



**RESERVE MIDSHIPMAN STATUS
OPEN TO ENLISTED MEN**

Word has just been received that the Bureau of Navigation will now consider applications from enlisted men of the regular Navy for appointment as Midshipmen, USNR. These men will be commissioned as Ensign D-V(G), USNR after taking a three month's course beginning in June, 1941.

Accepted applicants will be given special order discharges from the regular Navy. Immediately after discharge, they will be appointed as Midshipmen, USNR, and ordered to report for active duty at the Reserve Midshipmen's School.

Upon successful completion of the course, if a man is recommended for a commission, but not called to active duty, upon his request he may be discharged from the Reserve and re-enlist in the regular Navy in his previous rating, with a notation in his service record that he has been found in all respects qualified for a commission as Ensign D-V(G), USNR.

All enlisted applicants must meet the usual requirements as to citizenship, education, and character, — in other words, he must be a native-born, unmarried citizen between the ages of 19 and 26 years; possess credits for a minimum of two year's work from an accredited university or college; and must be of good repute in his community.

Binks: "I suppose your son is less of an expense to you, now that he's graduated from college and joined the Navy."

Jinks: "Yes, it's a fifty-fifty proposition. The Navy feeds, clothes, gives him free medical attention, and gives him some pin money. All I have to do is pay him a salary."

OLONGAPO DRY DOCK

The Dry Dock DEWEY is a steel, floating dock especially designed and constructed for the use of the U. S. Fleet in the Orient. Its construction was authorized by Congress July 1, 1902, and it was constructed at Sparrows Point, Maryland.

When originally constructed, the DEWEY was provided with living spaces, offices, a mess room, wash rooms, and storage spaces, but these have been torn out, having been converted into working compartments.

After being formally delivered to the government, the DEWEY was prepared for the thirteen thousand mile trip to Olongapo. Late that December the towing expedition, composed of the supply ship GLACIER, two naval colliers, BRUTUS and CAESAR, with a tug, POTOMAC, got underway and stood out for the North Atlantic. Thus began a cruise which was to require over six months to complete and try the seamanship of every man in the expedition.

Four times the Atlantic gales snapped the towing cables like strings, setting the dock adrift. The first occurred but 500 miles out of Hampton Roads on January 4th, 1906. A typical North Atlantic storm whipped up an angry sea, placing such a strain upon the CAESAR'S towing gear that it was wrecked. Temporarily repairing it, the expedition proceeded through heavy seas and adverse winds.

Their log reports, "On the 25th the GLACIER had to cut off to lessen the strain on the lines of other ships, but that night the heavy seas overcame the towing gear on the BRUTUS, which was totally disabled — The weather was so bad it was 49 hours before the dock was in tow

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**HOUSTON BOAT TAKES SECOND
PLACE IN FLEET SAILING RACE**

In the free-for-all sailing race held last Saturday the Houston's sailboat finished second out of eight starters. They were about 300 yards astern of the winning boat, which was from the Canopus. Due to bad timing the Houston boat was slow on the start, but on the first leg, a close reach, she passed all but the Canopus and Marblehead.

In the second leg, a beat to windward resulted in the Houston's passing the Marblehead, but gaining little, if any, on the Canopus boat. The Blackhawk's fast sloop also passed the Marblehead's ketch on this leg.

The final leg of the triangular course was before the wind, and the Houston's brand new spinnaker, subject of much frenzied preparation for the previous two days, was set in a vain attempt to catch the Canopus. The boats crossed the finish line in the same order in which they rounded the second mark; Canopus, Houston, Black Hawk, and Marblehead.

MOVIES IN THE NAVY

Keeping pace with screen progress, the Navy went from serials to feature length films and today is perhaps the world's largest single distributor of motion pictures. It maintains 2000 films in constant circulation and has a nightly attendance of approximately 150,000 men. The Navy acquires between 300 and 400 new films each year or practically the total output of major studios. The films are not owned outright by the Navy, but are leased for a period of four years, after which they are returned to their respective studios.

THE BLUE BONNET

Named for the State Flower of Texas, and published every two weeks by the ship's company of the USS HOUSTON, Captain J. B. Oldendorf, USN Commanding, Commander H. L. Grosskopf, USN, Executive Officer.

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EDITORIAL

Just the other day some one came into our office and began asking why the Houston didn't do better in sports. Muttered something about the officers not interested. Nobody cared. This was a bum ship anyway.

We showed how our basketball team had knocked over every opponent since our arrival. We pointed to the sailing whaleboat just returning from beating the Marblehead boat (the crew that couldn't be beat) and coming in second of all the boats in the fleet.

We showed him the officers softball team that had won every game. We reminded him of our racing whaleboat crew working out twice a day getting ready for next Saturday's race.

