



### Many Changes Appear in Officer Personnel

The change of command, when Captain Francis Cogswell relieved Captain George N. Barker as commanding officer, overshadowed many more lesser changes among the ship's officers which have taken place since arrival in Long Beach less than two weeks ago.

Lt.-Comdr. Paul B. Koonce, reported aboard last week to relieve Lt.-Comdr. Robert M. Peacher as Engineer Officer. Lt.-Comdr. Peacher will go to Philadelphia as aide to the Commandant, Navy Yard, Philadelphia, while his relief comes to the Houston from duty as Senior Assistant Engineer, U.S.S. Vincennes. Captain A. V. Gerard, U.S.M.C., will leave the ship for duty with the Fleet Marine Force, San Diego, as soon as he is relieved this week by Captain J. B. Hendry, U. S. M. C., whose immediately previous assignment has been with the Fleet Marine Force.

Among the other officers who have recently reported aboard are 2nd Lt. D. C. Pollock, U. S. M. C., previously attached to the Marine Basic School, Philadelphia, and Acting Pay Clerk J. A. Lafferty, who was ordered to this ship from the U. S. S. Tennessee.

Other officers who have left the ship or who are soon to leave are Lt. Paul Foley, Jr., who will report to the U. S. S. Northampton for duty V-SC-4; Lt. (jg) W. C. Jonson, to the Naval Air Station, Pensacola, Florida as an instructor; LT. G. M. Price, to the U.S.S. Melville; 2nd Lt. J. E. Morris, U. S. M. C., to the Marine Barracks, Quantico, Virginia; Ensign L. B. McDonald, to the U. S. S. Litchfield in Pearl Harbor, Hawaii; and Pay Clerk A. P. Mastio, to the Asiatic Station.

### A. A. Battery Tops Good Gunnery Year

The highlights of the main battery are the "E" on Turret III, a high score Improvised Control Battle Practice, and a creditable score Night Battle Practice "A". In these latter two practices, the Houston stood two and five respectively. Of course there were but two ships to fire the I.C.B.P., but the score was sufficiently high to merit a dispatch from Comcruscor, complimenting the Portland and the Houston on their excellent scores. The main battery stood 2nd in Short Range Practice among the 17 cruisers competing. The ship stood 9th for the Practice as a whole. The Houston took third place in N.B.P. "A", both batteries combined.

The five inch battery has had an outstanding year. The battery took first place in Anti-Aircraft B.P. "D", fourth place in D.M.T.B.P., second place in N.B.P. "A", and second place in S.R.P. During the short range practice, the two marine-manned guns got "E's", i.e. Guns No. 2 and 3.

The machine gun practices are not to be forgotten. The first M.G.B.P. "H" was a low one; the ship's standing sank to No. 15. In the second "Hypo" practice the ship rose to fifth place. The machine guns took a first place in the Machine Gun Battle Practice "B".

The ship in competition with sixteen other cruisers received this highly commendatory communication from Comcrudiv 4:

"The Division Commander notes with pleasure the uniformly good performance of the anti-aircraft battery of the HOUSTON during the current gunnery year. This battery has made the highest merit among all cruisers

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### Houston Ranks High In Athletics

About a year ago the Houston was relatively unknown in the sports field of the cruisers. However, during the past year the Houston has come right up, standing nine in competition with eighteen cruisers. This is not a very imposing showing but it must be remembered that though we did not score points in all competition we showed up very well in many of the sports.

In basketball, boxing, and wrestling, we scored 40 points each with Hattermer and Phillips being picked for the All Scouting Force team. In boxing, Major Hodge took the fleet championship in his weight. Harris was just edged out of a fleet championship. Wrestling was again a great year, Chick winning for a second time the fleet championship. Arthur, Buttler, and Fordemwalt made a very creditable showing also aiding in the training. In swimming the Houston took 12.5 points during the competitive year, with Brown as star performer. Of twelve possible sports in which to compete, the Houston entered nine. Owing to our schedule, there was no opportunity to enter in Officer's Golf, Rifle or Pistol meets.

