



GEORGE WASHINGTON

George Washington, was born in Westmoreland County, Virginia, on 22 February, 1732; therefore it is fitting that this issue be honored by "his presence."

"When Washington took command of the Continental Army before Boston in July 1775, the extreme shortage of ammunition prevented even 'making a suitable return'. In this acute dilemma he arranged to send a vessel of the Rhode Island Navy to Bermuda for powder, and himself began the fitting-out of small 'armed vessels with the design to pick up some of their (British) storeships and transports' near our coast. This so called 'Washington Fleet' was the beginning of the Continental Navy. The first vessel commissioned was the HANNAH, Captain Nicholson Broughton, which sailed from Beverly on September 5th and brought in a prize two days later. During the six months preceding the evacuation of Boston

(Continued on Page Three)

CAMP TARRANT

Named 21 January, in honor of Vice Admiral W. T. Tarrant, now Commander Scouting Force, U. S. Fleet, was the recently established U. S. Marine Corps camp on San Clemente Island.

Camp Tarrant is a comparatively new camp of this branch of national defense, and is one of the results of the extensive construction and defense plan of this important island, which is now in progress.

Major W. H. Harrison, U. S. Marine Corps, is in command of Camp Tarrant.

LIBERTY CARDS

On January 12, 1937, Admiral Adolphus Andrews, Chief of Navigation, instructed all ships and stations to modify the "Return Address" side of the liberty cards by substituting lines for signature, date of birth and space for print of left and right forefingers. The reason for the modification is explained in the following paragraph from Admiral Andrews' letter:

"The attention of the Bureau of Navigation has been invited to the extensive mis-use of lost liberty cards by apparently non-naval personnel. The principle item of mis-use is for purposes of identification, for establishing credit, by posing as the enlisted man whose name appears on the card, thereby giving that enlisted man a bad standing in the eyes of the merchant, and general discredit to the Naval Service."

The mention of liberty cards must bring to the Old Timers memories of the days when they used to stand impatiently on the quarter-deck while a yeoman or quartermaster called the names of the liberty party and checked them "out" on liberty lists that contained hundreds of names. It was a system handed down from Paul Jones' day.

(Continued on Page Three)

CHANGE OF BENEFICIARIES

Men who have recently married or whose beneficiary has been changed for any reason should make out a beneficiary slip and be so sworn. This is only in fairness to your dependants in order that should anything happen to you they may be promptly notified and receive the benefits to which they are entitied by law.

UP THE LADDER

	From	To
Yelverton, L. V.	Y1c	CY(AA)
Hickling, H.	FC2c	FC1c
Harred, R. C.	MM2c	MM1c
Gritseff, A.	Mus2c	Mus1c
Gowler, O. S.	QM3c	QM2c
Mauchley, A. C.	CM3c	CM2c
Pratt, W. H.	F1c	MM2c
Hodges, J. M.	GM3c	GM2c
Gaston, W. W.	Sea1c	GM3c
Zaring, R. P.	F2c	EM3c
Winchester, S. H.	Sea1c	RM3c
Price, F. L.	Sea1c	Y3c
Moyer, G. E.	Sea1c	SM3c
Schermerhorn, J. R.	F2c	EM3c
Hartkopf, D. L.	Sea1c	RM3c
Haley, E. G.	Sea1c	Ptr3c
Springer, J. E.	Sea1c	SK3c
Budimlya, E.	Sea2c	Sea1c
Haynes, G. T.	Sea2c	Sea1c
Miller, J. R.	Sea2c	Sea1c
Gordon, L. C.	Sea2c	Sea1c
Price, J. W.	Sea2c	Sea1c
Marriam, C. L.	Sea2c	Sea1c
Williams, A.	Sea2c	Sea1c
Hanna, G. E.	Sea2c	Sea1c
Viskovich, F. M.	Sea2c	Sea1c
Miesse, L. R.	Sea2c	Sea1c
Whitbeck, G. H.	Sea2c	Sea1c
Brinn, W.	Sea2c	Sea1c
Bacak, J. J.	Sea2c	Sea1c
Ryan, T. C.	Sea2c	Sea1c
Horn, G. J.	Sea2c	Sea1c
Rold, I. O.	Sea2c	Sea1c
Rebert, W. L.	Sea2c	Sea1c
Williams, H. O.	Sea2c	Sea1c
Pipp, M. A.	Sea2c	Sea1c
Stebbins, J. D.	Sea2c	Sea1c
Ziegenfuss, W. J.	Sea2c	Sea1c
Williams, A. D.	Sea2c	Sea1c
Strange, P. A.	F2c	F1c
Frederick, W. D.	F2c	F1c
Stuart, C. M.	F2c	F1c