We told him of the BLUE BONNET'S firm belief in the value of athletics, and its policy to push athletics and bolster up the Houston spirit at every opportunity.

With each sentence his face brightened up a little; more, and still some more, till he broke out in a grin.

"I guess I was wrong. The new Houston spirit will start with me. From now on you can count on me to be booster for the Houston, every time."

How about it, men. Why not let the new Houston spirit start with YOU?

Three slightly deaf sailors were motoring from the north, to London in an old noisy car, and hearing was difficult. As they neared the city, one asked:

"Is this Wembly?"

"No," replied the second, this is Thursday."

"So am I," put in the third. "Let's stop and have one."

THE NEW YEAR'S LOG

The custom has grown in the Navy of writing the log of the first watch of the year in poetry. We print here with the Houston's New Years Log, written by Lt. Galbraith and Ensign Mallory. If you think that this was an easy job, just try finding something to rhyme with Shorepatrol, Canopus, and CinCAF.

0 to 4
We are anchored today in Manila Bay,

Of the Philippine Islands — our friends far away.

And under our bow the Boatswain does claim,

Lies one starboard anchor and just enough chain,

To keep us secured in ten yards of water —

With forty-five fathoms it certainly "oughter".

At oh-five-eight point three true, Are a cluster of piles of very dark hue,

And south Breakwaters Light is just in line,

True anchorage bearing three four nine.

The boiler in use is old number two, Its been rebricked and is almost new.

The ships that around us are spread Are the ISABEL, PECOS and MAR-

BLEHEAD,

ASHEVILLE, NAPA, also the BIT-TERN,

Dont fail to mention the HERON. If PILLSBURY and POPE were only

Near,

DesRon Two Nine would all be here.

SubRon Five would be One of us, If she had S-three seven and CANO-

PUS,

And also two that are hard to find, Namely PORPOISE and SAIL three

nine.

Just by looking can be seen,

All Of SubDiv Seventeen.

In this ship we have CinCAF.

And last: Yard and District craft.

At zero zero one five this day

We discontinued searchlight display.

At oh-one double oh we were told,

This man returned from shorepatrol,

Manila, P. I., was where he had been,

He was CARNEY, G. R., Coxswain,

U. S. N.

W. J. GALBRAITH,

Lieutenant, USN.

"Eyes right," thundered the Negro lieutenant.

"You's wrong", came from the depths of the black troops.



DIVINE SERVICES

At 0930, Main Deck Aft.

Catholic Church party to USS Canopus at 0900.

Bible Class, at 1800 Tues. and Thurs., forward of small stores; enter by hatch forward of Sick Bay.

Officers and men are cordially invited to attend.

TRIP TO CHURCHES OF WALLED CITY FEBRUARY 2

Sunday afternoon at 1:00, the Chaplain will leave the ship with a party to visit the churches of the Walled City. Any who care to join the party will be welcome. For those who desire a souvenir of the trip, there will be available, at ONE PESO per copy, Chaplain O'Reilly's "Interesting Churches of Old Manila", just recently published, — the latest and probably the best pamphlet on these churches.

PROCRASTINATORS ATTENTION!

After February 4 no more applications for government insurance will be accepted in the pay office. All persons with dependents are urged to take the opportunity of getting this insurance, the cheapest insurance on sale in the country. If any of you plan to leave the Service after your enlistment, you will especially want insurance then, and now is the time to get it. This National Service Insurance is good for a period of five years, upon which it may be converted to a lifetime policy under several plans.

Ensign P. R. Clark, (SC) USN, states, "This is the last opportunity for any man in this ship to get government insurance. Many people do not realize that they can get government insurance for as little as 60 cents per month."

Ouch!

"Do you know Art?"

"Art who?"

"Artesian."

"Sure. I know Artesian well."

OLONGAPO DRY DOCK

(Continued from Page 1)

again; it having been adrift again when the BRUTUS' lines carried away, during which time we drifted 100 miles back over our course toward the United States."

Added to these worries was the fear that their water and coal would not last until they reached Port Said. The real threat to the expedition came when word was flashed from the dock itself that her plates were opening up due to the rivets rapidly becoming loosened. Rather than run the risk of the DEWEY being lost in mid ocean the commander changed course and put in at Las Palma, Canary Islands, for repairs and supplies.

On April 7 in the eastern Mediterranean, about 20 miles offshore from Malta, a gale was encountered which not only brought the worst weather of the trip, but again setting the dock adrift. For two days they rode out the storm keeping the dock from beaching by every vessel putting a line over to her and towing under full power seaward. They didn't move a mile, but it kept the dock safe.

Transit of the Suez Canal was effected with little trouble. After Singapore was reached, there was but 1300 miles to go to Olongapo.

