

Volume II.

Hampton Roads, Va. Nov. 12, 1935

Number XLIV

### DRAFT OF RECRUITS EXPERIENCE FIRST SEA DUTY ABOARD HOUSTON

As a great number of the crew were making preparations for the last 48 in New York, the yard tug, ACTIVE, steamed into the Navy Yard, mooring at berth five, just across the dock from the HOUSTON, loaded to the gunwales with 140 young and eager eyed apprentice seamen, just arrived from Newport, R. I.

Under the able supervision of Ch. Carp. Ray, our former Carpenter, assisted by Wellbourn, MAA, it was only a matter of a few minutes until all hands had disembarked with bags and hammocks, mustered and reported on board. As they were mustered on the dock they were formed in small groups, being assigned to the dif-

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### NEW VECHILE LICENSE FEE

A California state law effective in 1936 changes the collection of personal property taxes on automobiles heretofore collected by cities and counties to a rate of \$1.75 per each \$100.00 of value on automobiles, to be paid at the time of securing 1936 vehicle licenses. This fee is in addition to the \$3.00 registration fee when applying for his license plates. The plates will be delivered beginning 2 January. The applications must be stamped by either city or county assessors or by either city or county assessors or by the state to show that the 1935 personal property taxes have been paid. Members of automobile clubs are being urged to apply in November to avoid unnecessary delay and inconvenience.

### PERSONNEL

#### REENLISTED ON BOARD

McCarty O. T. WT1c, Cromwell A. B. MM1c., Dodson C. O. AM3c.

#### TWO YEAR EXTENTION

Elho E. J. WT2c.

#### RECEIVED

Wellbourn A. F. BM2c, Hickling H. L. FC 3c.

#### TRANSFERS

Phalon J. CGM., to USNH Brooklyn N.Y., Wiegand M. C. TC1c to R. S. New York for assignment to U.S.S. Phelps., Stanton C. A. MM1c to NYd Boston for assignment COM-ONE. Wisnowski M. WT 1c to FNR (Class F-4-C). Ditzek J. F. TM2c to R. S. N. Y. for assignment to U. S. S. Phelps., St. Laurent J. A. WT2c to USNH Chelsea, Mass., Maccalous G. M. Sealc to R. S. New York for discharge., Sockett A. L. F2c. to USNH Brooklyn, New York., Permental J. Cox. to R.S. Hampton Roads for further transfer to Quincy when commissioned.

#### DISCHARGED

Clay H. A. Bmkrlc., Williams J. C. QM3c., Bogdanski W. Sealc., Poole R. F. Sealc.

#### PERMANENT APPOINTMENT

Redding J. A. CSM, Booe J. B. Bandmaster.

### HOUSTON PISTOL TEAM FIRES CLOSE MATCH WITH 71st INFANTRY, NEW YORK NATIONAL GD.

A pistol match was fired Sat. 9 Nov. at the 71st Infantry Armory, against a team from "D" Company, 71st Infantry, New York National Guard. Our team lost by six points, the match being fired on an indoor range, using the Army pistol course without the bobbars.

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### DR. BUNKLEY RELIEVED BY DR. DOCKERY

During the HOUSTON'S visit to New York, Dr. Bunkley was relieved by Lt. Comdr. E. E. Dockery, U.S.N. (MC). Upon being relieved, Dr. Bunkley, one of the old timers of the HOUSTON, immediately took up his duties on the surgical staff of the Naval Hospital, Brooklyn, N. Y.

Before coming to the ship Dr. Dockery had duty at the Navy Recruiting Station, New Orleans, La. Dr. Dockery has had a wide experience as a surgeon and the HOUSTON is fortunate in having such a capable man.

### Lt. (jg) SCHANZE MARRIES

At 1600 on 4 November Lt. (jg) Schanze, U.S.N., Ship's Radio Officer, was married to Miss Marie Louise Moran of Annapolis, Md. and New Orleans, La. Mrs. Schanze is the daughter of Mrs. Marie Moran. The wedding ceremony was solemnized at the home of the bride's mother in Annapolis. After the wedding a reception was held at the Officers' Club, U. S. Naval Academy.

