broke". The new plan will revivve that pocketbook at least one more time each month, and probably will save many a sailor's "face" in the future. In addition it will also ruin many a good excuse for "special money" requests.

◆◆◆
Mail the "Bonnet" Home!

GUS'S WEEKLY LETTER

Dear Sal:

Such doings. Tha ship celebrated tha birthday o' tha father of our country tha other day in proper and fittin' style; all hands exceptin' tha watch gettin' a chance ta stretch their limbs over on tha beach.

Tha day was bright and shiny as a new dollar. Gave me tha yen to be a frolickin' among tha smell o' tha fresh fallow and tha tantalizin' odors o' some of ma's self-rising bread. Oh wurra, to me 'twas a day o' sadness. I had tha guard.

Well, things were a runnin' smooth as slinky silk. Tha ship was decked with a flutterin' o' gay flags. Guns boomed at mid-day. Tha watch was in control o' tha situation despite tha greatness o' tha occasion, and things flowed on in serenity.

Sal, I was a thinkin' tha day was passin' along without nary a hitch when along comes sunset time, tha time ta tuck away tha many hued flags. Right then, a fly fluttered around and landed in the ointment with a splash.

Bugler starts a breathin' fast and furious in his horn, a gettin' real excited soundin' off for colors. Down comes tha ensign. But ya know, those other flags commence ta come dawn from their lofty perches at tha same time; and here is when tha fly landed.

They come down a swishin' thru tha air and 'twines themselves about tha horn and neck o' tha splutterin' bugler till he looks like a trumpeter o' good King Lear.

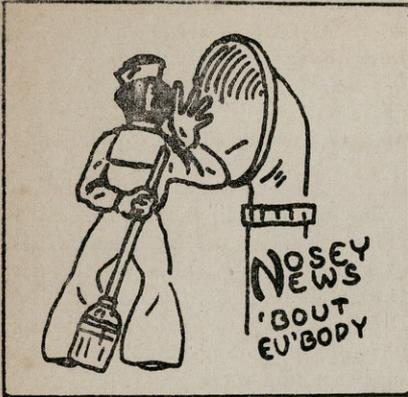
This was naught yet. More harm was done. When he recovers, he finds himself a playin' Annie Laurie in swing time. Mighty embarrassin' Sal, mighty disconcertin'.

Well, launch a letter in this direction and I'll take time off a readin' it.
Love,

◆◆◆
Gus.

◆◆◆
Bratlien: "Daddy, what's tha difference between 'Bill' and 'William'?"
Daddy: "No difference, why son?"
Bratlien: "Well, the duck has his 'William' stuck in the fence".

◆◆◆
In the old days bathing girls dressed like Mother Hubbard. To-day they dress like Mother Hubbard's cupboard.



Thanks friends! The concern shown when circumstances forced your reporter to miss an issue was as welcome as surprising . . . Little did he realize the loyal following the column enjoys; nor did he expect to hear disappointment voiced in such unmistakable terms. This evident interest in, and appreciation of his humble efforts to amuse and entertain is deemed the sincerest form of praise. Such is not to be ignored and in the future he will not fail you again, circumstances be what they may!

For weeks a headline story has been brewing right under this scribbler's proboscis. Forgive your newshawk's first-time unfaithfulness; he hesitated to break the story for personal reasons. Now it **must** be told. . . Bribes and threats do not impress him; both were made by the persons concerned; most earnestly by the feminine element.

Long before the lovelorn 'sitdowner' in Arkansas thought of his highly publicized stunt, the same act was being staged in **Bernstein's Cafe, Long Beach**, by rough-and-ready **Niel Cawthon, Throttle Twister** of the "M". In the local dine-and-winery works a comely stawberry blonde who's bewitching personality is definitely **plus!** Having gone completely "overboard", boy determined girl **MUST** see him as more than just another "customer". Hour after hour of charming smiles and ultra-smooth conversation resulted in exactly nil for Niel! She sees him thru nothing but a catsup bottle. He, believing "faint heart never won. . ." anything, now threatens to provide heavy chains and keyless padlocks with which the "sitdown strike" at her counter is to be made permanent. . . The lady only smiles sadly, hoping for the best and mortally fear-

ing the worst! . . . Summary: To date —no date!

