

# HOUSTON SIGNALMEN WIN HEAVY CRUISER V.O. TESTS

## HOUSTON TO VISIT VALPARAISO

According to press reports sixteen naval vessels will visit Valparaiso, Chile and Callao, Peru. The HOUSTON, flagship of Rear Admiral Thomas C. Hart, along with the CHESTER and LOUISVILLE of CruDivFour, under the command of Rear Admiral Henry L. Brisner, will visit Valparaiso during the period 28 May to 2 June.

Meanwhile, the Louisville, New Orleans and the San Francisco of CruDiv Six, under the command of Rear Admiral C. P. Snyder; the three ships of CruDiv Seven, the Astoria, Minneapolis, and the Tuscaloosa, under the command of Rear Admiral A. P. Fairfield, accompanied by the six destroyers, Farragut, Alwyn, Dewey, McDonough, Hull and Worden, commanded by Rear Admiral Sinclair Cannon, will visit Callao, Peru.

Navy Department officials say that the proposed South American Cruise this summer has a two fold purpose namely, to train the crews and as a gesture of friendship to our South American neighbors. This South American visit will be made as a part of the annual maneuvers off the west coast of Central America. After completion of the maneuvers most of the ships, it is planned, will return to California ports.

It is probable that the HOUSTON will get the flag in the vicinity of Panama before proceeding to Callao

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## HOUSTON WINS AGAIN!

The report of the official standings of the cruisers of the Scouting Force was received on board recently and the HOUSTON made an enviable record in the Visual Operators division of the competition. The standings with the scores made are as follows:

1. HOUSTON .....	35.2
2. NEW ORLEANS .....	33.8
3. ASTORIA .....	33.0
4. NORTHAMPTON .....	33.0
5. INDIANAPOLIS .....	32.7
6. LOUISVILLE .....	32.2
7. SALT LAKE CITY .....	31.8
8. CHESTER .....	30.9
9. PORTLAND .....	30.8
10. TUSCALOOSA .....	30.7
11. MINNEAPOLIS .....	30.6
12. PENSACOLA .....	29.7
13. CHICAGO .....	29.2
14. SAN FRANCISCO .....	29.0

The above scores represent the total points obtained out of a possible 40. The V. O. competition consists of sending and receiving blinker and semaphore. In addition it embraces procedure which defines the method in which despatches are handled. The fact that the HOUSTON stood one in the competition becomes more significant when we realize that our ship has been out of actual employment with the Fleet for several months. Congratulations to the Signal Gang for their success in spite of the handicap which they have experienced by the exigencies of independent duty.

## COMMENDATION

From: Commandant, Navy Yard, Mare Island, California.

To : Senior Officer Present Afloat (U.S.S. Houston).

Subject: Salvaging Party for YC-203

1. Despatch orders were received from the Commandant Twelfth Naval District at 0100 - Sunday - February 23rd requiring the yard to send sal-

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## BLUE BONNET TO HAVE NEW EDITOR

The Blue Bonnet is indeed fortunate in securing for its new editor Chaplain W. W. Pierce. Chaplain Pierce has had years of experience in editing ships' papers. Before coming to the HOUSTON, he was the editor of the MELVILLE'S "Job Order". This paper has gained the reputation throughout the Fleet as one of the best ship's papers published today. Before going to the Melville, he edited the "Newport Recruit" and, under his guidance, gained no little fame. Chaplain Pierce will devote his all to the paper, and as the head of an already excellent staff, the Blue Bonnet should soar to a new height in the ranks of ships' papers.

Ensign Mackenzie, outgoing editor, says that he is retiring to a life of Engineering and Gunnery, but that he will still contribute from time to time.

—: 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. C. Ball, Ch. Pay Clerk  
Associate Editor R. W. O'Brien, BM1c.  
Exchange Editor W. H. Osborne Y3c  
Printer G. W. Baker, Sealc.

14 MARCH 1936

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PEP TALK

From time to time unpleasant incidents have come up about men having money stolen. A few days ago we had a horse of a different color. Our Chief Pharmacist's Mate Kruger, found a bill fold containing \$94.00 which he immediately turned over to the Officer of the Deck who in turn located and returned it to its rightful owner.

Honesty of this high type is a shining virtue that always distinguishes its possessor as a man of sterling character. All credit and honor to Chief Kruger.

It acts like this that makes one think that this Navy is a pretty swell place. It likewise must make the person who would do the opposite thing, keep the money, feel pretty low and quite, useless. It takes internal fortitude for any one finding a sum of money to keep it and say, "losers weepers, finders keepers"; but think of the self satisfaction that comes to a man who is strong enough to resist this urge and return the sum.