(Continued on Page Three)

—: 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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 Ass't. Editor:— R. C. Ball, Ch. Pay Clerk
 Associate Editor:— A. D. Hall, MM1c
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20 FEBRUARY, 1937

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 MILITARY CHARACTER

AS CHARACTER is formed by the fixing of habits, so the description of character follows the formulation of tradition. We find the official expression of the military ideal in our service, in the first one of the articles for the government of the United States Navy:

"The commanders of all fleets, squadrons, naval stations, and vessels belonging to the Navy are required to show in themselves a good example of virtue, honor, patriotism, and subordination." Much more, these revered articles prescribe as to what must and what must not be; but for a standard of character, these four qualities are deemed sufficient. How well chosen are these words for their purpose, how high the standard, and how logically they develop the necessary attributes, are shown by their full meaning. Indeed, they might well apply to all citizens. Happy, and powerful in its unity, would be the state which strove actively for that ideal.

Selecting only what is appropriate, "virtue" signifies first manly spirit, courage to do, daring in enterprise, bravery to endure and bear up against evil and danger as well as to go forth and face it.

"The brave man is not he who feels no fear, but he whose noble mind its fears subdues."

The second meaning is the practice of morality, in life and conversation; uprightness, rectitude; the opposite of vice. Thus by the one word "virtue" our fundamental law excludes the weak and vicious, and demands good morals and strong spirit, demands the kind of men that command respect and attention among all classes, everywhere.

Upon this sound basis of virtue, "honor" builds a higher sense of duty, above the average — keener, nicer,

more magnanimous; a controlling sense of what is right, true, and due; probity of feeling and conduct. Honor implies loyalty and high courage, and right dealing in all cases, especially toward inferiors or dependents. It implies faithfulness to trust, even to punctiliousness in doing things whose neglect would bring no punishment and arouse but little disapprobation. The law, in effect, ennoble the Navy, imposing the rule "noblesse oblige."

Next, "patriotism" names the motive to bind all in one sacred cause; to rule supreme, sharing our devotion with none other. Patriotism strikes to the core: "Where the heart is right, there is true patriotism." It is a passion which burns undiminished. It boadens the interests and understanding of the individual, and exerts the strongest influence for unity.

Lecky says: "All civic virtues, all the heroism and self sacrifice of patriotism, sprang ultimately from the habit men acquire of regarding their nation as a great organic whole, identifying themselves with its fortunes in the past as in the present, and looking forward anxiously to its future destinies."

With personal character and actuating force defined, the final word brings harmony of effort. "Subordination" organizes and regulates all things in due proportion. Specifically, it is the state of being under control of Government; subjection to rule; the habit of obedience to orders. Any idea of narrow interpretation is dispelled by the words of Burke "that generous loyalty to rank and sex, that dignified obedience, that subordination of the heart, which kept alive, even in servitude itself, the spirit of an exalted freedom." With us subordination must be read coordination. Nothing less could fulfill the other requirements — virtue, honor, and patriotism.

In the sense of all things ordered in proportion to their importance to the end in view, subordination like the other qualities, applies to life in general. In the military profession, however, its thorough inculcation is the prime requisite. The degree of intelligence of its state of subordination is the measure of an army's or navy's efficiency.

Don't forget to mail the Blue Bonnet to the folks at home!

