



ADVANCEMENTS IN RATING
† † †

Examinations will be held the latter part of this week for the following ratings allocated to the HOUSTON.

- | | |
|-----------|-----------|
| 17 Sea1c. | 2 RM3c |
| 2 F1c. | 4 EM3c |
| 6 F2c | 2 Matt1c. |

The following ratings are open in the Scouting Force, examinations for which will be held at a later date. The number of openings for Cruisers is as yet unknown but will be published in these columns as soon as possible. However, all quotas must be filled by 15 March.

- | | |
|---------|-----------|
| BM2c | Bmkr2c |
| Cox | F1c |
| GM2c | F2c |
| GM3c | Yeo1c |
| TM3c | Yeo3c |
| QM2c | SK2c |
| QM3c | SK3c |
| SM1c | First Mus |
| FC2c | Mus2c |
| Sea1c | Bugler1c |
| EM2c | SC1c |
| EM3c | SC2c |
| RM2c | SC3c |
| RM3c | Baker3c |
| CM1c | OS1c |
| Ptmkr2c | OS2c |
| SF2c | OS3c |
| SF3c | OC2c |
| SMM1c | OC3c |
| SMM3c | MAtt1c |
| MM1c | AMM2c |
| MM2c | AMM3c |
| WT2c | AOM2c |
| Bmkr1c | AOM3c |

Now is the time to finish those courses. Get busy and avoid the last minute rush. Those who have finished the courses look them over again to refresh your minds. GOOD LUCK.

HOUSTON FIGHTING TO MAINTAIN FIRST PLACE IN ENGINEERING
† † †

The HOUSTON now is in first place in engineering and with a little help on the part of all hands, she will have little trouble in maintaining this lead. The following suggestions are given showing how every one can do his part in helping keep the score up. "Turn off lights when not needed. It takes about four tenths of a gallon of fuel oil to generate one kilowatt hour. Therefore, turning thirty-five fifty-watt lights saves one gallon of fuel oil per hour. Do not waste fresh water in the wash rooms by opening valve and letting the water run while washing, use a bucket and do not draw off more water than needed. Don't wash clothes in troughs using fresh water to rinse them with. Take a moderate amount of water in a bucket and wash your clothes; then rinse them out in salt water.

When desiring to cool off only, save fresh water by using the salt water hose and then using a moderate amount of fresh water to rinse off with.

The spirit of the Engineering Competition is not to deprive the ship's company of the necessities but it does require the PREVENTION OF WASTE. In order to do well in any competition it is necessary for every one to do his share. If he does, the ship will stand first not only in Engineering, but also in Gunnery and Communications.

Ships leave for San Francisco 11 February and return 23 February instead of 4-15 February as previously scheduled.

ATHLETICS
† † †

The ScoFor boxing and wrestling finals held last Saturday night at the West Side auditorium turned out to be a walkaway for the CruDiv's, winning all bouts excepting one boxing and one wrestling.

Old man default won four belts for the CruDiv boys and from the skill shown by the boys who did perform it seems as if they are in for some tough opposition from the Bat For sailors unless they improve greatly, although Erwin (CHI) and Newman (SCOFOR flag) looked good as did Levitt bantamweight wrestler from the S.L.C.

Erwin packs a mean wallop but Trager the Des. entry did not last long enough to let Erwin show his stuff.

The HOUSTON contestants were conspicuous by their absence, although there were quite a few HOUSTON fans on hand to cheer on the Cru. entries. The HOUSTON band, augmented by several of the Northampton band rendered the musical entertainment of the evening and they really came through ably led by Al LaMarr.

The outstanding event of the evening was the absence of Navy men and that is hard to understand. Many civilians were there and we do hope that the all Navy finals will draw more backers from the ScoFor.

The bowling team lost a good match to the strong Louisville team due to not being able to keep their eye on the head pin as the saying goes, but the gang aren't giving up by any means and they will conquer yet.

Continued on page four

THE BLUE BONNET :-

A weekly publication published by the ship's company of the U.S.S. HOUSTON, Captain W. B. Woodson, U.S.N., Commanding and Commander F. D. Manock, U.S.N., Executive Officer.

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January 26, 1935.

★ ★ ★
PEP TALK

† † †

Some time ago one of the staff officers complimented our paper by saying that it was one of the best in the Fleet in that it wasn't filled with a lot of sermons and nonessential pep talks; but had some real news. However when a little scene like the following takes place it makes the most quiet of us want to mount the rostrum and orate our views.

LIFE ON THE BOUNDING MAIN
OR THE SEAMANS REVENGE

Act One—Scene One

Setting: Palatial home and office of the Junior Officers (more vulgarly known as J.O. Bunk Room). Writer seated at desk left tearing his hair and struggling with forthcoming issue of "Blue Bonnet." A knock is heard at door center forward.