However, not all the blame lies in the finder, the loser is almost as bad. In nine cases out of ten the money would never have been lost in the first place had it not been for carelessness of the loser. We have all heard an old timer say, "now on the \_\_\_\_\_ one could leave a \$20 bill on his bunk, go away, come back hours later and find it right where he had left it." That is a fine thing to be able to say but carelessness of this type is not a virtue. Any one who is careless enough to lose money is little better than the person who would find a sum of money and make no attempt to locate and return it to its owner. A little caution with this hard earned money will save many unpleasantries. Don't tempt your shipmates to do things they nor any one

else wants to do by your own carelessness. It was worth earning and it must, therefore, be worth taking care of.

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DIVINE SERVICES

The Chaplain will conduct Divine Services on the HOUSTON at 1000 Sunday, —Holy Communion and Sermon.

Theme:— "A Great Man's Experience".

All hands are cordially invited to attend these services.

Those desiring to attend Catholic Church Services on the Arizona will leave the ship at 0930.

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LONG BEACH

HOUSING SITUATION

Recently the question of better housing facilities for Navy families in the lower salary brackets residing in the Long Beach—San Pedro area was taken up by the Long Beach Chamber of Commerce.

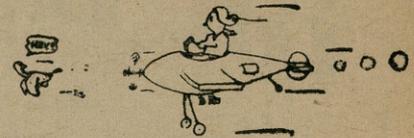
Under the sponsorship of the Better Housing and Building Industries Division of the Chamber, community leaders were told of the acuteness of the situation. They were told that of the 6038 families of enlisted personnel living in Long Beach, 5652 pay more rent than they can well afford.

Enlisted personnel in the vicinity of Long Beach and San Pedro alone spend \$15,000,000 annually, or \$4,000 a day, fleet officials told a sub-committee. Enlisted men are now forced to pay more than they are able to pay for satisfactory quarters. But the greatest cause for concern is the trend toward "higher rents and greater scarcity" the report said. The conclusion of the report carried this pointed warning: "It is needless to point out that refusal of landlords to accept children is definitely unsatisfactory to the Navy. Any aggravation of the present situation in this respect might well be considered suitable grounds for recommending withdrawal of the Fleet from this base".

The rents in this locality should certainly be lower than the national average, fleet officials believe, because of the lower building costs, lower utility costs and the certainty of the Navy pay.

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Turn Out Unnecessary Lights

# EXHAUST-PIPE



All hands were overjoyed at the welcome accorded the Aviation Unit on our return to the HOUSTON last Saturday. After a three months' stay at the Naval Air Station at San Diego it was good to come back home. We would like to take this opportunity of informing any and all hands that it was far from a three months' vacation!

We were kept busy day and night overhauling our own planes and others in addition to keeping up our routine flying and training exercises.

The Unit rather expected to come aboard with the new type Curtiss seaplanes, but due to several deficiencies, it appears that we won't get them until just before our departure for Southern waters. More about these planes later.

"Charley" Noble maintains now that he is aboard— that excessive taxi fares will be a thing of the past.

"Pat" Readette blossomed out in a new Ford during our stay at San Diego.

Congratulations are in order to Gibson and Gregg, in having successfully passed their examinations, and hence, advanced in rating.

Wonder how long "Hoot" Gibson will remain "on the wagon"?

Andy Mellon seems to have a new heart throb. Too bad she is in Frisco, Andy. Think of the F.O.B.

Rosenkrans is on the lookout for a good horseshoe course now that he has horseshoes aboard.

Hilgenberg seems to have hit his stride now that he has again become the Roaming Romeo, of Hamburger Canyon.

Great concern was felt for Holly fearing lest he should be unable to find his new home in Long Beach.

What was the sudden attraction in San Diego, Puckett?

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I think the first virtue is to restrain the tongue; he approaches nearest to the gods who knows how to be silent, even though he is in the right.

—Cato



**NOSEY  
NEWS  
by  
EV' BODY**

That misfire of last week's issue of the Blue Bonnet could be laid to several causes, but the most probable one was the mighty HOUSTON'S return to her Long Beach berth, (nearer to San Pedro by 10 yards).

As ye scribe looks through the notes this week we find the undercover men lost none of their efficiency during the sojourn up Valley-Jo way, matter of fact, they seemed to have developed their talents, if you could call it such.

It has been said the GG's were in a bad humor after those innumerable approaches, over a period of days, and you could hear Moanin' Maggie too. We thought we should at least be greeted with some Calif. sunshine, but it seems someone has been kidding us about weather hereabouts.