Coming up from bottom to more than half way providing stiff competition wherever we played, is due to the men, coaches, and officers who devoted willingly of their spare time. Comdr. C. A. Bailey and Lt.-Comdr. W. E. Tarbutton provided the backing whenever difficulties were encountered. The men, coaches, and officers in the various sports are: Capt. A. V. Gerard, U.S.M.C., in charge of basketball, was helped by Ens. D. V. Wengrovius and Av. Cad J. Morrison to make the basketball team what it (Continued on Page 4.)

## --: THE BLUE BONNET --:

A weekly publication of the ship's company of the U.S.S. Houston, Captain G. N. Barker, U.S.N., Commanding and Commander C. A. Bailey, U.S.N., Executive Officer.

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**Capt. Barker Leaves Houston**

"The cruise has been a success from every point of view."

We borrow a phrase from the President of the United States, describing a cruise longer than the one of which the President spoke, but still under the same Captain,—this entire cruise at sea with Captain George N. Barker.

We've enjoyed all the special cruising and all the hard work whenever we have been with the Fleet. We've appreciated efforts to take us to interesting ports and to give us a maximum of shore leave and liberty once we were there. Most of all, we've been proud of our ship.

Captain Barker came to the Houston from the R.O.T.C. Unit at Harvard University, Cambridge, Massachusetts. When he leaves the ship about the 24th of this month he will return to his former duty with the R. O. T. C. unit at Harvard.

The officers and men are glad to have served with you, Captain Barker. Our good wishes go with you as you leave us.

**Capt. Cogswell Takes Command**

Captain Francis Cogswell, who took command of the Houston Wednesday morning this week, has, for the last three years, been Naval Attache and Air Attache for Paris and Madrid, serving under the Ambassador to France, the Honorable William C. Bullit. Previous to 1936 he was in command of the U.S.S. Oglala, which in 1934 headed a survey of the Aleutian Islands.

The new Commanding Officer was born in New Hampshire and was appointed to the Navy Academy from that state in the class of 1908. He is a recipient of the Navy Cross and



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Out at the station this reporter met a fellow named Yanutz, SC1c who was butcher on the Rambler Ship out in Asia when Vance was Chief Commissary Steward on the ship. He would like to go back on the Houston for duty; that's nothing, so would little Ocko! He is, at present, commissary on the destroyer Dewey.

Here on the Pensacola, we have our old shipmate, Mr. W. J. English, Boatswain, who met me on deck my first day on board. He surely does look swell in that new uniform and he hasn't allowed it to make any change in his head size. He's the same number one good people he always was. We are all glad to see him going up that old ladder the way he is.

Everyone of course remembers Charlie "Yap Yap" Campell, Coxswain, who left the Rambler Ship a bit over a year ago. He, too, is on here, and making as much needless noise as usual. Seems he's sort of a leading seaman in the fourth division on here now.

For the benefit of those interested: Tom's Place, The Porthole, North Star Cafe and all the other bars and hostleries of which the lads are so fond, are still running tho' some of them have been repainted and remodeled. The back part of Tom's Place looks quite different and by the way, for those interested the Rodman Club is still here, too.

a graduate of the Naval War College in the senior courses in Strategy and Tactics.

The entire ship is looking forward to service under Captain Cogswell. Knowing that we speak for all hands, the Blue Bonnet wishes him a warm welcome and pleasant duty on the Houston.

Congratulations are in order for all the lads who made rates since I said "Adios" at the time I left, and especially to those who have made the coveted buttons. I see that Jim K. Wallace hit the list for CGM, and Joe Comer for CEM; Lewis sewed on his buttons for Chief Bo'n's Mate, and has the distinction of having a fine canine named in his honor. The dog is called "Spike", after one of Lewis' oldtime nicknames in San Diego. Have you guessed whose dog it is yet, Chief? It belongs to Mr. and Mrs. Paul Hay at the Crow's Nest on F Street in San Diego. He's a fine pup, too.

Having read from end to end all the copies of the Blue Bonnet that Pipp, (have you made that crow yet, Pipp?) so obligingly mailed to me, I am fairly well up on Houston news. Was sorry to learn of Lt. (j.g.) McDonald's transfer to Honolulu. He is a fine officer with the best interests of everyone around him at heart no need to say more..

