

U.S.S. Houston Extends Navy Day Welcome

HONOR FOUNDER OF NAVY DAY

Despite the fact that she is forgotten in the radio programs, speeches, ceremonies of all kinds on Navy Day, the lady who is responsible for the idea, will not be forgotten by those who know she is one of the Navy's best friends.

As founder of the National Navy Club of New York, Mrs. William H. Hamilton has ever admired the Navy and its personnel. She went to Washington in 1922 and suggested that one day of the year be set aside on which to honor the Navy.

The following letter is self-explanatory:

Navy Department
Assistant Secretary's Office
Washington

November 11, 1922

My Dear Mrs. Hamilton:

I have just returned from a five weeks' campaign. The first thing I wish to do is to thank you personally for having suggested the idea of Navy Day. It was your original idea. It worked out excellently, and, I believe, gave a real momentum to a correct understanding of what the Navy means to our country.

With all good wishes,

(Signed) Theodore Roosevelt.

TR:DH

Mrs. William H. Hamilton,
15 East 41st Street,
New York, New York.

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TO VISITORS aboard the U.S.S. Houston the Admiral, Captain, officers and crew bid welcome. In order that you may become better acquainted with the ship, we present to you, this brief description and record of the service performed.

The U. S. S. Houston was built at Newport News, Va. The keel was laid in 1928 and the ship was launched on 7 September, 1929. Miss Elizabeth Holcombe, of Houston, Texas, sponsored the ship, giving her the name of that city and in memory of General Houston.

The U.S.S. Houston is one of the heavy cruisers, 600 feet long, with a beam of 66 feet, draws 21 feet of water and displaces 12,500 tons at full load. She is propelled by four turbine units, each unit connected to an individual propeller, and develops a total of 108,000 horsepower at a top speed of 33 knots. The main battery consists of three triple eight inch gun turrets and four five inch anti-aircraft guns. Four seaplanes are carried on board and may be launched from two catapults.

After commissioning in the United States Navy Yard on 17 June, 1930, the U.S.S. Houston made a "shake down" cruise to Europe, visiting England, France, and Holland, returning to Houston, Texas, to extend the welcome of the Navy to the Houston's natal city. Following this memorable visit, final trials and overhaul were held, and the ship sailed for the Asiatic Station on 14 January, 1931, via the Panama Canal and Honolulu, T.H. On 22 February, 1931, the Houston joined the Asiatic Fleet in Manila, P.I., and assumed her role as flagship,

hoisting the flag of Admiral Charles B. McVay, Jr., U.S. Navy. On 20 September, 1931, she entered the Yangtze River to assist, if necessary, in rescue work during one of the most devastating floods in the history of that famous river. The Houston went up river about 600 miles to the city of Hankow, returning to Shanghai on 5 October, 1931.

While undergoing routine overhaul in the Cavite Navy Yard, Philippine Islands, on the night of 31 January, 1932, rush orders were received to proceed immediately to Shanghai, where hostilities had broken out between China and Japan. American lives and interests were endangered. Within a few hours the Houston was ready to sail, took aboard 250 Marines to augment the 4th Regiment, Marine Expeditionary Forces, in Shanghai. This ship broke all existing records by making the trip in 47 hours, under rough weather conditions. On arrival, the Marines and bluejacket machine gun platoon were sent ashore for duty.

On 13 March, 1933, the Houston left Manila, on a good will tour through the southern Philippines, visiting Iloilo, Cebu, Davao, Dumanquilas Bay, and Zamboango. On 29 May, 1933, a good will tour was made to Japan, visiting Yokohama and Kobe, returning to Tsingtao, China, by way of the famous Japanese Inland Sea. On 17

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—: THE BLUE BONNET :—

A weekly publication of the ship's company of the U.S.S. Houston, Captain G. N. Barker, U.S.N., Commanding and Commander C. A. Bailey, U.S.N., Executive Officer.

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FEEDING THE NAVY

In a recent article by Rear Admiral Conrad, Chief of the Bureau of Supplies and Accounts, an idea was given of what it requires to feed the Navy over a period of one year. Approximately 86,000 men are supplied three squares a day at a cost of about seventeen million dollars. Included in the items furnished are:

Fresh meat and fish	12,500 tons
Canned, salt, smoked meat	7,500 tons
Fresh vegetables	22,000 tons
Dried, canned vegetables	28,750 tons
Sugar	4,000 tons
Flour	5,000 tons
Fruit	9,000 tons
Coffee	1,875 tons
Canned milk	3,000 tons
Butter	1,000 tons

Expert dieticians have carefully studied the problem of feeding the Navy. The ration is well balanced. That it is nourishing is evident by the fact that recruits during the three month period of training gain in weight from 5 to 25 pounds, and the Navy bluejacket is today one of the healthiest specimens alive.

