

Boxers Head For Top

Not many realize it, but the HOUSTON has the nucleus for possibly the best boxing squad in the Fleet. However, in addition to material, two things are needed to put the team over in championship style. The first is long hours of work, drill, and training on the part of the squad, which we can feel sure is forthcoming. The second, and perhaps most important, is the whole-hearted support of every officer and man aboard—to get behind that squad and push it over the top.

Let's get acquainted with the outfit—Colbert, 118-pounder, seems due for another good year, and Carter is a fine prospect; thus the ship is well set in that weight class.

125-pounders are plentiful, with Holm from last year's squad, and Strickland and McGarvey in addition as newcomers.

The 135-pound class is wide open for new material, against the possibility that McGarvey may develop into a lightweight.

Aligo and Christensen look like sure things to succeed last year's All-Navy welterweight, Hodge.

The 160-pound weight has as

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Ship Races to Rescue

On the morning of 18 July, the HOUSTON got underway as usual for her short range practice runs out of Port Angeles. No sooner underway, however, than word was received by radio that a man was suffering from acute appendicitis aboard the minesweeper PARTRIDGE, then five hundred miles at sea. A Pharmacist Mate was the only medical personnel on the PARTRIDGE. Consequently, assistance was needed—and the HOUSTON was ordered to proceed at once to meet the PARTRIDGE and pick up the stricken man.

Outside a radius of twenty-five feet of the Communication Office, the rumors started to fly thick and fast. "Straight dope—we're going to Seattle to pick up the President—he's going to return the visit of the King and Queen of England!" "Straight dope—we're going to Norfolk for overhaul!" "Straight dope—we're going to search for the fountain of youth on Treasure Island!"

In the meantime, the HOUSTON had eased up to twenty-five knots, and was steaming due west to meet the incoming PARTRIDGE, doing twelve knots. The meeting occurred

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Rowing Counts Heavy In New Sports Rules

Lt. Comdr. Maher, the Athletic Officer of the HOUSTON, announced this week the schedule for the ship in the coming year's Fleet athletic competition, at the same time calling attention to several outstanding features.

There are a total of 775 points possible in the competition for the General Excellence Trophy. It is interesting to note that of that number, 225 are assigned to the highly professional sport of Rowing. Take heed, HOUSTON; that means that to clean-sweep Rowing would be walking away with one third of the total possible General Excellency points at one crack.

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Tennis Fans Urge Enlisted Men's Team

At present, with the HOUSTON in the Navy Yard, there will be ample time and opportunity for the flourishing of our sports. Baseball is in full swing, the pulling whaleboat is going strong, and the swimming team is warming up. Still there is one sport in the background that should be brought to the front. T-E-N-N-I-S! There is no enlisted Personnel's Tennis Team on board, nor has there been for a long time.

The ship has the good fortune of having an excellent tennis player on board, Christian "Curley" Meyer, RM2c., C Division. Meyer has caused his name to be printed on many sport pages by virtue of his ability as a tennis player. In the year of 1930, as runner-up in New London, Conn., he

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Some Naval Traditions...by W. J. Bannen

The last time we dealt with Naval Traditions it was the Hand Salute. This time we will discuss

Burial at Sea

In the days of Greece and Rome, sailors and galley slaves, who frequently died at sea, were buried at sea, and coins were placed in the

mouths of these deceased to pay for fare to Charon for transportation across the River Styx.

Herman Melville speaks of the most ancient custom of burial at sea, which is that of sewing the last stitch of the canvas shroud through the nose of the deceased. This is done by

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—: THE BLUE BONNET :—

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So Long "Pop"

"So long" to the young officer who's had more time aboard than any other Wardroom officer—last of the Johnson quartet to leave the ship. Three years and a month in the HOUSTON, serving with the 3rd, 4th, and "F" Divisions and the Engineers; Ensign Billy Johnson probably knows more of the crew by name than anyone who is still aboard. He's going to be missed at ship's dances, smokers, and boxing meets. Our best wishes go with him to the Supply School in Philadelphia, and our congratulations on a coming promotion to Lieutenant (jg).

The BLUE BONNET also regrets saying goodbye to Ensign T.H. ("Long Tom") Suddath, who has been detached to report for duty with the U.S.S. ROWAN, now building in Norfolk Navy Yard. A lot of people who would like to go to the East Coast themselves, join the rest of the ship in hoping he enjoys Norfolk.

Welcome to Lieut. (jg) J. M. Steinbeck, the new "F" Division Officer, who recently reported aboard from duty in the survey ship, the U.S.S. HANNIBAL. We hope he'll have a pleasant cruise in the "Rambler Ship".

Some Naval Traditions

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the ship's sailmaker.