GUS'S WEEKLY LETTER

Dear Sal:

Shure stuck out my chest tha other day. Tha ship plowed thru tha furrows o' tha sea and slid into San Diego Bay like old Ned headin' for tha waterin' trough in tha sweltherin' season. Ya know, Sal, this here fellow Dana, who spent so much time a sittin' by tha mast, used to play around down there in tha old days aboard one o' those wind jammer ships. Guess, he had fun a shiftin' tha sails and a beggin' tha wind to blow down tha groove. As I was sayin' we swept thru tha channel and heaved right by a whole passel o' other Navy ships. They stood up aboard them ships like rows o' corn and serenaded us with tha Star Spangled Banner—which just goes to show ya, Sal, their hearts are a beatin' in tha right place and it makes a body happier than a Fourth of July picnic to be a wearin' tha blue.

Never seen such a herd of humanity over visitin' day. They came for miles to tramp aboard and give our happy home tha once over. A body could hear tha clamor and din all along tha water front, and it was worse'n tha time Pa lost a shoe in tha barley mill. Pa sure fixed us. For many a moon there was a taint in tha meal. Well, somehow or another tha humans was coralled together in groups so they could tag along after one o' tha boys. Tha questions flew thick and fast. Tha guide snapped tha answers back like lightenin'. One old fellow with chin whiskers got him, though. He wanted to know why Uncle Sammy kept a buyin' these big, new shiny guns all tha time when they had so many scattered over tha domain. Says he, they's enough cannon left from Gettysburg and Shiloh to fight many a battle. Tha iron's still good, says he, I seen 'em myself. Right then tha guide says he's gotta relieve tha watch. So ya see, Sal, ya can lead a horse to water but you're lucky sometimes ya don't fall in yourself.

Love,
 Gus

Sonny: "Dad, what does argument pro and con mean?"

Sea Lawyer Dad: "The pro is your convincing and unanswerable statement, while the con is the contemptible dribble the other fellow uses."

SPORTS

What Kind Are You?

Men, there's quite a challenge that has been thrown around on the ship (and worse, off the ship) for some time. It is claimed that the Houston "just isn't" an athletic ship and that the fact that we do not have a single point toward the athletic trophy is quite "natural". This no doubt is the greatest handicap to our development in sports that can be found, since it stifles the energy of men who would otherwise participate and dampens the enthusiasm of those who should at least show a spectator's interest.

What's to be done about it? Well, this is not one of those things that can be overcome in a month or even in a year, for a fighting spirit must be built up from the very bottom—and the "bottom" is trying in spite of defeats. There are two more contests left in this athletic year (the first enlistment and selected whale-boat races) and only by making points in one of these can we get through without a complete swabbo for the whole season.

The first contest is scheduled for March 19, which leaves but a month of preparation for the race. All first enlistment men who have any desire for or experience in rowing will be doing themselves and the ship a lot of good if they show up the next time the crew goes out, and this includes any lightweights who can coxswain. The coxswain need **not** be in his first enlistment. After the whole-hearted cooperation among themselves offered by the small Marine Detachment, it seems incongruous that so few seamen can "find time" to get a regular work-out or to sacrifice a few liberty hours. Let's get on the ball, fellows, and do something about all this rot of the Houston's being out in the cold, athletically!

The Navy in general has always been noted for its whole hearted participation in athletics, and foreign observers have attributed much of the high spirited morale found on our ships of the Navy to the "play the game" attitude developed in our many forms of athletics that are played today throughout the fleet.

Wife: "I went to cooking school".

CPO: "What did you do, play bridge?"

OSCAR'S OPUSES NO. 17 & 18

The Muse, upon whom Oscar depends so much, made a terrible mistake last week. She thought the ship would get underway at 0000 Saturday instead of 0900 Friday. She came running up the brow at San Diego brandishing the weekly inspiration in her small left hand, saluting (as she ran) with her right. She was too late. The Blue Bonnet had already gone to press. She, to make amends, "showered down" with two, instead of one, Opus Inspirations. Opus Number 17 is served as an appetizer, Opus Number 18 being the main course. Oh, Yes, the Muse is on the restricted list for an uncertain period.