The Blue Bonnet in behalf of the Ship's company wish this couple many years of happiness.

### A NEW NAVY RECORD

Lt-Comdr. Kneffler McGinnis with a crew of five flying a new Navy patrol plane made a non-stop flight from Norfolk to Panama, 2900 miles, in 17 hrs. 33 min., averaging 134 miles per hour. This same plane and crew took off from Panama October 14 at 6:30 a.m., for a non-stop flight to San Francisco, arriving at 2:21 p.m.

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## —: 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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NOVEMBER 12, 1935

★ ★ ★  
WHO REMEMBERS

## FOUR YEARS AGO THIS MONTH

During this month the HOUSTON was moored in the Whangpoo river, Shanghai, China. While most of the crew were enjoying the well renowned night life, with a little sightseeing sandwiched in, the basketball team was being formed, this team being the nucleus of the championship team which the HOUSTON put on the courts the following season. Our boxers and wrestlers were also seen in action, and as a matter of fact they were so well liked by the fight fans of that great city that from then on whenever the HOUSTON called at Shanghai our boys were in great demand. Several times they filled the large Auditorium, the scene of many championship bouts. It was here that Frankie Remus won the Light-heavy weight and Heavy weight belts of the Orient while a member of the HOUSTON'S crew.

As the end of the month of November drew near preparations were made for our annual cruise to our Philippine base, by the way of Hong Kong China, a British controlled port, but nevertheless, Chinese, and the scene of many interesting liberties for the crew.

## —: A TO N :—

Some colored mess attendants were being examined in "A to N" for advancement in rating. Question: "Tell the difference between order and command. Answer: "Well, sur, 'order' is ham and eggs, and 'command' is get it quick."

## A FARMER'S LAMENT

Over the hill trailed a man behind a mule drawing a plow. Said the man to the mule: "Bill you are a mule, the son of a jackass, and I am a man made in the image of God. yet, here we work hitched up together year in and year out. I often wonder if you work for me or I work for you. Verily, I think it is a partnership between a mule and a fool, for surely I work as hard as you. Plowing or cultivating we cover the same distance, but you do it on four legs, and I on two. I therefore, do twice as much work per leg as you do."

"Soon we'll be preparing for a corn crop. When the crop is harvested, I give one third to the land owner for being so kind as to let me use this small speck of the universe. One third goes to you and the balance is mine. You consume all of your portion, while I divide mine among seven children, a hundred hens, two ducks and a banker. If we both need shoes, you get 'em. Bill, you are getting the best of me and I ask you, is it fair for a mule the son of a Jackass, to swindle a man, the lordly creation, out of his substance."

"All fall and most of the winter the whole family, from Granny to the baby work from morning till nite to raise money to pay taxes and buy harness and pay interest on the mortgage on you. And what do you care about the mortgage on your tough old hide?"

"About the only time I am your better is on election day, for I can vote and you can't. After the election I realize that I was fully as great a jackass as your sire. Verily, I am prone to wonder if politics were made for men or jackasses out of men."

"And that ain't all, Bill: When you're dead that's supposed to be the end of you. But me? The parson tells me that when I die I gotta go to hell forever. That is Bill, if I don't do just as they say. And most of what he says keeps me from getting any kick out of life."

"Tell me, Bill, considering these things, how can you keep a straight face and look so dumb and solemn,,"

Nevada retains place in Iron Man standing with a .537 to W. Va. .532.

## EXHAUST-PIPE

During the past week our free gunners were busily engaged in practicing dummy firing runs in preparation for our official practice on our return to San Diego.

After a flight or two while in New York, all hands are of the opinion that California's "unusual" weather isn't so bad after all! Now that "Rosie" has returned from Scranton, no doubt we will hear the last of Norfolk for a while. "Pat" Readette seems to be going in for broadcasting in a big way. He has paid several visits to Radio station WMCA, visiting relatives there. I wonder how many of the Golden Grainers were fortunate enough to get off Sands Street during our stay in Brooklyn.