Disraeli, Britain's famous Prime Minister of the past century, said, "Customs may not be as wise as laws, but they are always more popular." So, the following custom lives today: No matter what hour of day or night a death may take place, the doctor makes a report to the Officer-of-the-Watch, who enters it in the log and

I Can Pick'em

In the very first place, I want it clearly understood that I am an expert in the art of picking horses. And by the way, finding myself temporarily short of funds, I am giving some enterprising fellow a chance to invest five dollars with me. I happened to lose both of my two dollars the last time I went to the track. You see, I met a fellow on First Street, another expert temporarily short of funds, who gave me a tip on the second race. I bet on it, but it seems that the horse decided he would rather run in the seventh race, so when the seventh race was run, three hours later, all the horses came dashing down the stretch: the crowd roared; the horses were thundering toward the finish line. I held my breath, and cursed as the winner crossed the line. My horse was last. He broke the record for running a mile race. The old record was set by a jockey who was thrown from his horse and had to crawl back to the

finish line. (I had a bet on that horse too).

But, to prove my phenomenal ability to pick consistent winners, I point with pride to a race about two weeks ago. I had a terrific horse, named "Ernie-Boo", who had set a record running from the pasture to the stable when mess gear was sounded. Anyway, I put two tomatoes on his nose. As the horses entered the stretch, a call was sent out to all policemen, forest rangers, and beachcombers to watch for "Ernie-Boo". Somewhere on the far side of the track, he had suddenly disappeared. Somewhere on the near side, my two bucks found their way into the coffers of the track. And I found part of the horse in a bar of salt water soap a few days ago.

Say, before I leave, I have a hot tip in the second race tomorrow. It's a cinch—can't lose. I'll give the name of the horse to anyone who will lend me a postage stamp, so I can send home for some money.

—E. Essy

immediately informs the Captain. When buried at sea, the deceased is shrouded in canvas, and if available a coffin. Weights are used to make certain the body will sink. The American Flag is placed over the body, and gently pulled off as it is eased over the side.

The ritual used is usually Episcopalian, ending with these words from Commander Lovette's "Naval Customs, Traditions and Usage": "...we therefore commit this body to the deep, to be turned into corruption, looking for the resurrection of the body, when the sea shall give up her dead, and the life of the world to come....."

At the point "we commit this body to the deep", a seaman tilts the grating or platform, pulls off the flag, and the body slides into the sea.

An example of how deep the sentiment of a sailor is for his shipmates may be found in a cemetery at Port Mahon, years ago the base of the U.S. Mediterranean Squadron:

Sacred to the Memory of

Alexander Graves

Quarter Gunner on Board the

U.S. Frigate Brandywine

Who Departed this Life Jan. 17th

Age 44 Years

Here lies, beneath this consecrated

sod,

A man who loved his country and his God:

True to them both, I've heard his shipmates say;

But now he's gone; and slumbers in the clay.

A better messmate never crossed the seas:

I hope he's gone to Heaven. God be pleased.

Faithful in duty; contented with his mind:

And died lamented by the Brandywines.

For the information and quotations, we are grateful to Commander Lovette's book mentioned above.

In the next issue will be

Sword and Gun Salutes.

Boxers Head For Top

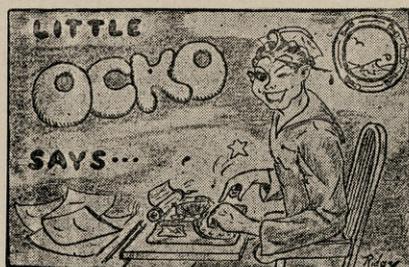
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much competition as ever before, with Anglin and Yantig representing.

The light-heavy weights are another strong group, amply being taken care of by Bishop and Allred.

The heavyweight class needs no introduction, as we still have the Battling Polack, Lewdanski—with, however, Canterbury pressing him hard all the way.

—Bud Adams



Two items and that same tax token were found in the BB Contribution box:

Item No. 1. (Slightly aged):

At a certain dance in Everett, there was one sailor who really stood out as a rug cutter, better known as a jitterbug. None other than the 203 pound horsehide tosser of the ship's baseball nine, Red (Dizzy Dean) Ruddy, Sea2c, Third Division.

Item No. 2.

Dear Blue Bonnet:—

Now that we are definitely in the Navy Yard for our annual overhaul period, why don't you become more active and sponsor various athletic activities?

It would give the HOUSTON more ship spirit and also provide much needed recreation for all and not only a few.

I really believe that an inter-divisional baseball league would be welcomed by all divisions. Games could be played in the evenings as the days are long up here in Bremerton.

I hope the Blue Bonnet will realize the necessity of ship sports and take proper steps to encourage them.