ED: "Yes."

Sea2c (dressed in quaint sailor uniform). "Sir, is Mr. Murphy in?"

Ed: "No, you'll find him in one of the engine rooms."

Sea2c: "Sir, will you tell me where the engine room is?"

Editor shakes as if struck by a cold chill, sinks forward on desk and grabs edge for support.

We'll cut the drama, it wasn't very good anyway, and tell the rest of the story in our own meager way. It appears that this certain seaman had been on board some four months yet he didn't know where the Engine Room was located, didn't even know how many engine rooms there were. He had absolutely no conception as to how the compartments, hatches or doors were lettered or numbered; and

SPLIT ESSES

† † †

Dive bombing still continues, and the steady practice is beginning to tell. Hits are becoming less of a rarity, and the servicing of planes, with fuel and bombs, has taken on a smoothness that comes only with time and practice.

The planes have been averaging around three flights and approximately 40 bombs a day. At the rate we are going our supply will soon be expended.

Two hits per plane are necessary to obtain the coveted "E" and if our pilots don't get "buck fever" on the final day we are confident that all of our planes will be handsomely decorated within the next week.

The practice this week has afforded numerous officers and enlisted men with the opportunity to make short flights. Dive bombing provides many thrills, and some of the boys on their first hop, swear, never again. They go forth gayly and bravely as a lion and return as the proverbial lamb.

Want ad in Long Beach Paper
WANTED: Capable girl in cafe able to handle sailors.

Exec: "There's no place in this office for loafers."

Yeoman: "That's right. How about installing a couple transoms?"

as far as the writer was able to ascertain, with the possible exception of his own division, he knew very little about his ship. Please don't get the idea that I am picking on any one man; but I am speaking of a good many men as a group.

What's wrong? You weren't "shanghai'd" into this Navy. You went to considerable trouble to enlist and yet you seem to take little or no interest in finding out about your own ship. It is only 600x66x20 feet. The officers and rated men haven't the time nor should there be any need to take you by the hand, lead you around, and say: "THIS is the engine room. THIS is the main deck. THIS is central station." However any one of them would be only too glad to help you get the "dope" provided you, yourself, had made an honest effort to find out. Now use your "gonk" and get the "NEWS." That is the type of man the Navy wants, he gets ahead not only in the service but in life.

The Commanding Officer,
U. S. S. HOUSTON
%The Postmaster
San Pedro, California.

My Dear Sir:

Attached you will find a Certificate of Appreciation issued to the officers and men of the U.S.S. HOUSTON in acknowledgement of remittance of \$163.75 covering memberships and donations from your ship in the 1935 High Seas Roll Call.

The Red Cross is deeply grateful for contributions to its work, and we hope you will express to your personnel our sincere appreciation of their interest and support.

Thanking you most warmly for your cooperation and assistance in behalf of the Roll Call, I am,

Cordially yours,

Ernest P. Bicknell

Vice Chairman in Charge
Insular & Foreign Operations

"Captain W. B. Woodson,
U. S. S. HOUSTON,
San Pedro, California.

Dear Captain:

The Girls Auxiliary of the Service Men's Club 416 Pine Avenue, Long Beach, invite the men of your ship to a bridge party Friday night, January 25th.

The men are also invited to enter a Ping Pong Tournament to be played January 31 at eight P.M.

We desire to have all the men of your ship receive these invitations and to have them make the Club their headquarters when ashore.

Thank you for your cooperation.

Sincerely,

(s) Mrs. C. C. Crutchshaw,
Director Service Men's Club

IN MEMORY OF VASCO DA GAMA

The port side is designated the "honor side" in the Portuguese Navy in memory of the great navigator, da Gama, who first doubled the Cape of Good Hope holding Africa on the port hand.

Our Navy will give the world an example of American Air initiative next summer, by sending a fleet of powerful seaplanes across the Atlantic to Rome. The fleet will be limited to 25 seaplanes.



