



THE CRUISE

There is no better time than the present for making plans in regard to sight-seeing trips in Chile. It would be well to reserve one full pay-day for this purpose,—leave it on the books until arrival at Valparaiso. It will be in excellent safe-keeping there.

A trip to the lake region in Chile may be undertaken, depending, of course, upon permission being granted and a sufficient number desiring to make the trip. The lake region to which a party may be taken is about 150 Kilometers distant from Valparaiso. A special train may be chartered, leaving Valparaiso about 0800 and returning about 1900. Quite likely lunch from the ship will be taken for all hands making the trip.

Such an excursion should prove to be a very pleasant day's outing at a very nominal expense.

SHOPPING

Men who recently finished training at San Diego and who have never been in a foreign country, should bear in mind that the old adage holds good everywhere, "you can't get something for nothing". Usually it is wise to go to a reputable establishment and make your purchases. "Dickering" here and there and finally striking a bargain frequently proves to be anything but a bargain. You will never be able to acquire an article at a price less than its real worth—usually more. Those people have been in business for many years and they are highly qualified salesmen.

Keep one full pay-day on the books!



EASTER SUNDAY

Tomorrow is probably the most widely observed day on the calendar. Thousands of messages will be sent and received throughout the land. A message should be sent home today by every man on the HOUSTON. They will be glad to get it. We are always interested in seeing the mail orderly come aboard. They are equally interested in seeing the postman arrive, bringing a letter from you, or the Western Union messenger bringing a telegram of greetings from you.

Keep the home ties! They are worthwhile and will always be, under all conditions everywhere.

LT.- COMDR. ENGLIS REPORTED

Lieutenant Commander Thomas B. Englis, U. S. NAVY, relieved Lieutenant Commander M. B. Arnold, U. S. NAVY, as Navigator on 7 April.

Commander Englis, a graduate of the class of '18, was formerly attached to the Staff of Commander Battle Force.

The "N" Division, and the entire ship's personnel welcomes this genial officer and shipmate.

ROWING RACES

Rowing races of the Heavy Cruiser unit took place last Wednesday. The HOUSTON entered a crew in all three events, viz., Marine, 1st enlistment and selected.

The results of the races were as follows:

Group "A" (Marine Crew)
U.S.S. MINNEAPOLIS, first; U.S.S. TUSCALOOSA, second; U.S.S. HOUSTON, third; U.S.S. PORTLAND, fourth.

Group "B" (First Enlistment)
U.S.S. TUSCALOOSA, first; U.S.S. VESTAL, second; U.S.S. MINNEAPOLIS, third; U.S.S. PORTLAND, fourth; U.S.S. HOUSTON, fifth.

Group "B" (Selected)
U.S.S. VESTAL, first; U.S.S. ASTORIA, second; U. S. S. MEDUSA, third; U.S.S. MINNEAPOLIS, fourth; U.S.S. CHICAGO, fifth; U.S.S. HOUSTON, sixth

As a result of Wednesday's races, the following vessels will enter crews in the finals this morning:

MARINE CREW RACE
U.S.S. MINNEAPOLIS, U.S.S. TUSCALOOSA, U.S.S. HOUSTON.

FIRST ENLISTMENT
U.S.S. ASTORIA, U.S.S. VESTAL, U.S.S. MINNEAPOLIS.

SELECTED
U.S.S. VESTAL, U.S.S. ASTORIA, U.S.S. MINNEAPOLIS.

Following are the officials for the races which are to be held today:

Referee and Starter— Commander

(Continued on Page Two)

—: 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.

EDITOR, Lieut. (jg) W. W. Pierce, (ChC)
Asst. Editor, R. C. Ball, Ch. Pay Clerk
Associate Editor R. W. O'Brien, BM1c.
Exchange & Re-write W.H. Osborne, Y3c
Printer G. W. Baker, Sealo.

11 APRIL, 1936

★ ★ ★
PANAMA CITY

Panama City, capital of the Republic, has a population of 79,000, is upon the Pacific Coast, 47 miles from Colon. The town was built in the 17th century near the site of the earlier city. The ruins of Old Panama are half an hour motor drive from the modern city by a concrete road. The town was captured, sacked, and destroyed by Morgan, the buccaneer. The climate is good; main temperature about 80° Fahr. The main products are pineapples and bananas. There are breweries, mineral water works, shoe and furniture factories.

The Cathedral has twin towers and the domes are encased in mother-of-pearl. It stands on the main plaza of the city, facing old Government Palace. At the lower end of the Avenida Central, behind a group of Government buildings, stands the National Theatre — one of the finest of its kind. A noteworthy new building is the Palacio Municipal or City Hall. At the foot of Ancon Hill stands the Instituto Nacional, the University of Panama. The Cathedral, the post office building, and the churches of La Merced, Santa Domingo, were all built soon after the sacking of the City in 1671.