THE DEVIL'S HOLIDAY

The devil sat down in his fury one day,
Picked up his tools and a lump of clay;
His face was wan and puckered with hate;
He said, "I'll make a bos'n mate."

He hammered and chiseled with cries of glee;
And as he finished we all could see
A large old body with fingers small,
And scarcely a place for a brain at all.

He scratched his head with signs of thought;
Can all this work have been for naught?
The body, he noticed, with a sign of depression
Was quite without a means of expression.

The devil was puzzled as we could tell;
Some sailor spoke up then, bold as hell,
"All the buzzard will do is gripe;
If he says too much, we'll give him a pipe."

"If he isn't piping, he'll be griping,
Griping, piping, all the way;
Thus we'll see him every day."



Dear Sal,

Our ship o' steel is a standin' back on its haunches for inspection today and tha public is already swarmin' up tha gangways to see what kind o' life us Navies are leadin'.

Some o' tha lads are takin' these shore people around and pointin' out things to them so they can sorta get an idea where their tax money's been goin'. And I'd be a hankerin' to do tha same if I had some cash invested in a passel o' hogs cause a body's sure itchin' to know if tha critters have been fed properly and a takin' on fat fast enough for tha next butcherin'.

Yes sir, this Navy Day idea seems to me to be about the only way tha public can be a learnin' about our ways, but it's just a smatterin' they'll be gettin'. A body has to be a wearin' tha blue for a spell to be usin' Navy lingo and slang in tha proper fashion.

I can remember one o' tha lads aboard who got hitched in matrimony. His wife allus did everything possible to please him, especially fixin' up tasty dishes so's he'd smile. She had Navy beans for him one day, but when he hollered for red lead (ketchup) so he could swim them in proper fashion she was thrown for a loss. However, tha very next day she presented him with another heapin' dish o' beans. Tha lad bit in them right away. Then he turned to us wife with these words, "Honey, these beans taste awfully funny. What is tha matter with them?"

Tha poor girl started cryin' then as if her heart would break, but between sobs she answered, "And I did all this to please you, too. I walked all of ten blocks to tha paint store for tha red-lead you wanted on them, (sob)."

Just goes to show you that a body has to spend a spell on tha briny deep aboard one o' Uncle Sam's ships to get a smatterin' o' such talk.

Love,

Gus.

50,000 SAILORS CAN'T BE WRONG

The customs of the Navy are very old. They have come down to us through generations until we know them only as traditions. The personal salute, the salute to the Colors on coming over the side or leaving ship, the "aye, aye." All were originated years ago and have remained with us until they now are as much a part of the Navy as the ships on which we serve. They differentiate us from the merchant marine or from the yachtsman.

Similarly, watch-standing has its origin back in the early dawn of written history. We read of watches being stood on the decks of Grecian galleys. Watches were also stood below decks, but they could better be called terms. For the slaves, who were the main turbines, boilers, condensers and propellers rolled into one, toiled for weary hours at a stretch before the short rest period came.

Later, in Lord Nelson's time, watch standing became a profession. It was a source of pride to a man to be told that he stood a good watch.

It has been truthfully said, although humorously, that a man can borrow another's toothbrush, he can take his last pair of socks for a liberty, he can steal his best girl friend, he can even use his razor and dull the blade, and the chap will never complain, but just let that man relieve the watch five minutes late and a storm of accusation breaks forth, the equal of which cannot be heard west of Broadway; another traditon that is undoubtedly very old.

These traditions we cannot break. They were found necessary for the well-being of the service. Although we may not be able to understand the reason for some of them, we know that they have proved useful, even necessary, and without them we could not be able to keep our fleet at its best.

They have been handed down to us. Keep them bright and in good working order.

Mary: "The nerve of that bus driver, glaring at me as though I hadn't paid my fare."

Rose: "And what did you do?"

Mary: "I glared right back as if I had."



WITH the approach of Navy Day on October 27 this calls for a special issue of the Blue Bonnet. This day may bring back some very pleasant memories to quite a number of men who met some nice people on this day.

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SHOULD be quite a number of sweet looking things come aboard Navy Day. This will give those who are detailed as escorts the opportunity to see how smooth their lines are.

* * * *

"BILL SLOUGH claims that the reason most boys are named Bill in Texas is because they were born on the first of the month.

* * * *

WONDER how many men on board remember our first Navy Day in our namesake city. Sure was a crowd on board that didn't seem to want to leave. That night party on board was something that one couldn't forget.