NOSEY NEWS by EV' BODY

Hi ho, hi ho, and what have we again but the scandal as seen by the unseen eye:—Tis wondered what SK 2c, muchly married on the East Coast who seems to gaining the name of the ladies man on the West Coast. Oh wifie where is thy sting?? Again, "Shepherd" Fraser makes the column, this time loadin' up with the store clothes for the girl in Los Angeles, and here we thought it was the one in San Diego. "Snarfy Joe" our "Sacks and Bags Specialist" seems to be having a hard battle with the olde New Year's resolution, starting in to purchasing civilian clothes. What, another heart throb? Our woman hatin turret captain Wiegand seems to be keeping company with one of the fairer sex. Pankowski, was seen showin the gal friend the showcase in the store the other day. Is the date set for the nation-wide hook-up yet, Ski? Brandes, our dashing radioman, has joined the "Golden Grain" club, and is starting it out good with special requests, etc., growls included. Lemansky and Premental seem to enjoy letting the girls have their pictures taken at their expense. What fair-haired fireman from the boats is taking the great leap, so it was heard. He borrowed the two skins to get hooked up on, see Dodd. Johnston, our Shipfittin-Sailmaker, evidently is worried about those dainty hands, as he was seen manicuring the meat hooks the other day. My prediction was right and our model QM took the great leap. Congrats, Gowler. Have you your membership in the Golden Grain yet??? Guggilette, the fair haired firecontrolman, is preparing for the great leap. "Tiny" Rimmer was very ill until the heart-throb came aboard and then you should have seen him get on his feet. With so

many of the crew heading for the "wedded bliss," it is indeed strange to find one who still cares for single happiness, see the liberty hound from the machine shop. With no opposition from the Battle Force, our shieks, etc., seem to have the situation well in hand, and they have certainly been strutting their stuff. Standing the lookout watches, will remind some of the old sea-salts of by-gone days. After all, this is the Navy. It is a common sight to see the home-guards leave and arrive with the zipper bags but what was our fair haired boy doing returning with two the other day. Aparently Taylor from the second has not taught the gal-friend about "Kissproof", but she does use a very nice shade anyway. Now that "Curley" Woodward keeps a bachelor (?) apartment ashore, and he seems to be a very good authority on when and how to get ashore. Where have we heard this before, "The Navy could get along without married men" Anyway, a certain EM1c took out a textbook on "Practical Nursing" and put in for seven days leave. Slice Bar Leslie was seen going over last Monday, but not before he had checked for sure to see that the Tennessee was out. For exact lessons in how to stay aboard for sixty days, see Rebel Kentner. We hope that Scarierno, the gun greaser has better success with the master six than his predecessor. The sea-soldiers should be in line for some good stogies, now that Thomas has filed his intentions. Apparently that certain MM2c from the after engine room, seems to like the flat hats with the red tassels on them better than the present ones, anyway he was seen with one on the other night. Pankowski maintains that he enjoys scrubbing masts, says that it keeps his dungarees in good shape. Reynolds of the signal force says that he is quitting for good. Well lets hope that the mustachio helps out on the great outside. We were wrong hat Shannahan had retired No. 1 boiler on 16 years of faithful service, for it will be noted that the bay was overclouded last week-end, and furthermore he was not aboard. How soon will Snyder and Clymer of the dashing 1st take the big step. It is rumored that the day is not for off. Be sure and take your membership out in the Golden Grain. And when are you taking the big step, Loggins?

STOKERS NOTES

Well, now that we have been back in Long Beach for a week, the married men have stopped crooning and the shieks seem to have the situation well in hand, holding full power runs and etc., in the Neptune.

Robison, H. E., F1c, reported for duty from the USS Brazos.

There seems to be some doubt as just who DUCKY WUCKY is. See Allen in the Machine Shop. He knows.

The Enginering Score for December was 113.432. Let's keep up the good work.

What well known fireman from the "A" division is about to embark on his second voyage on the seas of matrimony. More power to you T.A., and may all your troubles be little ones.

A NAVY SPLICE

"Wilt Thou, Jack, have this woman as thy wedded wife, to live together insofar as the Bureau of Navigation will allow? Wilt thou love her, comfort, honor and keep her, take her to the movies and come home regularly to her in the 4:30 boat?"

"I will."

"Wilt Thou, Jane, have this sailor as thy wedded husband, bearing in mind liberty hours, boat schedules, watches, sudden orders, uncertain mail communication. And all other penalties of Navy life? Wilt thou obey him, serve him, love honor and wait for him, press his uniforms and let him smoke Golden Grain in the house?"

"I will."

"I, Jack, take thee, Jane as my wedded wife from 4:30 P.M. until 7:30 A.M. as far as permitted by my Commanding Officer, liberty subject to change without notice, for better, for worse, for earlier, for later, and I promise to send thee a weekly letter when on a cruise."

"I, Jane, take thee, Jack as my wedded husband, subject to the whims of the officer of the deck, changing residence whenever the ship moves, to have and to hold as long as my allotment comes regularly, and therefore I give my troth."

The boys are waiting for the cigars. Seen, one of the ships jimmy-legs taking a facial, at least he forgets to wipe it off afterwards, but how can you expect to have the school-boy complexion now, Kellams???

ECHOES FROM THE OLD NAVY

The term "larboard" was discontinued and the word "port" substituted therefor on February 18, 1846 by a general order which read as follows:

"It having been repeatedly represented to the Department that confusion arises from the use of words 'larboard' and 'starboard', in consequence of the similarity of sound, the word 'port' is hereafter to be substituted for 'larboard.'"