SHIP'S POST OFFICE

Business transacted in the past six months:

Money Orders	\$35,321.49
Money Order Fees	224.19
Total	\$35,545.68
Insured Articles	248
Postage on same	\$21.90
Postage Stamps purchased ..	\$1,701.95

Wife:— "Heres an advertisement of a new kind of shirt without any buttons".

Chief:— "I've been wearing that kind for years."

NAVAL HISTORY

Commander Robert E. Peary (CEC) USN had spent 23 years in Artic Exploration. During this time he had made friends with the Eskimos and had learned from them how to live in their country, how to hunt, eat, dress, drive dogs, build snow igloos, etc.

Peary's method was to establish a series of camps, each of which he used as a base to build a camp farther north. He reached the Pole on April 6, 1909. On a previous expedition he had been crippled by having his toes frozen off, and doctors had predicted that he would never be able to walk again any great distances. However, in spite of this handicap, he tramped over the frozen Polar Sea to the Pole and back again. For this achievement Peary was promoted to the rank of Rear Admiral by act of Congress. Admiral Peary exemplified in his long career an inflexible determination to attain a certain objective. His success was not due to accident, but the result of a clearly defined plan made through years of observation and experience, and backed by unswerving perseverance—that faculty which gives power to accomplish. Twenty-three years of battle or preparation for battle disclose the character of the man whose victory, on April 6, 1909, classes him with the heroes of the world. His phrase—"I will find a way or make one"—should go down in history as one of the world's classics.

ROWING RACES

(Continued From Page One)

Hedrick (CHESTER), Assistant Starter— Lt. Comdr. von Heimberg (Chicago). Judges of the Finish— Lt. Comdr. Chippendale (NEW ORLEANS), Lt. Comdr. Ryan (PORTLAND), Lt. Comdr. Jacobson (INDIANAPOLIS). Judges of the Course Lt. Comdr. Sherwood (PORTLAND) Lt. Comdr. Goebel (NEW ORLEANS).

No alibis, of course. We only mention that our crews, on account of our schedule, had little opportunity for training, nevertheless, they made a mighty good showing and got into the spirit of the event with all their might. That is the all important thing.

Battalion Of Death

—: FLASHES :—

It has been sometime since the Battalion of Death has found it's way into the press but the roar of the five inch, the cough of the .50 cal., and last but not least the call of the oar, have all taken precedence to the pen. Our former correspondent is suffering from an acute attack of "dameitis" and though everything possible has been done to relieve his pain he shall not be able to resume his column until the cause is far away.

We are congratulating our whale-boat crew on their spirited showing in the race in which they placed third, there were more than three in the race. Ensign Marcus says there are possibilities in these dozen stalwart Leathernecks. Our crew had a few days practice before the race in our ten oar boat but the day before the race these gallant lads dashed aft to the fantail to find that sometime during the night a twelve oar boat had been placed at the boom in place of the practice boat, not to be thwarted by this turn of fate a hurried call was put forth for two volunteers and the response was typical of the spirit of the Corps. Under the guidance of Cpl. Chastain, coxwain of the crew, and our graceful rhythmic stroke oar, Pvt. Stocton, the men were groomed into a crew that pulled with the speed of Mercury and the grace of Phryne. Jones says the only reason they didn't win the race was because the course wasn't long enough, they thought the finish marker was the half way mark and were just beginning to put on speed when the Coxswain saw the race was over.

Some scoundrel told PFC Champan that he would be relieved as orderly and he hasn't been the same since. He has been heard to keep repeating to himself, "I killed cock robbin", we are all deeply concerned over his condition. The traffic dept. in the comm. office is also worried as George has attained the highest degree of efficiency that that office has ever known. How does it happen that Lambert wound up in the mess hall after making a liberty wiith the Police Sgt? The scandal contained in this article will probably be the cause of a big run on the Company Office.



**NOSEY
NEWS
by
EV' BODY**

Lying at anchor a mere ten days has brought to light many interesting incidents.

That the good ship HOUSTON is of a restless nature was proven over the past week-end.

She strained nightly at her chain, causing many worried pans among the G. G.'s, but to prove her worth, rode out the Santa Anna easily.

The San Pedro shore boats have reaped a neat harvest—"Were some of the boys anxious to get ashore"? Not much! ! ! !

Seems as though the Pedro boats would have more respect for our new gangways. It didn't take our wood butchers long to repair the damage.

"Stevie" Sivak is all a-twitter "so he says" over the new tooth. He admits the loss of the orginal hampered him very little in his meanderings.

