

Volume II.

Enroute, Mare Is. Navy Yd. Vallejo, Cal.

Number XLVII

THANKSGIVING DAY

The well deck of the HOUSTON was the scene of a very unusual service at 1100 on the twenty eighth of November.

Call for general muster was sounded, the Band blazed forth a stirring march and all divisions were marched to the deck amidships. As officer and men stood at ease, Commander Ingraham read President Roosevelt's Proclamation. This was followed by a Prayer of Thanksgiving with Chaplain leading. All hands joined in the old Hymn "Praise God From Where All Blessings Flow."

After the Benediction the divisions were dismissed, and soon found their way to a delicious turkey dinner served as only the HOUSTON'S supply department can serve it.

Truly we had much for which to be thankful.

BAND LEAVES HOUSTON

Bandmaster Boo and his melody makers from the Saratoga were transferred to the Pennsylvania Friday. The Pennsylvania goes to the yard at Bremerton the latter part of this month, and will deliver the Band to the giant aircraft carrier, the Saratoga.

Before leaving the Bandmaster and men of the Band expressed themselves as being delighted with their stay aboard the HOUSTON.

They left with regret the many friends they have made during the Presidential Cruise.

FULL POWER TRIAL SUCCESSFULLY COMPLETED

HOUSTON DOES IT AGAIN

If you were the owner and driver of a racing car and had to put that car over the boards under all the rigorous conditions possible for seventy thousand miles without a complete overhaul of its power plant, would you consider entering it in a grueling race? And if you did, you would know what to expect of your mechanic during the race, wouldn't you?

If you have begun to wonder what that has to do with our recent Full Speed Run, the answer is, Comparison.

The HOUSTON'S last overhaul took place about twenty months ago and more green water has gone sliding under her sharp bow since then than most any other two ships can boast of. Another important factor to be considered was our time out of drydock. Three hundred and fifty odd days, since the last battle of barnacles; those tenacious little pets of the briny, affectionately dubbed Cirriped Crustacean by the scientist and just plain "Pain in the Neck" by all seamen.

Nevertheless and notwithstanding such things, we did enter the race and did better than, "just good". Fact is, in language of the baseball fan, it was, hits, runs and no errors! The total score for the entire trial including that ticklish business of running at high speed for two hours and attempting to make no smoke—not even a slight haze—was over one hundred percent. That gentleman—and ladies, if there should be any interested in the mysteries of engineering—is the kind of perfection we like to

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FAREWELL

There is an old Navy saying which runs like this: "We part to meet and meet to part again".

An old Captain once stated: "The Navy is a place of partings," But still another said "Yes," but it is also a place of meetings." As Chaplain Shrum was detached from the "HOUSTON," he informed the reporter from the Blue Bonnet Staff that he left with regret. He thought the Presidential Cruise one of the most interesting of his career. He has made many friends aboard this ship and looks forward to being shipmates with them, again sometime, since the Navy is a place of meeting, as well as partings. His farewell to us all was the sailors blessing.

Good luck and God Bless You!

COMPLEMENT AND ALLOWANCE

The bureau has been requested to describe briefly the methods used in arriving at complements of ships, and the number of men that can be advanced in rating each quarter.

The "complement" is the war crew of a ship and the "allowance" is the peacetime crew. As Congress never appropriates enough money for a war strength Navy, the ships will never have their complements until war is declared.

When a new type of ship is being planned, the Bureau of Ordnance is requested to submit a memorandum showing the number of men, by ratings, that would be required to fully man the battery. The Bureau of Engineering is asked for a similar memorandum for the engineering depart-

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— 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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December 1, 1935

★ ★ ★ OLD TIMERS ★ ★ ★

Wherever you go,
You'll find him there
Middle aged and rugged
He seems to know
He's found the place where
His knowledge is respected.

He's made it a career
To do things right
It's hard to get used to new ways
In fact to him, it's not quite clear
Why "youngsters" should want to fight.

He's forgotten the time
When he was a boy
It's hard to remember back
When he was eager in all things to rhyme
Knots, deckwork, be able to shoot
And all the things the "youngsters" lack.

He can't quite see
Just what is on hand
That's happening all around
But he'll keep on trying to be
The best there is in the land
Until a new haven he's found.

And when he has found
His goal at last
Where he has settled down
We "youngsters" should all say
"Godspeed, shipmate, to you at last
Comes shelter in a secluded bay."