SHIPPING PAINT

Little tiny ships of paint
Flying tru da air
Covering yure svetting face
Gatting in yure hair
Sticking tu yure eyeballs tu
Crawling down yure neck
Dose vich ain't skol stick tu yu
Fall upon da deck.

Lockers shining brite like glass
Compartment she's a wreck
Now ve haftu go tu vork
And sveeping up da deck
Den ve go and scrub da hide
Tu vashing off da taint
Yudas! but deres lots of vork
Ven yure shipping paint.

RAT PLEA

All sailors like tu go ashore
After dey been at sea
But ven in port, our gude ship's rats
Ain't gat no liberty;
Ay tink our rats ain't treated sqvare
For when da ship ban moored
Dey put tin collars on da lines
Tu keep da rats aboard.

Our rats stand vatches in da bilge
And never make a fuss
Ay-never know a Hooston rat
Tu even growl or cuss,
Dey du deir duty plenty gude
And du it qviet like;
By Yimminy, if Ay vas a rat
Ay tink Ay start a strike.

In Sendeago our poor rats
Ain't never see da beach,
Ve moor da ship by big varehouse
Vich ban yust out of reach;

GEORGE WASHINGTON

(Continued from Page One)

a total of thirty five British vessels were captured by the little fleet composed of the schooners HANNAH, LYNCH, FRANKLIN, LEE, HARRISON, and WARREN, the brigantine WASHINGTON. All were under the direction of Commodore John Manley in the LEE who was the most successful of the commanders. One of his prizes alone carried a quantity of munitions which was estimated would have taken eighteen months to manufacture in the colonies."

—A HISTORY OF THE UNITED STATES NAVY" BY CAPT. DUDLEY W. KNOX, U. S. N.

LIBERTY CARDS

(Continued From Page One)

The advance of naval construction produced larger ships until limitation treaties became the determining factor. The larger ships required The ship's boats had to make more than one trip to get the liberty party ashore. Men were forced to spend too much of their liberty time on the quarter-deck, waiting to "hit the beach".

And the quarter-deck was not the only place where time was lost. In the Executive Office, or the First Lieutenant's Office, a yeoman spent hours preparing the liberty lists and checking them over when the liberty expired.

UP THE LADDER

(Continued From Page One)

	From	To
Harrison, L. A.	F2c	F1c
Black, E. P.	F3c	F2c
Newton, W. C.	F3c	F2c
Brewster, L. S.	F3c	F2c
Ridge, W. C.	F3c	F2c
Goss, J. B.	F3c	F2c
Ellasson, H. W.	F3c	F2c
Peek, J. M.	MAtt2c	MAtt1c

Ay ain't blame our deserving rats
For gatting plenty sore;
Next time lets leave dose collars off
And let dem go ashore.

P. S.

All rite, Okay, if yu insist
Ve keep a rat restricted list.

—OSCAR

THE NAVY'S SEVEN WONDERS

1. A chief pharmacist's mate and a sergeant of the marines who do not claim to be ex-captains in the Haitian Gendarmery. In fact, neither can claim to have served in Haiti.
2. A quartermaster first class who insists that he is too thick to be rated chief, and that he probably could not pass the examination.
3. A seaman second class who claims he enlisted because he was broke and hungry.
4. A chief yeoman who really thinks that the ship could be run just as well if he got transferred to the Asiatic Station.
5. A fireman who does not claim that he "told the Old Man a few things" when he was at Captain's Mast.
6. A yeoman who swears that, to the best of his knowledge and belief, his dad never owned a Packard nor a Rolls Royce. He also admits that, not within his memory, did his dad ever employ a butler.
7. Any sailor who claims his present ship is better than the last one.

FIRST OIL BURNING BATTLESHIP

The United States Ship, Delaware, was the world's first oil burning battleship. Completed in 1911, and burning half coal and half oil, she made a shakedown cruise to Southampton, England. After anchoring in Southampton Harbor, her Commanding Officer refused the services of an ash barge to the amazement of the Port Captain. After the barge had been sent back to the dock for the second time, the Port Captain, who did not believe the story that the battleship was burning oil and therefore needed no ash lighter, paid a visit to the ship to ascertain if ashes were being thrown into the harbor. An inspection of the firerooms convinced him that no ashes were being made.