Subic Bay was sighted in the early morning of July 10, 1906, and soon the DEWEY was safely anchored. A few hours later the towing ships stood out for the return trip home, with hearts glad to be on their way back to home which they hadn't seen in over half a year — and with no dock to tow.

American men-of-war have not been the only customers for the DEWEY. Of the more than 1900 ships docked in her basin, many have been commercial ships of American registry and also of nearly every other nation except Japan. No trace of Japanese ships having been docked were in the Journal. There were German ships even in 1918; French, Dutch, English, and cruisers from several different navies have been docked in this great servant of our Asiatic Fleet.

Once the dock sank when, on May 23, 1910, it was flooded to a coaling barge level to make the coaling process easier; workmen did not raise it that night, since two destroyers were to be docked the next day and it would have to be lowered again. When they returned the next morning, the DEWEY was on the bottom

SOME SHORT AUTO TRIPS
RECOMMENDED

For those who would like to see more of the scenic attractions of the Philippines, renting a taxi is perhaps the most desirable mode of transportation. Roads are good, and taxis may be engaged at surprisingly low prices, especially when a careful of people go together. We are passing on the following information for those who may be interested.

Make sure meter of car works. Yellow taxis are O.K., as well as others. Larger cars marked 15c & 5c carry 4 men. 15c is for first 9/16 mile; 5c for each 3/8 mile additional. The cost of a trip to Cavite, one way, from Manila Hotel to Navy Yard gate is P3.00, about 22 miles.

Smaller cars marked 10c & 5c carry 3 men. 10c is for first 1/2 mile; 5c for each additional 1/2 mile. Cost to Cavite, one way about P2.30.

Larger cars charge 75c an hour for waiting; smaller cars a little less. The meter registers waiting time.

Return trip at double cost of one way. If car returns empty, add \$5.00 charge, from Cavite — you can return by ferry free.

To GUADALUPE RUINS, PATEROS ("Ducktown," home of baluts), and FT. MCKINLEY—about 20 miles round trip. Out Calle Herran to Route 109A, thence to Guadalupe Ruins, and on to Pateros. This trip gives one a fine opportunity to observe the native life of the islands.

To MONTABAN GORGE and BAT CAVES. 20 miles one way, bats fly at dusk. Route 82.

To TAGAYTAY CITY AND RIDGE. 38 miles one way to Tagaytay City. Persons making this trip should especially note the forests and plantations along the way.

of the bay. Salvage operations began immediately, but it was not until June 29 that it was raised. Since that time very strict supervision has been exercised over its operation and definite areas of responsibility established together with marine sentries posted to keep guard over the dock. Some years ago the DEWEY was converted into an oil burner. She has more than paid for her cost to the government.

—Hawktalk.

"WHO'S
WHOOEY"

Lt. (jg) J. D. Lamade has recently been promoted to a full Lieutenant. After graduating from the U. S. Naval Academy in 1932, Lt. Lamade served for two years as an Ensign on the Maryland. He then went to Pensacola for flight instructions, leaving in 1935 to go to squadron VS-4 on the Langley, then operating as an aircraft carrier. Mr. Lamade has served on four of our aircraft carriers, the Langley, Saratoga, Lexington, and the Ranger. He then went Asiatic, and was transferred from the Augusta to the Houston upon arrival on the Asiatic Station. Congratulations LIEUTENANT Lamade.

Brown, BM 2c, coxswain of the pulling whaleboat, almost had a mutiny on his hands when he took the whaleboat crew out that time at Mariveles. It was just a little past sunset, and the beach looked more and more inviting in the red glow of sunset, with its cool white sand, tall cocconut trees and all. "Let's go ashore," they began saying, and they pulled a little harder. "Stop!" he cried, but to no avail. Just then the boat went aground in the shallow water, but still a long ways from shore. Brown heaved a sigh of relief, for their attention was diverted to getting the boat back into deep water, and the incident was over.

Callison, MAA, manager of the boxing team, enjoyed the show at the Santa Ana Turf Club where several of the Houston boxers were participating in a smoker. Rumor has it that he liked the gala 15-act floor show so much that he had to borrow some money from one of the judges to take the red-headed hula dancer home afterwards. (Ed.—Oh, for the life of a boxer!)

WILD ANIMALS YOU SHOULD
KNOW

THE LION is called the King of Beasts because that is the main thing about him. He has tactile facial vibrissae or whiskers provided with large nerve-bulbs about the size of peas. If you examine these closely for several moments your time hasn't come yet. The Lion is a generous foe because he kills with one blow of

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SPORTS

ROWING

The pulling whaleboat crew has been out nearly every morning and evening for the last two weeks, in preparation for the all-fleet race today. The coach says he's sure they won't come in last, and they will show the Marblehead that the Houston is out to beat them and will keep trying until they do.