Now that Gibson is back from leave "Charley" Noble seems to have returned to battery! Good ole Seagrams. Hollingsworth seems to be a social success recently!

Wonder what Mellon drinks to get him so wound up. Rumor has it that Pemberton has a romance in the making! Hickory Creek papers please copy. "Windy" Hilgenberg is now talking of Iowa's football team! Walter Camp is a piker compared to Windy. Wonder if Gregg spent his time hunting squirrels or Co-eds while on leave in Alabama?

Dodson, our esteemed metalsmith re-enlisted on board the HOUSTON for four more years. The hangar on the port side must be more of an attraction than he cares to admit!

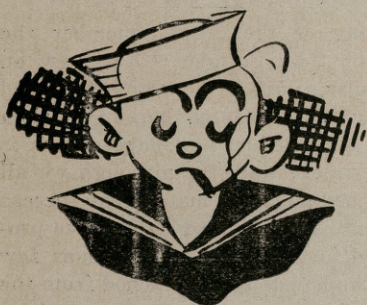
Too bad the horses aren't running Kerr.

## —: LONG BEACH BREAKWATER :—

It is understood that work will soon be begun on the new Long Beach breakwater which is to extend out from Seal Beach. This breakwater will extend to a point 1000 feet east of the present outer breakwater. The present outer breakwater is to extend westward, and upon completion of these two projects the San Pedro—Long Beach anchorage will be very well suited to the needs of the Fleet. The harbor will then be protected completely, and will have two entrances each being one thousand feet wide.



## NOSEY NEWS

by  
EV' BODY

It is safe to say that we are watching the lofty skyline of the big town fade into the distance with a sigh of relief, for it must be admitted that the attractions of "Bloody Gulch" (Sands Street), with the many "Hamburger Bandits" is in itself a strain on the quiet dignity of our tried and homeguards, and then we have the never ending nite life which has even slowed down our fast steppers.

That telephone in the port hangar gave ample proof of our predictions, with "Charlie" Furr leading in the "Walla Walla" derby, while such lesser lights as Norris, Brown GM3c and Dainwood were close on his heels. Knowlden, Schrum, and Huston have been very successful in their meanderings about the city although Knowlden had to use "John Alden" tactics to obtain his objective. ???

Felix must be a "heart throbber par excellence" or we will be needing some new undercover men soon. "Archie" Arsenault had his running lights slightly damaged in a taxi accident, but needing more color for that realistic touch, he stepped over to Sands Street and collected enough for a regiment. Carter of the bake shop is also a proud member of the Golden Grain Club now that he has taken the big step in New York. Cigars are in order. The ship's tailor is sponsoring a new use for lipstick so we hear—daub a little on the hair, brush lightly—'tis a sure method of gaining attraction.

Las minute reports say that the phone companies are contemplating the largest dividends in months, just as we said, that port hangar phone was popular. Our thrifty but thriving MM1c Lord, is not letting the racketeers of the big city get the best of him

as this little tale will prove he, was observed standing about the decks in dress blues for about one hour and a half waiting for a liberty party to march out, but sad to relate most men going on liberty rode the jitney cab, much to Lord's consternation. Finally he gave up the idea and went below to forget about liberty, loudly protesting such goings on, such as allowing a racketeer, (that's what he prefers to call the good natured cab-driver who was a great help in the rainy weather) to operate in the Navy Yard. We are of the opinion that Lord was born 30 yrs. too soon of maybe it was too late. We are wondering how Zainfield will stand our departure for he surely seems to be well entrenched in these parts. Lee Tad got fouled up on his leisure course on the subways and we're so sure he knew his way about. Now if he were a member of Tammany Hall he would not be so easily embarrassed.

Shaw of the "A" div is not frightened by the wiles of the big city either although it did take him nearly a week to become acclimated. Those Navy Yard passes were almost at a premium during the last day but the Exec's office came to the rescue in A1 awfully reluctant about turning over addresses to the yeoman.