George Bancroft

FIFTY YEARS AGO

The latest scheme for increasing the speed of vessels has been suggested to the Navy Department. The inventor believes that by the constant firing of a cannon from the stern of a vessel the recoil from the gun would increase the vessel's speed several knots per hour.

Remember that old expression, "You know me, Al"? How many of you know that it had its origin in the Navy? It appears that one time, when we maintained a fleet in the Mediterranean, a ship's baseball team was playing a Turk nine. As each Turk came to bat he faced the East, bowed deeply and said, "Praise Allah, give me power this day to make a hit." Thereupon, he went to bat invariably "fanned out." Finally it was the bluejackets turn to bat. The first man up, a big husky cox., bounced his bat on the plate a few times and yelled, "You know me, Al." The first ball over the plate was knocked for a home run.

Dear Editor:

Since ye ass't. editor has taken up a permanent abode in the J.O. bunk house, we find it hard to conjure up the regulation 8 hours sleep necessary for health and comfort. Even when the typist is not deep in his work, "practical joke" rears his ugly head. I could mention a recent midnite frolic with burning newspapers, but I won't.

Ever since the day he missed the boat by a mere foot, we have borne our burden with increasing weariness. Ah me!—will it never end. Oh that I were a bird and could fly away to some desert isle.—I. M. Sickofitall.

BOXING

The ship's boxing team will commence work outs Monday afternoon at 1500. It is hoped that we can build up a strong team to represent the ship for the coming year. Last years team will be on deck, but it is necessary for several new members to turn out to insure the HOUSTON having an entry in each weight in the next ScoFor eliminations. Anybody having a desire to improve their knowledge of self defense, drop around to No. Two mess hall any afternoon at three o'clock and join the gang.

KNOWING THE NAVY

The anchor watch, which is mustered in the early evening and required to be ready during the night for a sudden call, gets its name from the custom, both in the merchant ships and naval vessels, of days gone by when particular attention had to be paid to the ground tackle and riding lights. The cables then were made up of hemp and the riding lights, in which only oil was burned, required careful attention. It was the custom then, after all hands had turned in for the anchor watch to watch well the cables lest the ship drag her anchor or the cables part. A watch for modern battleships anchors weighing fifteen or twenty tons, and anchor chains weighing approximately 70 pounds per foot, is no longer necessary; yet the anchor watch is still mustered at sundown every evening in port. The anchor watch of today has other duties to perform, but the name is still retained and the word is passed each night for the **Anchor Watch to Muster.**

NEWS OF FORMER SHIPMATES

"Jew" Jarson, CRM, a former shipmate while in China is still going strong in the Orient, says everything is "Maskee."

Phillips, Y3c., formerly of the Gunners Office, is back in the service aboard the New Mexico, wishing he had shipped over aboard the good ship HOUSTON.

"Corsey" Bryan, he of the rugged chin, is still out and now swings his hammock somewhere in the State of Maryland.

Did you know that the HOUSTON can generate enough power to light the city of San Francisco.

ATHLETICS

Continued from Page 1.

Although basketball season is over for the HOUSTON five it would not seem amiss to mention a few pertinent facts concerning the past season.

Even if the team did end up in fourth place we had the high score for the season in Wilmuth, with 163 in 13 official games; he also set the mark for a single game with 32 points while with him, Kennedy and Douglas were among the first ten in high scoring for the season.

Now that baseball is underway, and the boys show lots of possibilities, lets see all hands get behind them and give them all the backing possible for we really should be able to show the rest of the fleet some good baseball this season.

ODDS and ENDS

by "The Rambler."

A man can row 4 m.p.h. up a river which is going at the rate of 3 m.p.h. He passes a floating object. 1 hour later he decides to go back and pick up said object. How long does it take him to get it? (Answer next week.)

IV—III=VII Arrange 13 matches in this manner. Move 1 match and make equation mathematically correct.

WHO REMEMBERS

Four years ago this month:

We were just finishing up our overhaul period in the Brooklyn Navy Yard prior to our departure for the Orient on Jan. 13, and was it cold. One little donkey boiler on the dock to furnish steam for the galley and the warmth of the entire ship.

On this date we were just about halfway between Panama and Honolulu and tall tales of the Orient were beginning to come thick and fast from those members of the crew who had served on the station before. All hands were excitedly looking forward to our arrival in Manila to take over the duties of "Flagship, United States Asiatic Fleet," our first active duty as an integral part of Uncle Same Navy.

Anchor Watch: "I feel like a two year old this morning."

Quartermaster: "Horse or egg?"