It was interesting to note how well "Frog" Godaire can still hold a steady course on a foamy sea even though he has been out of circulation quite some time.

We are wondering if Glider is still looking for help to paint the office now that Schrum is on the scene once more? ? ?

'Tis hard to believe, but Mustain has finally softened to the extent where he admits the daughters of Sunny California are O. K.

Did you notice the joyful glint in "Tiny" Rimmers eyes. He admits it was his boyhood dream - to become a cop someday. Of course he hardly hoped to become a "Salt Water" sleuth.

The way "Bum Dope" McKee has been carrying on we suspect he feels his evil ways are about to catch up - some time early in May.

It is our guess the participants in the Recreation compartment pinochle sessions will be in good form for the cruise. They even move in before the mess tables are clear.

Once again the HOUSTON to the rescue. This time a barge was needed. Two days notice and when she left the ship she looked fit to compete with any of them.

—Sayonara

PERSONNEL

Received

- Butler, L.H., Cox from RS., San Diego, California.
- Clymer, S.H., Cox from RS., San Diego, California.
- Austin, L.F., Sea2c. from Squadron VF-2-B San Diego, California.
- Garcia, F.O., AS from NTS, San Diego, California.
- Katzman, J.G., Cox from RS San Diego, California.
- Schrumm, A.W., Sea1c., from U.S. S. RELIEF.
- Azbill, WH., Sea2c., from U.S.S. RELIEF.
- Drumm, E.J., Cox from U. S. S. TERN.
- Murray, W.C., CWT(PA) RS San Francisco.
- Rudlof, L.L., Sea2c. from RS San Francisco.
- Draft received from NTS, San Diego, California.
- Angus, D.W. Sea2c.
- Bockert, E.R. "
- Carlson, O.N. "
- Floyd, R.A. "
- Nelson, W.H. "
- Salmon, G.L. "
- Sawatzki, A.C. "
- Watkins, J.H. "
- Bennett, W.M. AS
- Boyer, S.F.S. "
- Buckenridge, M.A. "
- Colby, D.J. "
- Duran, E.A. "
- Durose, A.F. "
- Fox, L.L. "
- Hardin, J.C. "
- Horn, G.J. "
- Johnson, G.W. "
- McClure, E.R. "

- McCulloch, J.A. AS
- Miller, J.R. "
- Moulton, J.A. "
- Mueller, N.C. "
- Payne, E. "
- Penny, J.E. "
- Rundberg, E. "
- Scott, A.J. "
- Varick, V.F. "
- Williams, A. "
- Williams, H.O. "

Transferred

- Campbell, R. P., RM3c. to U.S.S. RELIEF.
- Davis, R.E., Sea1c. to 11th Naval District for assignment.
- Harshaw, R.A., Sea2c, to Squadron VF-2-B San Diego, California.
- Krueger(W.H. ChPM(PA) to NTS Norfolk, Virginia.
- Pasko, George, Sea1c. Hon. Disc.
- Price, R.F., Bkr1c. to 5th Naval District
- Pawlak, A.A., BM2c. to FNR.
- Blair, I.A., Sea2c to Sub Base, New London for instructions.
- Chaney, Don Cax to Sub Base, New London, for instructions.
- Riccio, J.J., MM1c. to 3rd Naval District.
- Bush, N.O., WT1c to FNR

PANAMA

The beginning of our cruise is only two weeks off. Panama is our first scheduled stop. Only five years ago the writer recalls that busses were engaged at Panama City for an entire afternoon's excursion, the cost being \$1.00 per man. Most likely the same rate may be had now.

The bus drivers will stop anywhere along the way in order that the passengers may take Kodak pictures, etc. A fine way to spend an afternoon and the cost is very small. Don't miss it!

This \$1.00 trip includes a journey through Ancon, Balboa, to the Yacht Club, Miraflores and Pedro Miguel Locks, thence to old Panama City. A visit will be made to San Jose Church. This ecclesiastical Edifice contains a golden altar which is said to have been preserved from the buccaneers by being painted in imitation wood.

Navy Wife:— "My husband is the only man who ever kissed me."
Ditto:— "My dear, are you bragging or complaining?"

THE LANDLUBBER'S INITIATION

(Continued from last week)

The morrow dawned clear, bright and hot. At an early hour we were called to our quarters, being warned to don our whitest of white suits. Suddenly the bugle sounded "attention" and there appeared on deck the most solemn procession ever beheld by the human eyes. Neptunus Rex the king of the Sea, His Queen, and their royal court, and attendants. The King and Queen in their royal robes and long flowing white hair, were beautiful indeed. Immediately following was the royal messenger, whom we had met the evening before. Next was the royal judge, Davey Jones, Doctor Yak, the royal barbers, and last but not now in our minds mighty important, the policemen, bears, etc.