One lad in the fast and furious "F" believes in preparedness to the nth degree. Spic and span **Livingston** appeared on the bridge for his four hour trick well equipped with wrist watch, slave bracelet and a regulation size **BUCKET!** When questioned about the last mentioned article he explained, "I know I'll be seasick, so why not make it as convenient as possible?"

Best story of the Week: Last Sunday a saucy sailboat tacked into the ship's lee and came alongside the port gangway; loaded to the gunnels with equally saucy feminine pulchritude the visiting craft attracted much attention. With jaunty seagoin' grace the crew informed the wondering O. O. D. they had come to see "**Cheerful**" **Curtis of the Print Shop**, and would he please send for him? When our duty bound hero came topside he was a bit embarrassed but he held up fine until the girlies insisted he go for a sail. Saying his undress blues were hardly the thing to wear he begged to be excused. His redfaced discomfiture reached its height when one lassie shrilled, "**Aw, come on out, we're not dressed up either!**"

Letter Writing As An Art: One of our nosiest reporters sends in excerpts from a letter written by **J. Lenord Saucer, 2nd Division**, to a young lady he had never seen. Artful imagination! Listen. . . "My ship is supposed to go to **England for the Coronation**. . . and as you know already, we have just completed a **South American Cruise with the President!**" That boy gets around—in his dreams! Also this: "**The Houston is the Flagship of the entire Scouting Force**, which consists of **twenty-five Heavy Cruisers!**" The rest, tho interesting, was of too personal a nature to publish. Meyhem may result from this!

WHY? ? ? ? **Guglietti, "F" Div.** Firecontrolman, was seen (and timed) standing on the flight deck three hours and a half peering intently at the **L. B. Navy Landing** thru high-powered binoculars. Was he checking up on someone, or was it a "liberty" by remote control?

Picture: The gleaming, shipshape interior of the **Electrical Workshop.**

Only one man present, hunched over the desk he is completely absorbed in some unusual task. Tiny instruments and vari-colored bottles are strewn around him. . . Working on some delicate instrument, no doubt. We look closer—is he polishing something? He is . . . and believe me or not, it's that hard-boiled, iron-fisted, sea-goin' son-of-a-salt **Si Pierce**, playing manicurist to his own nails!!! Reef in my tops'! It's the truth, readers, so help me **Neptune!**

"**In The Spring, a Young Man's Fancy Turns. . .**" Some of our spray kissed **Lotharios** can't wait for spring, as you shall see. One day this week, the "**Fighting First's, Harry Hart**, turned in an **Anchor Watch List** penciled on a scrap of paper. On the other side an observant **Noseynewsman** found this bit of doggerel in **Harry's** unique scrawl: "If we never meet again, as sure as there's a heaven above you, forever I'll love you". What is it fellow? Love—or just a much needed dose of sulphur and molasses?"

Scoop! **Newberry, doughty Ship's Cook Third** is no amateur **Don Juan**. He leaves them—the impressionable sex—gasping for breath and searching the dictionary for new terms of endearment. Example: Recently received letter was addressed: **Ralph "Caress" Newberry, SC3c, U. S. S. Houston**; but, with no return address!

Mistake: An unknown prankster locked No. 1 **Fireroom's** new addition, **Reichold, F2c**, in the **Fireroom Repair Shop**. In attempting to crawl out he was lodged between the screen and the overhead; his frantic cries for help were heard by a passing **Mess Att.** Filled with revenge he went to the **Washroom** and threw a bucket of ice-cold water on his **Sea Pap, "Snake" Goette**. Picture his consternation when he learned **Goette** had nothing whatever to do with the locking-in episode. Needing protection, "**Dutch**" went looking for **Dingle** in a hurry! All he got from that gentleman was a fishy stare. Tsk! Tsk! Tsk! Such goings on. . .

Sincere thanks to the many contributors of "stuff" during the past two weeks. Space will not permit using all of it this issue, however, all news-

(Continued on Page Four)

REENLISTMENT ALLOWANCE

The prospects are bright for the restoration of the reenlistment bonus for the enlisted men of the several services. During a recent discussion on the appropriations for the Coast Guard, a question came up as to whether or not the provision in the bill should be retained which reenacted the economy provision of 1933, suspending the reenlistment allowance. Attempts were made to show that a renewal of this allowance would cost the government \$6,000,000. and that a renewal was therefore objectionable under the so-called "Holman Rule" in that it would increase expenditures.