We can't understand why Debri suddenly folded up after that highly successful tour he made shortly after our arrival.

The leading scullery maid admits it's the result of fending off females and not duty on the Yangtze, that causes him to wander about with that unholy glare in his eye, Why! Even telling one fair damsel he was the white hope in the heavy weight ranks did not help his cause any. The "Goon" of the gunnery office had the best of intentions when he returned from leave, but still he wanted to be able to say he had been over in the big city so tried his will power one evening last week, but sad to say he was smitten too and only after a morning watch special liberty was he able to return to battery.

How could our hard-boiled BM Stafford let little Stella weep. It is just too terrible. And was Marangi's face red when the young lady sent him a nickle and told him to call her when he was sixteen.

The final report on the HOUSTON'S mid-November cruise to New York will be published prior to our return to Long Beach. ???

## "CALIFORNIA, HERE WE COME"

## Hail to California

For we are going back  
It's high time they decided this  
For home is what we lack.

## Hail to California

We'll be glad to return again  
To the land of perpetual sunshine  
The land that knows no rain.

## Hail to California

Where the welcome is for the fleet  
We're glad we're going to  
The state that can't be beat.

## Hail to California

I'm sure that you'll agree  
We're glad to return again  
To the state of liberty.

## PISTOL TEAM NOTES

The HOUSTON fired two teams of five men each, high four to count. In view of the fact that we were shooting against men who have had National match experience at Camp Perry, Ohio, it is felt that our two teams showed up excellently and with a little more practice we shall soon have a pistol team that will lead in the fleet matches.

## FIRST TEAM SCORES

Name	25y.SF	25y.TF	15y.RF	Total
Ch.Gunner.	Condit-91	89	97	277
Pvt. Arming	93	85	88	266
Pinign, Sealc.	86	74	89	249
Kitchen, Cpl.	82	68	87	237
Team Score				1029
Ens. Burdick	65	85	88	233

## SECOND TEAM SCORES

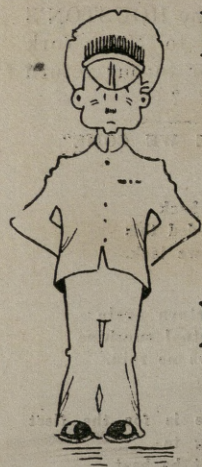
Name	25y.SF	24y.TF	15y.RF	Total
Yyman, 3c.	83	68	83	234
Mach Woodroof	90	56	83	232
Standafer, Sealc.	85	75	70	230
Whaley, EM3c.	82	51	71	204
Team Score				900
Ens. Ely,	5	19	69	93

## 71st. INFANTRY TEAM

Name	25y.SF	24y.TF	15y.RF	Total
Pipitone	87	81	95	263
P. Weston	91	78	91	260
Jung	90	82	86	258
J. Weston	89	70	95	254
Team Score				1035
Reilly	85	70	95	192

The 71st Infantry team have asked for a return match when and if the HOUSTON returns to New York next year, which shows that this National match team was impressed by the good showing made by our team.





## Battalion Of Death BLASTS



Mid many grins and not a few groans we are once more under way for Long Beach for what might be known as the good home of all good service men. If you don't believe that the HOUSTON is missing something by leaving NEW YORK see Walling our cosmopolitan, man about town. Our friend "Red" White says its just one of those last night liberty ports. Evidently someone got the telephone number of the ship just a few days too late to satisfy. Williamson, our gallant compartment cleaner from right Willie, four days in Panama and you'll probably be tropical; then there is Long Beach and the Pike to look forward to. Withey, the man of many places and parts, just grins when asked about New York. It is wondered what Hynes has in Philly that made him almost forget to bring himself back to the ship. Our eminent Sgt. Terpstien and Pfc. Bolan broke into the headlines in their home town. Ar-kan-sas says its alright to leave a place this far from payday. Its al-Being from the HOUSTON seems to be quit: a distinction. The reporters must have had a hard time getting information as the news never reached New York till it was accidentally let fall unsuspectingly by the victims. Mooney and his remark about getting married shows the true Bostonian instinct to build a home for a sweet young thing. Good luck George and a longer leave next trip. All in all it seems to have been an enjoyable leave period while at New York. The next question is how many circles are there between here and Long Beach. Another thing is, that having lost our good shipmate Sgt. Webster, who is in line for the additional stripe? May the best man win.