One of the Yard workmen, remembering when the Houston fed soup and sandwiches in cold weather to all hands every morning and afternoon, said to me, "When is that good ship you used to be on, the Houston, gonna come in?" Nearly as I can find out, it is due here on 10 July. At any rate, hurry, for heaven's sake, cause my old bunk in the Cook's and Baker's Compartment is crying for me.

My very best wishes to all hands, and I do hope you have had a very pleasant cruise.

Your Nosey Reporter,  
Little Ocko on the  
U.S.S. Pensacola

**Six Year Enlistment Adopted**

Effective on the first of July this year will be the new enlistment period. All first enlistments after the first of July will be for six years. However, second enlistments will remain the present four year period that they are now. It is planned to change the "shipping-over" enlistment to six years. If you are going to "ship-over" better do that or this six year second enlistment will creep up on you.

The new legislation has decreed that eighteen years will be the youngest that any person can enter the Navy. He still will have to have the parents consent to enlist.

### The Rambler Really Rambles

During the past year the ship has been in the waters of ten foreign countries, three American possessions and five states. The ten countries are representative of three continents; Europe by France, Great Britain, and the Netherlands; South America by Ecuador and Columbia; North America by the United States, Costa Rica, Mexico, and Panama; Cuba and Haiti of the West Indies. The American possessions are the Virgin Islands, Canal Zone, and Culebra. The Pacific, Atlantic, and Gulf Coasts were seen visiting California, Virginia, South Carolina, Florida, and Texas.

At	Date Departed	Miles
Navy Yard, Mare Island, Calif.	7 July, 1938	
San Francisco, California	12 July, 1938	
Oakland, California	14 July, 1938	10
San Diego, California	16 July, 1938	530
Cerros Is., Mexico	17 July, 1938	315
Magdalena Bay, Mexico	19 July, 1938	189
Cape San Lucas, Mexico	18 July, 1938	239
Socorro Is. Mexico	20 July, 1938	262
Clipperton Is., France	21 July, 1938	525
Tower Is., Galapagos., Ecuador.	23 July, 1938	1350
Sullivan Bay	25 July, 1938	50
Tagus Cove	23 July, 1938	105
Elizabeth Bay	26 July, 1938	70
Post Office Bay	27 July, 1938	170
Cardner Bay	29 July, 1938	67
Seymour Is.	30 July, 1938	79
James Bay	30 July, 1938	53
Sullivan Bay	31 July, 1938	52
Cocos Is., Costa Rica	3 Aug., 1938	403
Balboa, Canal Zone	5 Aug., 1938	545
Old Providence Is., Columbia	6 Aug., 1938	309
Pensacola, Florida	11 Aug., 1938	1077
Hampton Rds., Virginia	22 Aug., 1938	1250
Balboa, Canal Zone	27 Aug., 1938	1300
Navy Yard, Mare Is. California	13 Sept. 1938	3500
San Pedro, California		600
San Pedro, California	3 Jan., 1939	4968
Crisobal, Canal Zone	19 Jan., 1939	3300
Guantanamo Bay, Cuba	22 Jan., 1939	850
Navy Yard, Norfolk, Va.	23 Jan., 1939	900
Key West, Florida	10 Feb., 1939	1150
Guantanamo Bay, Cuba	18 Feb., 1939	1150
Guantanamo Bay, Cuba	20 Feb., 1939	653
Saona Is., Hispaniola	22 Feb., 1939	509
Charlotte Amalie, V. I.	23 Feb., 1939	264
Aves Island, Bird Is.	24 Feb., 1939	191
Orangetown, St. Eustatius.		
Netherlands	25 Feb., 1939	241
Culebra Is.	23 Feb., 1939	632
West Caicos, Bahamas	1 Mar., 1939	531
Navy Yard, Charleston S. C.	11 Mar., 1939	836
Conception Is., Bahama Is.	13 Mar., 1939	295
Rum Cay, Bahama Is.	13 Mar., 1939	15
Guantanamo Bay, Cuba	15 Mar., 1939	703
West Caicos, Bahamas	16 Mar., 1939	228
Lobos Cay, Bahama Is.	17 Mar., 1939	326
Anguilla Is., British	18 Mar., 1939	143
Cay Sal, Bahama Is.	18 Mar., 1939	66
Big Marcos Pass, Florida	20 Mar., 1939	312
Charlotte Harbor, Florida	20 Mar., 1939	83
Loggerhead, Dry Tortugas	21 Mar., 1939	177
Miami, Florida	24 Mar., 1939	233
Guantanamo Bay, Cuba	31 Mar., 1939	586
Guantanamo Bay, Cuba	3 April, 1939	1002
Houston, Texas	17 April, 1939	1440
Hampton Rds, Virginia	21 April, 1939	1836
Balboa, Canal Zone	2 May, 1939	1740
San Pedro, California		3368
Total miles steamed 1 July, 1938 until 12 May, 1939.		42,274