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THE most repeated question this week is "What time will liberty start Navy Day."

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QUITE a thriller was shown Monday night. Almost everyone turned around to see who was sitting behind him just to make sure that he wouldn't get strangled or something.

* * * *

THINGS we could do without: Guys coming back from a fast liberty and waking their pals to relate to them about what a swell time they had ashore. The Golden Grain smokers who are always borrowing a tailor made cigarette from those who can't roll em.

NOW that examinations for advancements are over all men who took the exams are on edge waiting to see the results of their studies. We all hope the Houston comes out on top with rates for all who passed.

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RECEIVED a contribution which stated the following: "Houston Gob Navy's Wisest—Tests Reveal." This was in the Houston Chronicle. We don't know whether they meant the men on board or the men shipped in from the city, Houston, Texas.

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SURE could use a lot of the well known sun that California is supposed to have. We have been here almost two weeks and as yet none of that famous climate has appeared.

THIS IS THE LIFE

"There are 365 days in a year. You work only eight hours, or one third, of a day. One third of 365 equals 121.66. Knock off 52 Saturday p.m.'s and that equals 26 full days. Subtract 26 from 121.66 and you have 95.66 left. Knock off 52 Sundays and you only have 43.66 days left. Knock off that 30 days you spent on leave last year and you have 13.66 remaining days. Including New Year's, Abe Lincoln's and George Washington's birthdays, Memorial Day, Flag Day, 4th of July, Labor Day, Columbus Day, Navy Day, Armistice Day, Thanksgiving Day and Christmas, 12 more days come off thus leaving only 1.66 days. You got early liberty five times last year, about one-third of a day more than regular liberty which leaves you exactly 00.00.

"Why, you aren't even in the Navy. What are you growling about? Besides all the regular holidays, you also took the Jewish holidays. You owe the Government at least five days!"

Country Girl: "Paw's the best rifle shot in this country."

Sailor: "And what does that make me?"

Country Girl: "My fiance."

Indignant Father: "Do you think it fair, Bobby, after I told you there was no Santa Clause, to go and tell the neighbors I laid your Easter eggs, too?"

THE EDITOR'S MAIL BAG

Dear Editor:

When a feller's got a 150 acre farm and nobody to work it but himself, as the missus is too busy to lend a hand, I tell you, folks has got to admit us farmers has got troubles.

It happened this away. Last summer one of them sailor fellers came around looking for a job and, as help was a bit scarce, I put him to work.

He was a nice lad and willin' to work, but I ain't never got straightened out since. This man looked different than most farmhands. He had a big hairy chest and an anchor tattooed on each arm.

That sailor had the darndest names for things. Called the floor the "deck" and said the windows were "ports" and the kitchen was a "galley". When I asked him if he knew where the woodshed was, he said "Sure, it's aft of the superstructure." Right from the start he began calling me the "skipper" and the missus the "1st Luff". He wanted more baths than was good for him, too. He rigged up a shower out in the barn, and used to take as many as two baths a day sometimes. Never seemed to know that one of them things every Saturday night was enough for most folks.

One morning I set him to ploughing. Instead of tellin' the horses to 'haw' and 'gee' that darn fool yelled 'port' and 'starboard'. When I seen that the furrows that he ploughed was all zig-zagged, he said he couldn't do no different without a compass.

One day I caught him foolin' with the harness. The crupper had slipped off and he couldn't get the hoss's tail back in again. He was so darned mad he cussed. 'Hell's bells', he snorted, "every time I try to get a clove hitch on this rudder, the danged plough puller shifts his helm."

That sailor used to get up early and brew himself some coffee before he'd do the chores. After a while I'd come walking down to the barn, and he'd yell to the hosses, "Stand by for inspection."

That sailor used to have an awful time going to sleep in his bed and he used to walk in his sleep too. One night I heard an awful commotion in his room and I rushed up there and

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HONOR FOUNDER OF NAVY DAY

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Those of us who love and admire this great lady, want Navy Day, 1937, to be the happiest of her life. We are going to ask her many friends, and all who believe in "flowers for the living," to see that she receives many, many greetings on October 27th. Please send a card or letter to Mrs. William H. Hamilton, 130 East 57th Street, New York City. She spent many hours in service for the welfare of the men of the Navy whom she loves. Now in the twilight of her life, let us remember her!

EDITOR'S MAIL BAG

(Continued from Page 2.)

there he stood in front of the open window, throwing clothes lines out on the ground hollering, "No bottom at fifteen." He finally talked me into buying him a hammock to sleep in, sayin' that was why he couldn't sleep well, but when that danged sailor tied up the hose so that it splashed water against the side of the house, I ups and fires him.