The Delaware, which went out of commission in 1922, served with honor thruout the World War, being attached to the Sixth Battle Squadron of the United States Atlantic Fleet, operating with the Grand Fleet.

Mother: "Are you engaged to that young man yet? I heard several reports. . ."

Daughter: "Gracious! Did we make that much noise?"

MAY WE DO AS WELL

If our turn should one day come, may we do as well as:

—The boilermaker of the OREGON during its record breaking trip around the Horn in the Spanish-American War, who went into the furnace of a disabled Scotch boiler within two hours after its fires were hauled and plugged a badly leaking fireside tube.

—The torpedoman of the S-boat who used the few precious seconds that elapsed from the time his submarine was rammed until it sank to close the torpedo hatch from the inside in hopes of saving his ship and shipmates instead of crawling through the hatch and saving his own skin.

—The chief gunner's mate of the MISSOURI who, after the terrible powder fire in the after 12" turret, climbed into a burning magazine and checked the progress of the fire by splashing water from a bucket with his hands on the burning battens of powder tanks until a fire hose could be brought down and the fire extinguished.

—The crew of naval reserves of the British armored cruiser MONMOUTH which, hopelessly crippled after the battle of Coronel, was sunk by a German torpedo after they heroically refused to surrender.

—The forward turret crews of the German battle cruiser SEYDLITZ who, after a British shell had ignited the powder in after turrets and killed all hands in them and while the tremendous fire was spreading to all parts of the ship aft, fired "rapid-fire" with a salvo going out every 20 seconds so that as many shells as possible might be fired at the British before the ship blew up, which was momentarily expected.

—The chief petty officer and seaman of the same ship who with their executive officer fought their way aft through the fire and poison gas of the turret explosions and despite burning hot hand-wheels opened the after magazine flood valves and saved the ship.

—The gig's crew of the SAGINAW. If you don't know that story you had better look it up. Captain Bligh's cruise in the long boat of the BOUNTY, described in the historical novel, "Men Against the Sea", suffers in comparison with their exploit. And the men in the SAGINAW'S gig had a background of honor, not of disgrace.

"IRON MAN"

Henry Bojles, Chief Boatswain's Mate, U. S. N., retired, wrote a story of the "Old Navy" called "The Defense of the J. L. Luckenbach". In one of the closing paragraphs he wrote: "When a boy of sixteen, I was washed off a jib-boom in an American full rigged ship, off Cape Horn, during a southwester and was hauled aboard again in the mizzen rigging. Two years later, I was shipwrecked in the North Atlantic and spent five days in an open boat before we were rescued. A year later, I fell off the upper topsail-yard while reefing the sail in a gale and fell on deck. In 1899, I was shipwrecked in the U. S. S. CHARLESTON, in the Philippines, and in 1900, I went overboard in a typhoon, in the middle of the night, from the U. S. S. DON JUAN de AUSTRIA, in China, and was saved again.

EDITOR'S NOTE:— Some one kibbitzed while this was being written and remarked, somewhat abruptly, "He was either the original tough-guy, or an awful liar!" All of the above facts are well authenticated and this old-time Navy man went through these hazards and many more. He is still alive and active, with enough energy left to write a book and many shorter stories and articles. Navy men have a habit of being the long-wearing kind.

ON THE YANGTZE

Yangtze River Navy men have to be ready to tie up their ship almost any place and also to be ready to cast off at a moment's notice, as the old Yangtze River is liable to move out from under a ship over night and leave it high and dry until the next rain. When it becomes necessary to tie up along the river, spar-mooring is often resorted to. A boat's crew first goes ashore and drives large stakes into the ground as though they were going to pitch a circus tent. The ship then secures to the stakes and is breasted off the shore by spars. The ship sometimes use instead of stakes, large rocks or trees when they are conveniently located. This is a good way of securing for the night when there is no holding ground for the anchor when the water is too high for the ship to anchor safely in the stream.