### Houston Favorite of High Command

During the year 1938-1939, the Houston has had aboard the high command of the Navy. From 16 July, 1938, to 9 August, 1939, the Houston carried the Commander-in-Chief, U.S. Navy on his recreational cruise. Thus started the 45,000 miles that the Houston has made during the July, 1938, to July, 1939, period. After the completion of the cruise, the President stated in a letter to the Secretary of the Navy that he was well pleased with the ship as she started on the cruise. He had no complaint about his personal comfort. And he considered the ship and crew smart in "appearance and performance." The President sums up his letter with the conclusion that nothing was left undone to assure the success of the mission.

Next in line of the high commands was the Commander-in-Chief, U.S. Fleet. He comments on the Houston during her duty as relief flagship during the period of 19 September to 28 December, 1938: "During the subject period, the U. S. S. Houston met every requirement of fleet flagship to my complete satisfaction. Exacting demands and difficult adjustments were cheerfully and efficiently executed." Over and above that very pleasing comment he added that the Houston was a "well-disciplined" ship.

Three months later the President returned aboard the Houston at Key West, Florida. During an all-too-short two-week period, 18 February to 3 March, 1939, he watched the Fleet Problem XX. Again he wrote a highly complimentary letter about the ship, repeating the essence of the first letter and adding that he noted and liked "the smart appearance and performance of the officers and crew." This cruise ended in Charleston with the departure of the President.

Five days later the ship left Charleston with the Secretary of the Navy aboard. The Secretary was aboard from 11 March to 23 March, during which time he recuperated from the wear and tear of his official duties. About a week after disembarking he wrote a letter to the ship expressing to "all aboard my appreciation of all that was done to make my stay an interesting, comfortable and enjoyable one. The efficiency, good order and discipline readily apparent in the ship, and the seamanlike manner in which she was handled, reflect credit on the officers and men.

Despite the fact that for the last year the ship has never known just what she was going to do next, she is more than thankful to have been chosen for these special duties. What uncertainties of schedule have been suffered are more than recompensed by the gratifying knowledge that she has completed those duties entirely to the satisfaction of those primarily concerned.

## Engineering "Well Done"

During the past July to July year the Houston has done very well in engineering, standing well to the fore in competition with the rest of the cruisers. She has stood second only to the San Francisco, which has a modified type of propeller. (The frequently-accepted claim that the San Francisco's special propellers give her an edge on the other cruisers may be nothing more than sour grapes.) The standing month per month as the reports have come in are as follows:—

Month	Standing among cruisers
July	2
August	1
September	1
October	2
November	3
December	2
January	No report
February	2
March	2

The reports for these remaining months have not come in.

In recognition of the above excellent performance Comcruscor wrote the following letter to the ship.

"It is with pleasure that I note the excellent performance of the Engineering Department of the U.S.S. Houston during the first nine months of the competition year 1938-1939. No derangements have occurred that were in any way attributable to personnel. The HOUSTON will probably end up the year with the most miles steamed by any heavy cruiser during the year. The score of the HOUSTON is the highest by 8% over the next highest score and by 10% over the average of the seven cruisers with similar plants and the same allowances. Although the steady steaming done by the HOUSTON will have some effect to increase the score over the other cruisers, the effect would not be nearly as great as the percentages mentioned above.