Yours—Zeke Nebbecook.

A story that is a favorite with President Roosevelt also is woven around a supposed legend of the sea. The captain of a certain ship in mid-ocean sent for a young officer who had been detailed to work out a position at sea. When the young officer appeared the captain said: "Young man, take off your hat, for we are on sacred soil." "Aye, aye, Sir," said the tyro navigator, as he wondered what was coming. "I have been checking over your position," the captain continued, "and as near as I can make out from your reckoning, we are right in the center of Westminster Abbey."

The officers' steward was putting a company of mess attendants through their paces in boot camp. His command was "Eyes Right." No one obeyed. It was repeated in a louder tone . . . but still no response. The O.S. walked up to one of the men, looked him in the eye and said, "Eyes Right."

"I guess you is," replied the man, "nobody's arguing with you."

WELCOME TO U.S.S. HOUSTON

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November, 1933, after being relieved by the U.S.S. Augusta, the Houston departed from Shanghai for San Francisco, stopping at Yokohama en route. After an overhaul period in the Puget Sound Navy Yard, she joined the Scouting Force of the U.S. Fleet, in Long Beach, California, and departed with the fleet for Atlantic ports.

On the evening of 1 July, 1934, President Roosevelt boarded the Houston at Annapolis, Md., for a cruise of 11,783 miles. In company with the destroyers U.S.S. Gilmer and U.S.S. Williamson, which were later relieved by the cruiser U.S.S. New Orleans, stops were made at: Cape Hatien, Haiti; Mayaguez, P.R.; San Juan, P.R.; St. Thomas, and St. Croix, Virgin Islands; Cartagena, Colombia, S. America; Cristobal, and Balboa, Canal Zone; Cocos Islands; Clipperton Islands; Hilo, and Honolulu, T.H.; and then Portland, Oregon, where our President and good shipmate disembarked for the last time.

Since this memorable cruise with our President the Houston has made cruises to Norfolk, New York, Houston, Honolulu, ports in Alaska, Puget Sound, Astoria, San Francisco, Ventura, and to many other ports of interest.

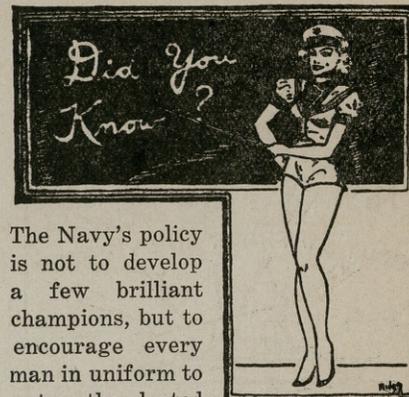
On board the U.S.S. Houston, you will find a barber shop, post office, library, notion store, general kitchen or galley, general store, clothing store, print shop, soda fountain, laundry, telephone exchange, and a telegraph office.

A power plant capable of providing sufficient power which, if used for illumination purposes, could supply a string of street lamps placed 12 feet apart, reaching from San Francisco to Shanghai.

A distilling plant to convert sea water to fresh water, with a capacity sufficient to provide each person of a city of 800,000, with a tumbler of water each day.

The length of the Houston may be compared with the length of two football fields placed end to end or the height of a 48 story building.

The Houston has its own police force fire department, plumbers, electrical and telephone service men, and others



The Navy's policy is not to develop a few brilliant champions, but to encourage every man in uniform to put on the cleated shoe or the track jersey. There is hardly a form of sport that is not included in the Navy's busy year. With variety and the ships rivalry, interest in athletics never lags from January to December. When it is recalled that every officer and man has to pass a rigid physical examination to enter the Navy, it is easy to see that the fleet has material that any college would be proud to have.

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In August, 1900, during the Boxer Rebellion in China, Navy men repaired a railroad line from Taku to Tientsin, China, and operated it successfully with men taken from the engineering departments of United States vessels.

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The absolute record for duration of fog in the United States was observed at Seguin, Maine, 2,734 hours in 1907, equivalent to about 30 percent of the entire year.

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There are as many Norwegians in the United States as there are in Norway.

on duty at all times superintending public utilities.

For you who have been on board we trust you have enjoyed your visit and profited by your experience. We hope that you have absorbed some of the tradition of the Navy and of our ship. As you have walked the Houston's teak wood decks and been shown the ship's principal points of interest we wish you to remember that the Houston is your ship and that the Navy is your Navy—we are the custodians. As you cherish your homes, so we cherish our ship and strive to keep it a most efficient factor in maintaining the peace and honor of our great nation.