Just a sheltered spot
Somewhere close to the sea
With fleecy clouds drifting on high
A place not too cold and not too hot
But where a welcome will always be
To "shipmates" drifting by.

The worst of all losses is the loss
of self respect.

Boost HOUSTON Athletics!

PISTOL TEAM NOTES

The exceptionally fine weather and smooth seas encountered during the Panama-San Diego passage afforded our pistol team an opportunity to get in a few practice periods.

The port side of the fantail proved to be an ideal range under steaming conditions and all hands were given a chance to see how well the team is progressing.

In addition to regular team members getting in some practice, several candidates for the team tried their eye and nerves.

If present plans are carried out it is expected to continue training and match firing when matches are available, during our navy yard stay.

The present outlook is a bright one, for the HOUSTON'S team is in the coming fleet matches.

◆◆◆ SPEED RUN—Continued ◆◆◆

brag about.

In these special trials, as in all engineering performances, upkeep and maintenance shows up for what it actually is. That is the special province of the engineering department. The matter doesn't end there though, team work is an essential ingredient and that means close cooperation between the Bridge and Main Control in the same degree as is required between every station and every individual. That is the stuff that puts a ship at the top of her class and KEEPS HER THERE! This trial Wednesday proves we have what it takes and if we fall short of our proven ability in the months to come, we have held out on our ship and ourselves.

With congratulations to each one who helped to make these trials highly successful we want to add a hearty WELL DONE for the HOUSTON'S Engineers.

◆◆◆ NOTICE! ! ◆◆◆

With the Holiday mail rush already commencing, all hands are once again cautioned to have the division name or number included in your address.

This will assure you of a prompt delivery of all mail during this, the busiest season for the mail orderly.

Complete information concerning Xmas parcels is published on the post office bulletin board "Joe" West.

EXHAUST-PIPE



This week brings to a close our stay on the HOUSTON for, the duration of the ship's overhaul period at Mare Island, the aviation unit will be based at the Fleet Air Base, San Diego. During our shore based period we will be busily occupied in finishing up on all phases of gunnery practice, overhaul, and land plane operation. The indications all point to a very busy and profitable three months.

May we take this opportunity to assure all our golden grainers and shipmates that we will take care of things in Southern California during the ship's stay in Vallejo.

We expect to come back to the ship with our new type aircraft in March. Not much is known about them other than they will be Curtiss S-O-C-1 seaplanes.

It seems as if all the married men's families are already located in San Diego. All that remains is for the golden grainers to break out the lunch boxes.

Evidently Lt. Coates will get that much looked for mileage on that new Pontiac.

Gibson and Charley I suppose will be in a market for a Packard 120.

What is the attraction at the ball-on hangar, Rosie????

Andy Mellon seems to have kept that purse well hidden during our return from Panama.

Pemberton and Hilgenberg no doubt will re-new old acquaintances at Big Boys and Mary Janes.

How about that elongated piece of femininity, Windy?

Seems that Joe West has cold feet when it comes to getting mail via the catapult.

We sincerely hope the F division will be able to struggle along without us for the next three months.

In closing may we express the hope that our esteemed (sea going Walter Winchell) O'Brien, will mail us copies of the Blue Bonnet during our absence.

Send the BLUE BONNET home.



NOSEY NEWS by EV' BODY

After a two month absence, our impending arrival in the land of tactical maneuvers, special requests and security watches, found our sons of the sea planning Long Beach shore maneuvers. Early in the week, even "Charlie" Putnam was overheard singing "California here we come," but the general theme song now seems to be "I guess I'll have to change my plans" or "I'll see you some other time."

Still it was soothing to the G.G. spirit to feel the familiar Long Beach roll once more, if only for a few hours.

Overheard at some of the Jamoke Pot sessions were several interesting and surprising incidents which occurred during our stay in Panama.

A few of the more outstanding were: "Dutch" Zeitfuss showing the C.Z. music makers how it is done with the trumpet.

"Wood Butcher" Shaw in giving dancing lessons gratis. "Sloppy Joes" was the scene of a "Beezer Bustin Beer Brawl." "I scorch 'em" Nelson imitating a headline tight rope walking act????

There is still a matter of doubt as to who the red headed fireman was, observed late in the evening, butting his head against the bulkheads. Don't forget—the bulkheads talk because the rivets have heads too.