The cleanliness and upkeep of the plant seems to have been excellent and the repairs and funds ably administered.

/s/ G. J. Rowcliff

A copy of this letter has been entered in the records of all men who were in the engineering department during this period.

From the first of July, 1938, to

## Gunnery

(Continued from Page 1.)

in Anti-Aircraft Battle Practice Two and Anti-Aircraft Machine Gun Battle Practice Dog, second highest merit in Anti-Aircraft Battle Practice Dog and Night Battle Practice, and very creditable merits in Local Control Battle Practice, Day Multiple Target Battle Practice, Division Anti-Aircraft Battle Practice and Second Anti-Aircraft Machine Gun Battle Practice Hypo.

/s/ W. S. Anderson."

## Yankee Doodle

The Cruiser HOUSTON came to port,  
In coat of paint all new, Sir;  
She'll have ten days of kingly sport,  
Then bid our port, Adieu Sir.

Six hundred feet of bristling guns,  
And speed she has a plenty;  
And in her crew our Lone Star sons,  
They number now, some twenty.

Her crew look tame in braids of gold,  
But here is a tip and a hunch;  
There's bottled death in her after  
hold,  
And she packs a terrible punch.

Our streets are filled with cars and  
hacks,  
For pier 14 they're bound, Sir;  
Where fair maids smile on handsome  
Jacks,  
And the rest just hang around, Sir.

The lightening sleeps in her fighting  
tops,  
The blasts of Hell 'neath the wave;  
Our ships must fight till wars all stop,  
The "Stars and Stripes" to save.

Here's wishing her well, and we  
hope to please,  
We'll wish her well all the time, Sir;  
As she sails again on the seven  
seas,  
And this is the end of my rhyme, Sir.

Paul Pointer

the 30th of April this year, the Houston has been 2,583.5 hours underway, 4,140.5 hours not underway. Expressed differently, the ship has been underway more than a third of the time. The average speed during the total hours underway has been 15.1 knots. The result of it all, hours and knots, is 38,906 engine-miles steamed.

## What Happens in an Hour

It is estimated that each hour, 6,200 babies are born, and about 4,600 persons are laid to rest; 2,500 couples are married, and 85 are divorced. Fifteen homicides take place in the civilized world, while 200,000 crimes are reported.

The world consumes 65,000,000 pounds of potatoes, 8,000,000 pounds of meat, and 80,000,000 pounds of bread. Hens lay 2,500,000 eggs. While 1,500,000 quarts of wine and 500,000 quarts of beer are consumed, coffee is the world's favorite beverage, 50,000,000 cups being consumed each hour. The world's hourly tobacco bill is \$1,500,000.

About 700 new automobiles are built and more than 170,000 barrels of petroleum are produced hourly. Automobile accidents in the world, mostly in America, claim lives of eight victims.

The coffers of the world are enriched by \$12,000 worth of mined gold. Five million telephone conversations take place, and more than 65,000 telegrams are sent. The post-offices of the world are deluged with more than 1,000,000,000 letters, post cards and miscellaneous missives, bearing postage of upward of \$25,000,000.

Mother Earth is not to be outdone. At the equator, she rotates at the rate of 1000 miles per hour and rushes through space around Old Sol at the dizzy speed of 65,000 miles per hour.

—Nautical Novelties

## Sports

(Continued from Page 2.)

was. Capt. Gerard was also in charge of the baseball team which did very well.

In boxing, Ens. Billy Johnson gave much of his leisure hours with Arsenault, coach, throughout the year in addition to their regular duties. Lt. (jg) E. A. McDonald in charge and Wellbourne, BM1c with Ens. "Jep" Jonson produced the second star team. Lt. J. A. Holbook and Russell, Sealc, true sailors, sailed the Houston P.W.B. through a very good season. Lt. Ridout with Ensigns Minter and Sudath, both Poughkeepsie men, coached a very good crew narrowly missing scores.