BASKETBALL

Our team won last Saturday from the Pecos at the "Y" gym 32 to 24. The Pecos was greatly improved since our first game with them and it was nip and tuck for the first half. The Houston passing attack improved as the game progressed however, and went on to win by a comfortable margin — 10 more points towards the Admiral Yarnell Cup.

BOXING

A boxing contingent from the Houston participated in the British War Relief Party held at the Santa Ana Turf Club in Manila. Men competing were Harrell, 7th Division, and O'Hara, C Division. Although both men lost their bouts, they put up a good fight, and deserve a hand of thanks. When questioned, they passed the fight off lightly, but Oh, how they raved about the free banquet they were given.

BASEBALL

A much improved Houston team played the Blackhawk last week-end and went down after a hard struggle 5—1. Early in the game the Houston was leading but due to the difficulty of playing on week-ends after being at sea during the week, and some costly errors, the team finally succumbed. The team looked good though and has possibilities — keep up the good work.

The Tennessee father was introducing his family of boys to a visiting Governor.

"Seventeen boys!" exclaimed the Governor, "And all good Republicans, I suppose?"

"All but one," said the father proudly. "They're all good Republicans but Jimmie, the little rascal, he got to readin'."

If you can kiss the mistress never kiss the maid.



This column is allotted to suggestions from YOU—suggestions on how to improve the appearance of the ship, make it more comfortable for yourself and your shipmates, or even something to improve our battle efficiency. Put all contributions in the Blue Bonnet's ICE BOX, located in the messing compartment. Letters must be signed, but names will not be printed if so desired.

THE
ICE
BOXHISTORY OF HOUSTON'S
AIRCRAFT INSIGNIA

TO THE EDITOR:

To cast a little more light on the much discussed meaning of our plane insignia, the following information is passed on from the records on file, for which the Unit does not accept responsibility:

"The Insignia was created in 1933 at the instigation of F. A. Kimmons, A.M.M.1/c, who was later transferred to the Naval Air Station, Anacostia, D. C., and designed, or written, by a Chinese graduate of Oxford University in collaboration with a Chinese graduate of Cambridge University.

"The color first used was black, but when approved by the Bureau of Aeronautics in November, 1933, as a distinguishing mark of the Unit's Asiatic service, the colors used were black on orange yellow." The colors now used are black on lemon yellow.

"There are about sixty different pronunciations for this character, but the Shanghai dialect, which is accepted by this Unit is "Na Yor" meaning "a bird which can fly" or as sometimes translated "a bird that flies when it wants to".

J. C. REAS, Y3/c.

TO THE EDITOR

We all know that there is an annual athletics competition, but we can never find out where the Houston stands with respect to the other ships, nor our accumulated points for the year. I believe that the crew's interest in sports would increase if a poster or chart of games played and accumulated points won would be posted somewhere, say in the Gunnery Office or on one of the bulletin boards in the mess hall that is not being used anyway. Who knows, it might even cause some of us to take an interest and go out for a sport ourselves.

—All-American, 5th Div.

TO THE EDITOR

Why can't we have some printed Ship's Stationery provided at the

writing desks? I know of one ship, the Lexington, that every month takes a certain amount of money out of the Ship's Welfare Fund and prints up a batch of stationery for the use of all hands. Such a service would make the Houston seem more like home, would make for a more friendly atmosphere on board, and would be very much appreciated by everybody.

— Johnny Inkslinger, F Div.

BOOK REVIEW

TO THE EDITOR

There are some fine books in the library, but it seems that only one tenth of the crew ever stop in for a chat with Albers.

Two of the finest books that I have run across in the library are by John Gunther — "Inside Europe" and "Inside Asia". "Inside Europe" tells the intimate stories of Europe's leaders and will make you able to understand the European situation much better. "Inside Asia" will give you many surprises, including the inside story of President Quezon, also Japan and the Far Eastern situation.

Why not drop around, and find out for yourself?

— J. E. D., G Div.

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his paw and does not bear a grudge. He will not hurt you unless he is hungry or wounded or frightened or annoyed or vicious. The Lion is sometimes described as cowardly and mean because he does not care to be shot. Some people lose all respect for the Lion unless he devours them instantly. There is no pleasing some people.

The HIPPOPOTAMUS is fat and good-natured. He has seven wives or a total of 21 tons. Hippopotamuses pass the time floating around and yawning and blowing bubbles in the Nile and the Zambesi and the Limpopo. They think that nothing else matters. They have primitive minds because they live in such awful places. They have no clavicles and care less. Hippos like fun. They love to submerge and reappear in unexpected spots. On the way up they will bite a chunk out of your catamaran or canoe. The Hippopotamus is the largest living nonruminating even-toed ungulate mammal, and what does it get him? These animals reminded the Ancient Greeks of a Horse, so they called him the River Horse. What a horse reminded them of is unknown.