That first liberty party was without a doubt the largest to leave this ship in many months - we noticed quite a few of the lads attempting to take up where they left off here and there. Some were quite successful but others well—it seems some of the fleet did stay in while we were in other climes.

Since we have been spending a few evenings as guests of the San Clemente etc., many sea-stories have been heard, among them the best being Osborne of the navigator's office telling about when he used to go tug-boating.

We hear that Freeman of the 2nd. Cheese Box has been kept quite busy these days—writing at least once a day to his best buddy (says he) and playing gun-captain to the one-pounder.

With the forthcoming Texas Centennial requiring an attendance of Texas-born sailors, we learn we have a surprising number of Texans in the

crew.  
\*\*\*\*\*  
It has been requested that those of you who have given the 'Goon' cause to worry, should cease for he is not in the shape he had anticipated. He says the tale about himself being put on the report for impersonating a Yeoman striker, was the last straw.  
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If you have not performed your good deed for the day here is your chance - Waterman, recently of the battle-wagons, would like to know what a "Charley-Noble" is. Maybe Charlie Noble of the "V" could perform the good deed.  
\*\*\*\*\*

Since it seems to be straight dope we shall cross the line this Summer it seems the boys would turn over a new leaf once more even though the new year has already commenced. 'Tis said some members of the crew shall probably never forget the day.  
\*\*\*\*\*

It was with a sigh of relief we learned that "Blue Henry" made the cruise from the North in fine shape, even though some said she would never stand the strain.  
\*\*\*\*\*

"Bud" Adams is recovering from the effects of his love for a certain popular song.  
\*\*\*\*\*

Did it remind you of the Cocos or Perlas Is.?—a few of our Izzak Waltons were quite successful while at San Clemente during the past week.  
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That bad roll we have is not all due to the calm waters of Los Angeles Harbor.—"Joe" Bush has been pacing the "Short Timers" walk these past few days.  
\*\*\*\*\*

—Sayonara

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**COMMENDATION**  
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the diving party from this vessel:  
Yarbrough, P. E., GM1c. Svendberg, F., FC1c., McFarland, T. C., SF-3c., Haynes, G., S2c., Bacher, H., S2c., Holmquist, A. E., Sea2c., Hennessey, T. W., Sea2s., Gustafson, J. A., Sea2c., Emerson, H. D., Sea2c., Lewis, G. D., Sea2c., Stabenow, J. H., Sea2c., Blair, L. H., Sea2c., Creech, R. F. Phm3c.  
Godaire and Guglietti were also in the working party.

**GRIFFITH OBSERVATORY  
AND PLANETARIUM**

For the interest of the men aboard, it is planned from time to time to tell them of the interesting and worthwhile things to see in the vicinity of the locality in which the HOUSTON may be. A good many of us joined the Navy to see the world and there is no better place to start than in our own Home Port, Long Beach and environs.

Real sea-going sailors have always been interested in things astronomical. The stars are our road markers, our sign posts and mile stones. Any one who has even a slight knowledge as to how they are arranged and how they move is going to find these long cruises the HOUSTON is famous for a lot more interesting. One of the best ways to get this information is to visit the Griffith Observatory and Planetarium, Griffith Park, Los Angeles.

The observatory and museum are open to the public from 1000 to 2200 week days and from 1400 to 1700 Sundays. Everything is absolutely free except the planetarium demonstration for which a charge of 25c is made. During the Planetarium demonstration the visitor sits under an artificial open sky, which is shown as desired, under the most favorable conditions, as from any place at all in the world, at any hour of the day or night, any day of the year and any year, past, present or future.

Other features of the observatory include a large model of the moon which shows our nearest neighbor as one would see it from a distance of only 500 miles. Three eight-inch telescopes bring images of the sun into the museum. One of these images falls on a screen and shows sunspots and other phenomena of the sun. A 12-inch refracting telescope mounted in the East Dome is available to visitors each week-day night from 2000 to 2200. There is an excellent collection of meteorites, a mechanical model of the solar system, and geological, chemical and physics exhibits.

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**WORDS OF THE WISE**  
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Doubt whom you will, but never yourself.—Bovee  
Corrupted freemen are the worst of slaves—Garrick.

## UP THE LADDER

The BLUE BONNET congratulates our shipmates, who have recently advanced one more step.

Gibson, O. E. AMM3c to AMM2c.  
Shepherd, J. W., HA1c to Phm3c.  
Lucas, D. H. Sea2c to Sea1c, Brickler, J. E., Sea2c to Sea1c. Frederick, W. D. F3c to F2c

## FREE ADMISSION

The California Pacific International Exposition advises that all Naval personnel in uniform will be admitted free of charge after 1800 every Wednesday, for the duration of the Exposition.