Yours Truly,

A Shipmate

Ocko's Wayside Observations

Observed the Log House Pencil Pusher Partridge standing at attention while Chief Engineer, Captain of the Yard, and several other officers waited for him in the Ward Room. Seems Mr. Gates called the lad up on the topside bareheaded, and left him alone. Consequently, Partridge is still blushing.

Podner Meadows, aboard over two years, and fireman second class don't know yet what the Ordnance Department on board the HOUSTON is. Get out the book, Greasy! Won't

do a bit of harm.

Frank "Baldy" Clarkston keeping the boys in No. Four Fireroom entertained all the time with tall tales of Old Kentucky recently. Seems the boy had a twenty-five mile mail route which he covered on mule-back, Starting from early morning when it was nice and warm, he had gone without a coat. By the time he got back, a cold spell had set in and it was necessary to knock his feet out of the stirrups with a chopping axe, due to the fact that they were frozen in. Ocko says that's a mighty huge story, in fact, even better than the one about a submarine rolling fifty-seven degrees, which I heard lately.

The mad rush is on. All the Golden Grainers headed for the beach to look for homes for the coming overhaul period. It does make a difference with all the extra ships in that were not here when we left. Just about as easy to get an apartment in Bremerton as it is to get a Special Order discharge in Boot Camp.

How about cigars, Wallace? Our friend Jim Kenneth Wallace put on buttons last week to become Chief Gunner's Mate, A.A., and we expect to see P.A. after his name in exactly one year. Jim has always claimed his wife allowed him sixty cents per payday for cigarettes. Ocko wonders if she'll change that to six-bits or so now? Well, Jim, congratulations and a happy cruise; you've earned it!

Joe Balicki, ex Nickleburgher man of the Pike in Long Beach, is now a Golden Grainer. He was telling us all the difficulties of the state of matrimony one day recently. His allowance is seventy-five cents a week. He takes home fifty-four a month and occasionally receives twenty cents for beer. Nowadays Joe rolls his own from Bull Durham, while he used to smoke Sensations. Guess Ocko will do plenty of looking before he ties himself to apron strings and gives up his right to wear the pants. The reason Joe is the ex-nickleburgher man is that he has swung a deal whereby he now gets two for fifteen cents.

There's one big objection Little Ocko has to make to our present ship's organization. It seems there's nothing in there to make Swampy Dethloff stop calling him "kid". Now we maintain that a person standing six feet and one inch tall, and wearing size eleven and one-half shoes,

is no longer a kid, and we want Swampy to stop it. If he doesn't, we are gonna tell what he pulled up at the Fleet Cocktail Lounge in Bremerton last June. You wouldn't want us to do that, now, would you?

Observed a third class shipfitter with a mighty sore upper lip on the last day we were in Port Angeles. Seems one cruiser sailor hasn't a chance against four or five battle-wagon gobs. Where were all the HOUSTON boys that night? Sure a nice way to stand by a shipmate—carry him home when the war is over!!!

How about cigars on Edward L. Meadows, snappy Turret Two gun striker? Last Friday morning, Sandra Lee Meadows arrived, weighing seven pounds, twelve ounces.

Johnson, GM1c, now is on leave, having done a middle-aisle stunt recently, using the double ring ceremony.

It is with deep concern we speak of Mrs. H. E. Freeman, who had a serious accident while bicycling in Bremerton recently. Herky took some leave to go to her side when we were in our last port of call, and told Ocko that her condition was good as can be expected. It is heartily wished by Little Ocko and the Blue Bonnet that Mrs. Freeman will soon be her usual healthy and lovely self again.

With best wishes to one and all, and a farewell greeting to Ensign B. Johnson, who left us last week.

Little Ocko Says

Nuff Said!!

Ship Races To Rescue

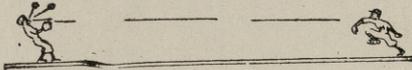
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at precisely the calculated time, close to ten-thirty the same evening. While both ships hove to, a motor launch from the HOUSTON lost no time in transferring the patient, after which the HOUSTON immediately got underway again for Seattle.

The doctor operated that night—and in spite of it being an unusually difficult operation, removed the man's appendix successfully. The patient was then transferred to the Naval Hospital at Bremerton the following day, and according to latest reports, is recuperating rapidly.

—J. Matthews

Here's Your Baseball Schedule!



The schedule of games in the forthcoming baseball series has been announced as follows:

12 Aug.	1300	Ast. vs. Minn.
16 Aug.	1500	Ast. vs. Hou.
19 Aug.	1300	Hou vs. Minn.
23 Aug.	1500	Ast. vs Minn.
26 Aug.	1300	Ast. vs. Hou.
30 Aug.	1500	Hou. vs. Minn.
2 Sept.	1300	Ast. vs. Minn.
6 Sept.	1500	Ast. vs. Hou.
9 Sept.	1300	Hou. vs. Minn.