However, Representative James Wadsworth of New York, came to the rescue and informed the House that the original proviso was considered entirely temporary, and it was only a matter of faith to the men of the Army, Navy, and Coast Guard to restore the allowance. The presiding officer sustained the point of order and the proviso was stricken from the bill. Of course this action is far from final, but, it does indicate a desire to restore the allowance that was suspended by the Economy Act.

DID YOU KNOW ?

That 7 per cent of the people of the whole world living in the United States, under the American plan of government, had more purchasing power than all of Europe put together, and that this comparatively small group of people had created and possessed more than half the world's wealth.

That from only 6 per cent of the world's tillable acreage, the American people harvested more than half the world's foodstuffs.

That 60 per cent of the world's minerals are extracted from the soil of the United States.

That America has nearly half of the world's communication facilities and nearly half of the world's railway and electrical energy.

That this 7 per cent of the world's population living in the United States enjoys a standard of living which enables them to consume half of the world's coffee, tin, and rubber; three fourths of the world's coal; and two thirds of its crude oil.

FIRST ENLISTMENT MEN ATTENTION!

Three weeks from yesterday is the day set for the first enlistment whale-boat race and as yet a complete crew capable of competing in the contest has not turned out from this ship. Surely, out of a couple hundred men on their first hitch we should be able to get not only one crew but plenty of extra oarsmen besides. It takes a little sacrifice to miss the first boat when we get into port, or maybe to get out into the air on the week-end, but that is the only way in which the Houston can hope to accomplish anything more in the line of athletics this year.

With old stand-bys such as Duran, the McDonalds, Lawson, Viskovitch, and McKenna turning out regularly there is a good foundation for a winning crew, and Hart of the first division has stepped in to take the job of coxswain. Several new-comers have slipped right into the vacant places, but the loss of Goddard and others through transfer has left still more seats to be filled. Certainly some of you other huskies can give up a few spare hours for the next three weeks and help to make a good showing for your ship on March 19th. Even a fourth in the race will give us our first points for the athletic year.

ARGUMENT SETTLED

From the magazine "Our Navy" comes this bit of interesting and authoritative information: The precedence of ratings, Engineer's Force, is as follows: Machinist's Mates; Water Tenders; Electrician's Mates; Boiler-makers; Metalsmiths. (Coppersmith and Blacksmith ratings are now being abolished, both to be Metalsmith). It is our fondest hope that this item may, once and for all time, settle the dispute that has raged in washroom passageways since the days of the first steam driven men-o-war.

Tide, which is the vertical rise and fall of the ocean level, is due to the attraction of the moon and the sun upon the waters of the earth. Due to the fact that the sun is much farther from the earth than the moon, the sun has only about two-fifths of the amount of effect that the moon has on the tide.

Boost HOUSTON Athletics!

Captain G. E. Baker,
U. S. S. HOUSTON,
Long Beach, California.

10 February, 1937.

My dear Captain Baker:

Upon my return to Houston, following a long absence from the office, I have your very splendid letter of 15 January in which you thank the Cruiser HOUSTON Committee for the PIANO, we here had so very much pleasure in sending you and your boys for Christmas.

Our Secretary, Mr. Wm. A. Bernreider, has already given to me a set of the pictures taken of your Christmas party, and they will be passed around to the other members of the Cruiser HOUSTON Committee so that all may see how much pleasure this present meant to our boys on the HOUSTON.

I hope it will always be a pleasure for the officers and men of the Cruiser HOUSTON to register from Houston, and to let the world know that "their home town is the name of their ship".

With very kindest personal regards to all of you, I am,

Sincerely yours,

(Signed) A. D. Simpson
Chairman

Cruiser Houston Committee

Navy Day Visitor: "Are you cool in time of danger?"

McCormick: "Yes-but at the wrong end."

Bosn: "Believe me, I cursed the day I was born."

Machinist: "That's funny, I didn't start until I was a year old."

When Lincoln was inaugurated there were five ex-Presidents alive: Van Buren, Tyler, Fillmore, Pierce and Buchanan. This number has not since been equaled.

NOSEY NEWS

(Continued From Page Three)
worthy notes will be included in next week's broadcast. Again may we call news sleuth's attention to the necessity for giving full details; give full names and nicknames, spelled correctly and please don't ask a question then fail to answer it. That's all for now. . . Sayonara, folks.