### "DOTS" AND "DASHES" "HOISTS" AND "FLASHES"

Drill, drill, drill; that's the order of the day, and has and always will be for those of us who hold down the visual end of communication.

No doubt, you who are observant have seen the "morning orders", something like this: 1000—PROCEDURE DRILL FOR SIGNALMEN, and, then if you have observed the yardarms you will have noticed "Negat" flying with flaghoist drill in full swing or procedure school for all hands in progress on one side of the bridge. This communication business is one where a participant must "keep his hand in" so to speak, or, be lost.

This flag hoist drill means work for not only the signalmen, but for the communication officer and signal officer as well. Every day now—"Mark". The General Signal book is opened, a diligent search is made, the proper signal is found, sung out to the man at the bag, who bends on the proper flags, and up they go, two blocked at the yard arm. All this has to be accomplished in 60 seconds; coordination and complete knowledge are the key words here.

Drill has to go on, in the meantime the OOD says "Where is No. 3 ML" or "Send this signal", etc, -no sooner said than done.

During the cruise when not on watch, (it's day on and day off, four on and eight off) three or four signalmen were required by the fishing boats, to keep in communication with the ship and each other.

Not much time left to "make Jack a dull boy" you see. When the radio-men miss, it's "ZRW-repeat", or if radio can't raise their station, it's "ZGP-man circuit so-and-so".

And not to be outdone by other departments there are a few who know where there is always someone wide awake and a pot of "Jo" to keep them so.

When it's—"Is your sewing machine working"; "Will you make this for me"; "Flags for church, please"; "Can I send a mesage to the Portland"; or "Is the Jamoke done"; it's "Yessir, at your service".

### A NEW NAVY RECORD Cont'd.

October 15th, 34 hours, 51 minutes, en route, and logging over 3700 miles, establishing a world record.

### "BILL" RADER, FORMER SHIP-MATE, MAKES GOOD IN A BIG, IF NOT SURPRISING WAY ACCORDING TO THE CLEVELAND NEWSPAPERS

Many of the crew remember the likeable "Bill" Rader, CEM, now on recruiting duty at Cleveland Ohio, and the article reprinted herein it taken from a Cleveland newspaper which is quite interesting, for although we all wish our good shipmate great success we can hardly believe he has been promoted to Lt. Comdr. in the short few months he has been detached from the ship.

quote:

"A veteran of the U. S. Navy who will help in the celebration of Navy Day on Oct. 28, is Lieutenant Commander William J. Rader, stationed now at the Navy Recruiting Station in the Federal Building.

Mr. Rader was a radio operator aboard the U. S. S. San Diego when a mine explosion tore a hole in her hull off the New York harbor and sank her."

(Editor's note) We are sorry to state that it is impossible to publish a picture of our distinguished shipmate for the engraver is on leave.

### HOUSTON CARRIES RECRUITS

ferent divisions on board. Inasmuch as the ship is short handed at the present time, these young Men-of-Warsmen are a welcome addition to the ship's complement, though they shall be with us for a short while only.

We feel this, their first sea duty, will always remain fresh in their memories for they will not only be making an interesting cruise during their first few weeks at sea, but they will also observe, at first hand, the routine "port" and "at sea" activities of one of our modern warships. The most interesting evolutions being, perhaps, the Panama Canal passage and the full power runs off the coast of Lower California.

The Blue Bonnet, in conjunction with the entire crew, extends a hearty welcome to each and every one of you, and we hope your cruise with us will be as beneficial in your coming duties as we enjoy having you as shipmates.