Joe Lima trying to remember how he returned aboard???? After overhearing several of our soap box athletes telling how good they are, we are sure to cop the blue ribbon in the pistol matches, if they will graciously offer their self acclaimed talents to our already promising team. We are wondering why Davis the new exec's messenger is blushingly admitting he was once a "soda skeeter .????

Whether silks are the popular fad or not, in this neck of the woods is not known, but it is safe to say the HOUSTON will distribute a few yards here and there. It has been reported that an inventive genius onboard is working on a muffler for the gunnery office. It may help some in those arguments.

The horrifying fate that is to be Dainwood's, (the groaning bean jockey) has caused us to use this means of warning him. It seems his idea of crooning his way through life is drawing quite a bit of attention.

Did you ever notice the irritating effect on the ears of those New York tugboat whistles? It seems we have shipped most of their operators on the HOUSTON since the Mayor clamped down on the noise in New York. In effect, there are quite a number of our shipmates, cruising about nonchalantly through the compartments, whistling their shrill and questionable melody. Outside the fact that whistling is forbidden aboard ship, these same men do not confine their whistling to daylight hours. Men standing watches would appreciate a little quite in their living spaces after lights.

◆◆◆◆◆ OUR MOVIE OPERATOR

He has a little cupola

Above the common herd

To think that he would mix with us

To him, sounds quite absurd.

He runs the moving pictures

To entertain the crew

He seems to feel his efforts

Are appreciated by few.

He has a very easy job

Of course there is no doubt

He makes you think he's busy

Until you find him out.

He has a pair of worn out gloves

He wears most every day

But I've never seen him working

Though I've watched him every day.

To him it is a science

To manage to keep from work

He always takes life easy

But from duty he doesn't shirk.

◆◆◆◆◆
Life is the gift of nature; but beautiful living is the gift of wisdom.

All receive the first gift, but only a few the second.

C.P.O. CHATTER

This column has been omitted from the paper for the past few editions due to the fact that the chiefs have been very mild and meek???? on our way homeward.

While in Panama several chiefs threw a beer party at Jimmie Deans. Everyone present declared it a huge success, even Kaspar and Luck disagreed over the talent of the flute player.

It is suggested that the four horsemen who mistook the Portland for the Houston get themselves a guide upon our arrival in Long Beach for most of the time there is some twelve or more cruisers anchored there.

"Gunny" Greenwood still holds the medal for telling the best sea story of the week.

After listening to Shaw's fish chatter for the past two months the chiefs feel like seasoned fishermen. Too, it is rumored that Redding is requesting destroyer duty after Shaw told him all the fine points about a tin-can.

After purchasing a reducing belt and dieting for quite a spell our mess caterer has gained four pounds.

Bill Murray, one of our port gazers is expected to be a daily passenger on the Oakland bus after our arrival in Mare Island Navy Yard.

To listen to Berry he would have you believe he has the world in his hands and that upon his transfer to the Fleet Naval Reserve everything will be coming his way. Well shipmate here's hoping you the best of luck out in the cruel outside.

We are losing three of our clan either upon arrival or thereafter. They are Bandmaster Boo, Chief Water-tender Shaw and Chief Yoeman Tobin. We were glad to have them in our midst for the past two months and wish them a pleasant cruise upon their return to their ships.

◆◆◆◆◆ OFFICERS TAKE EXAMINATIONS

During our return from Panama, Lt. McGlynn, Ship's Communication Officer, completed taking his professional examinations for Lt. Comdr.

This coming Friday, Lt. (jg) F. P. Williams, third division officer, will start taking his professional examinations for Lieutenant.

NAUTICAL NOVELTIES

Three eggs in a bag tied to the bridge of the U. S. Submarine S-40 were found intact after a dive to 217 foot depth where the pressure is about 88 pounds to the square inch. Egg shells being porous, the salt water seeps through making the pressure equal inside and out thus eliminating and breaking pressure on the egg.

It is possible to cut ordinary window pane glass with scissors, under water. To do this, it is necessary to submerge to a depth where the pressure is 44 hundred pound per square inch. This pressure is reached at a depth of 100 feet.

COMPLEMENT & ALLOWANCE

Continued from page one. ment. The Bureau of Navigation computes the number of men that will be required for the other branches by formulas that have been arrived at after a number of years' study. For example: one cook is allowed for each 75 men, except in the smaller ships; one baker for each 250 men; the strength of the hospital corps is 1 percent of the total number of men on board; one water tender is allowed for every 1,170 horsepower; and one fireman for every 170 horsepower. Numerous adjustments and exceptions have to be made to these formulas due to peculiarities of construction and equipment. After the total number has been arrived at, the Bureau of Construction and Repair is notified in order that sufficient berthing and messing space may be provided. After the ship has been in commission, the Commanding Officer is requested to submit recommendation regarding changes or adjustments in the complement.