The royal family having been introduced to the Captain who turned his command over to the king, there was hoisted the royal ensign, a pennant which drove if possible more fear into our trembling souls. It was the skull and cross bones, the flag that had always meant to us, death in it's most horrible forms. The royal party then repaired to the fo'c's'le where the court was to be held and the first victim was summoned. His shrieks, and when he was liberated the sight of him caused all to quake with fear.

I stood wondering what my fate was to be when I was startled out of my reveries by a terrific din and looking up, saw one of the royal policemen charging towards me like a maddened bull. Roughly he grasped my arm and forced me into the presence of the royal family. While mounting the stairs to the throne room my attention was taken by the royal navigator who was then in the act of "shooting the sun." What a queer looking individual he was I thought. He really looked to me as though he might have been my hero of piratical days, "Old Captain Kidd." Around his head was a bloody bandage as though he had recently participated in a ferocious battle. One arm was carried in a sling, while over his left eye, or as he would say "his port running light," there reposed a black patch. A missing leg was replaced by a wooden peg. Ah! what would I suffer at the hands of such villians. He re-

ported the position to the king, and my observations were suddenly brought to a close by a violent blow from the mace held in the hands of Davy Jones. This had brought me trembling on my hands and knees before the Queen, a most beautiful lady who smiled at me and asked if I were willing to undergo the tortures I must submit to. My answer was, yes, for what would it have gained me to say otherwise? She then presented her hand for me to kiss, while the king reposed his feet on my back, and Davy Jones gave me another violent blow with his terrible mace. I was then dragged with blows and kicks before the royal judge, who made me swear that I would never tell to any the secrets of the royal court. Under the blows from a hundred devils I promised. The clerk then read off my charges. Most preposterous all of them, and all of them I denied. "You deny the charges," roared the judge, "you deny the charges and pray have to prove your innocence." Ah! then did I realize that I had not a single friend near, and could do no more than hang my head in shame. I was next conscious of being in the doctor's chair. Oh, what an evil little man he was, and never will I forget the nasty pills, nor the vile medicine that he forced me to take. All this time severe pains were running thru my body, which I discovered were caused by a little dynamo operated by a terrible grinning, red devil. At last I was delivered from this torture chamber into one far worse, the barber's chair. Here I was forcibly laid back and then asked whether I wished a shave or a haircut. I desired to reply that I cared for neither, as I had had my hair cut the day previous and had shaved that morning, but when I opened my mouth to speak, a stream of the vilest fluid was shot into it. From the taste I judged it to have been a mixture of crude oil, containing the vilest fumes of hell. They then proceeded to lather my head well with a similar substance and to apply it to various parts of my body. Then, suddenly I felt as though I had been thrown high into the air, landing face down in water.

Instinctively I started to swim, but cruel hairy hands forced me back down, and down and down, until I thought the end had come. Those minutes, how like hours they seemed.

Finally gasping for breath I was released and even then I could not see my assailants for my eyes were blinded by the awful concoction that had been placed in my hair and face. I struggled to get out of the enclosure climbing a rope ladder. Just as I thought I was going to make my escape a strong stream of water struck me in the chest and knocked me back. Again I tried with equal success, but the third time I scrambled out of my prison and got quickly away from that vicinity.

And that is all of my story, except the terrible experience of scrubbing afterwards, which to relate would bring to me memories that I care not to bring to mind. No doubt you are wondering, and saying among yourselves that I have not kept my vow. That I am telling here the secrets of the royal court, but you are wrong my friends, I have not told you all. You don't know yet what the pill was made of. Do you? ? ? ?

TRAINING

The following additional training courses are now available in the Navigator's Office:

Diesel Engines, Watertender Second Class, Fireman Second and Fireman First Class, Machinist Mate Second Class, Boatswain's Mate Second Class, Raidoman Second Class, and Aviation Machinist Second Class.

A NAVY FAMILY

When Young Nunnely Sims enlisted in the Navy at Dallas, Texas on December 13 last year, he was the fifth son of Mr. and Mrs. T. Sims of Jefferson, Texas to enlist in the Navy. They are all serving on different ships and stations and they all hold different ratings, one is an aviation carpenter's mate, another an electrician, still another a yeoman and the other one a gunner's mate. All Nunly has to become is a boatswain's Mate and the Sims family will be able to man a ship by themselves.

Father— "Guess I'd better go downstairs and send Nancy's sailor back to his ship."

Wife— "Now, dear, don't you remember how we used to court?"

Father— "Now I KNOW I'd better send him back." —North Star