## ON TIME

Since it is no longer possible to return directly to the ship when returning from liberty in a Taxi Cab, as was the case in the Navy Yard, the following boat schedule is published for the convenience of all hands. Except for slight temporary changes necessitated by movements of the ship this schedule will be in effect during our stay in Long Beach. All hands are reminded and cautioned that "over leave" is a serious offense punishable by Summary Court-Martial.

## PICO STREET LANDING

Leave Ship	Boat	Remarks	Leave Landing
0525	MWB or ML	Market boat. Return liberty party.	0545
0650	ML	Liberty Party.	0710
0715	ML	Liberty party and Mess Stewards.	0735
0800	MB	Officers.	0815
0810	MWB	Guard Trip.	
0815	ML	Movies, also Repair, Hospital ship and San Pedro as necessary.	At Once
0840	ML	U.S. Mail - Stores. Liberty party on Sun. and Holidays.	0920
1125	ML	Sat., Sun., and Holidays. Liberty party.	1145
1125	MB	Officers - Saturdays, Sundays and Holidays or as requested.	1140
1215	MWB	Guard trip. Daily except Sun. and Holidays.	
1255	MB	Officers - Wed., Sat., Sun. Other days when requested.	1310
1315	ML's	Liberty party on Wed., Sat., and Sun. Special liberty men on other days.	1335
1425	ML	Liberty party Sat., Sun., and Holidays.	1445
1455	MB	Officers, U.S. Mail Clerk.	1525
1555	MB	Officers.	1610
1625	ML's	Liberty party and Athletic teams.	1645
1655	MB	Officers.	1710
1655	ML	Liberty party and Athletic teams.	1715
1815	MB	Officers.	1830
1825	ML	Liberty party.	1845
1955	MB	Officers.	2010
2055	ML	Liberty party.	2115
2210	MB	Officers.	2230
0050	ML	Liberty party.	0110

## COMMENDATION

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vage pumps, divers, diving gear, working party and yard derrick for removing 490 - 14" shells and about 800 empty powder cases from sunken lighter beached on Yerba Buena Is.

2. A request was made by the Captain of the Yard to the Senior Officer Present Afloat to provide salvage pumps, diving gear, men to operate them and a working party of 20 men. Notwithstanding the late hour that the request was made, all arrangements were promptly made by daylight, Sunday morning and it is believed that it was due to the splendid cooperation shown by all officers concerned that the lighter and contents were salvaged without a loss to the government.

3. The Commandant appreciates the efforts of the officers afloat and especially the hard work and fine spirit shown by Lieutenant J. M. Robinson, U.S.N., and the entire working party of 20 men from the HOUSTON, CHESTER, and TRENTON.

Y. S. WILLIAMS

1. The below named men comprise

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## HOUSTON TO VISIT VALPARAISO

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and Valparaiso.

Press reports further state that Admiral Arthur J. Hepburn, recently appointed Commander-in-Chief, U. S. Fleet, will return to the East Coast in the Indianapolis after the maneuvers have been completed. He will confer with Navy Department officials before returning to the West Coast 24 June to take over command of the Fleet. Upon being relieved, Admiral Reeves, the present Commander-in-Chief, will return to Washington as a member of the Naval General Board.

## TO SWIM CANAL

An attempt to make a non-stop swim from Christobal to Balboa through the Panama Canal was scheduled to be undertaken on 1 April by R. A. Parton and M. Beecham, blue-jackets attached to Squadron V P-3F and Submarine Base respectively, according to a recent article appearing in the Fleet Air Base newspaper, "CONTACT".

Permission for this hazardous attempt, it was stated, had been obtained from the men's commanding officers and from the superintendent of the canal.

It is expected that the swim will take all of two days. The men will be accompanied by two motor launches which will carry riflemen to shoot sharks, alligators etc. During the night nets will be spread between the two boats to protect the swimmers from dangers and to aid in guiding the swimmers. They will be equipped with goggles and ear plugs and will be fed soup and milk through a hose.

If this swim is successful, it will be the second swimming transit of the canal, the first being made by that famous globe-trotter and author, Richard Halliburton.

The midshipmen's practice squadron consisting of the Wyoming and Arkansas will be added to this year by the Oklahoma. The Oklahoma will arrive in Hampton Roads on or about May 1, and upon the completion of the summer cruise will rejoin the fleet in the Pacific.

Keep the "E" on the HOUSTON