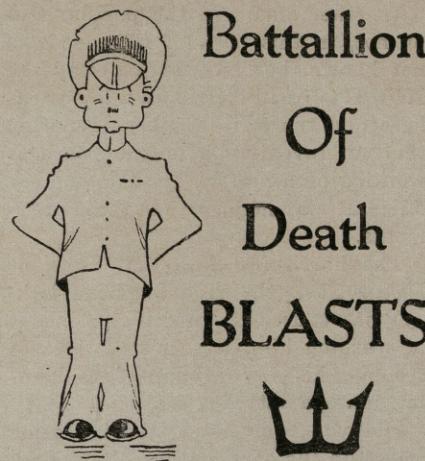
RANKING THE NAVY

Brooklyn: Here's the way we girls of Brooklyn rank the Navy: U.S.S. Seattle, a bunch of cheap skates, U.S. S. Sycamore, all gigilos; U.S.S. Dale, all saps; U.S.S. HOUSTON, the worst ear benders. But the boys of the Jacob Jones, they are champions.

ALICE.

The above was taken from the New York "Daily News".

The folks at home will enjoy reading the BLUE BONNET. Mail it.



Battallion Of Death BLASTS



Through many maneuver Weitheys ship has at last come home with the long looked for three stripes. After nearly five years on this ship he ought to be nearly salty enough to hold down anything. During the next few months there are to be quite a number of other promotions. Bolan, our detachment clerk and man of all work is our next new corporal. By the time that the ship comes out of the Navy Yard there ought to be many new stripes blossoming in the "Fighting Fifth".

The men that are leaving are noted for their many conquests in the different ports that the HOUSTON has visited in the past two years. Heyworth, our man of smiles and sleep (in large quantities) has fair damsel in the old home port of Seattle. He wants to go to Bremerton for duty but it looks as if the Marine Barracks at Mare Island was going to be his resting place for some time to come. Bennington, our webb-footed radio gadget is going home to go deer hunting, or so he says. Harry H. King who says that his middle name isn't "Hannible" and puts up an indifferent front when he is told that he is to be transferred to Mare Island, is well known for that smile and happy go lucky nature all his own. Williamson the boy from the wilds and swamps of Arkansas wanted to go to Bremerton too, but strange as it seems he will reside in Mare Island along with the rest. "RED WHITE," who has left his heart throb in Los Angeles and lost his head since finding out what he is to go with the rest, swears by all that's holy that he is going to extend his enlistment to get to go to San Diego, if there isn't any other way. Tis the fortune of war

boys or the fact that you happen to be in the Marines and break down all the time. Maybe the first sergeant at Mare Island will try to fix things for you. I know that he wouldn't willingly break so many fair young Damsels hearts.

We wonder who it was in Balboa that was in such a hurry to return to the ship that he forgot to put on his shoes till he reached the foot of the gangway. And who it was that discoursed on various points of Balboa and was later seen traveling around in the well known "Grove". Maybe the old saying that, "the grass on the other side of the fence is always greener," is true after all. Steptic our crooner.

Par excellence is seen these days wandering around the compartment with a song book. Although his tunes are more or less flat diligent, study and practice "might" improve the discordant notes scales and ditties.

As this is the last time that this writer will have the chance to give the dope on the outfit he wishes them a happy stay in Mare Island and a pleasant cruise with the fleet next summer. Will be at the gates in San Diego to throw them open for any of the tired Mariners that happen to want to pass through those mighty portals. "Come up and see me some time," but leave the axe at home....

DID YOU KNOW?

missioning.

That: the rank of Warrant Officer was established in our Navy on Nov. 28, 1775, while the rank of Commissioned Warrant Officer was established on March 3, 1899.

That: when the HOUSTON leaves Mare Island Yard she will have been away from the fleet for a period of nearly 7 months.

Lt. COMDR. KEATING RETURNS

Saturday morning getting underway quarters found Lt. Comdr. Keating once again in his place as Gunner Officer.

Upon receiving word of his wife's serious illness, Mr. Keating left the ship in Panama 16 October and returned to Long Beach.

Mr. Keating reports the recovery of his wife. Welcome home Mr. Keating.