Rowing Counts Heavy In New Sports Rules

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There are three separate and distinct competitive groups in Rowing. One is known as the Selected Crew, and may be composed of any enlisted men aboard. The Selected Crew races about 20 November, and points will be awarded for the first five places, 50 points going to first place. The second group is the First Enlistment Crew, restricted to men who have served less than four of their first enlistment. This crew races about 1 November, places and points being awarded in the same manner. The third group is the Marine Crew, composed of any enlisted Marines. They likewise race about 1 November, and can account for 50 points, or any one of five places. In addition, in each of these groups, there are inter-cruiser-group races, furnishing three places apiece, each first taking 25 more points.

At the same time, it is also worthy of note that the MINNEAPOLIS recently retained the Battenberg Cup in a challenge race against the H.M.S. ORION, U.S.S. WEST VIRGINIA, and U.S.S. SALT LAKE CITY.

A major change in this year's rules, splits cruisers into two groups. Group "A" is composed of heavy cruisers, and includes the HOUSTON. Group "B" is composed of 10,000-ton light cruisers, plus the repair group: VESTAL, MEDUSA, UTAH, ARGONNE, and RELIEF. This means that the HOUSTON will compete against cruisers strictly of her class.

Of immediate interest is Baseball. The HOUSTON begins her competitive series about 10 August, and must defeat both the MINNEAPOLIS

Did You Know?

That Port Townsend was planned and laid out about 1889 as a city of 30,000. It's present population is approximately 4,000.

That the principal sources of the language of the sea are generally conceded to be the Teutonic and the Greek tongues—while the Aryan is also recognized as an important source.

That the term "Court Martial" comes to us from the "Curia Militaris" or "Court of Chivalry", also called the "Marshall's Court".

That Port Angeles, Washington, shares with Washington, D.C. the distinction of being a "national city". It was reserved as such in 1863 under the personal direction of President Abraham Lincoln.

That the first large floating dry dock of the Navy was the "Dewey", now Oranjestad, Philippine Islands. The dock was towed there from Chesapeake Bay, a distance of 13,000 miles, the passage taking 150 days.

That, according to the "Mariner's Measure":

6 feet	1 fathom
120 fathoms	1 cable length
1½ cable lengths	1 mile
5280 feet	1 statute mile
6080 feet	1 nautical mile
3 marine miles	1 marine league

and ASTORIA here in Bremerton, then the NEW ORLEANS at Mare Island. If successful in that we are assured of at least fifth place in the cruiser competition, and the opportunity to win first place by defeating winners of other cruiser groups later. Baseball can count for a possible total of 75 points, and is well worth a good try. In that connection, all HOUSTON men are reminded that the team is by no means complete yet, nor decided upon—and if anyone is interested enough for a try at the game—see Chief Moore, coach, and come out and give the HOUSTON a boost.

Swimming, too, will be underway soon, and it behooves any talent in that sport to start grooming for the competition that will take place in October and November.

Officer's Golf and Officer's Tennis

Tennis Fans Urge Enlisted Men's Team

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won a beautiful cup for his hard, fast game of tennis. In the years of 1936, 1937 and 1938, he was winner in the singles and doubles of the Army and Navy Tennis meet in the Canal Zone. For this he received a total of six cups. In 1938 he won the 4th of July tournament, covering the Atlantic side (including civilians). Curley ranked fifth in 1936, fifth in 1937 and fourth in 1938 in the Isthmus standing.

Many men who do not go out for baseball or other sports would yet make good tennis players. The average Navy man in the Navy is healthy and full of vigor. In tennis, you have the chance of a lifetime to display that; and the exercise that you derive from the sport would more than satisfy you towards keeping yourself in condition. There is no game in the world of sports that can compare with it for accuracy and speed and general all around exercise. Once you're past the beginners stage, it's really a he-man game that you'll enjoy. The best part of it is that it doesn't require much gear and can be played by two to four men.

Lt. M. A. Norcross has been designated as Tennis Officer and will be more than pleased to help organize an Enlisted Men's Tennis Team. The HOUSTON is well represented in all other sports that she is capable of participating in. So a good tennis team is all that is needed for a full quota.

—E. C. Simmons

compete in November and December. Officers take note.

Total possible number of points for first place in each sport is given in the following table:

Baseball	75
Basketball	65
Boxing	50
Wrestling	50
Rowing	225
Sailing	80
Rifle	75
Pistol	45
Officer's Pistol	30
Swimming	40
Officer's Golf	20
Officer's Tennis	20
Total	775