



EXAMINATIONS FOR RATINGS

The examinations date is set for February 20th, for all ratings to be filled by the "B Method" in the Cruisers. The small quotas assigned makes this competitive examination necessary in the ratings listed in last weeks issue. Officers preparing the examinations are officers connected with ratings examinations for which are composed. From this one would judge that the questions asked will require a thorough knowledge of the subjects. All questions on A to N are composed by the staff of Commander Cruisers, and will be the same for all ratings. The questions will be of the 'objective type' found in the New-Type Educational Courses, viz: yes or no, true or false, most nearly correct, fill-in correct words, etc. An average of eight questions will be asked under each sub-head, not over half of the questions asked will be of the 'true-false' type.

The date is 20 February, while we are in San Francisco — so there can be no complaint of short warning. Now lets us see the HOUSTON candidates top the list when the final marks are made up. Remember that examination marks count more then here-to-fore. Hit them hard and make each answer correct.

We welcome this week Lieutenant (jg) F. B. Stephens newly arrived Asiaticer from the gunboats up Hankow way. He will take over the job of Communication Officer. Welcome shipmate—we are glad to have you aboard.

Send the BLUE BONNET home.

VESTAL WINS CRUISER SCOUTING FORCE SWIMMING MEET

Tuesday afternoon in the Anderson Memorial Plunge, San Pedro, the VESTAL Aquatics annexed the Cruiser Scouting Force Swimming title with a score of 44. The SALT LAKE CITY took second place with 33 points, followed by the CHESTER with 14, the CHICAGO with 7 and the LOUISVILLE 0. Although no records were broken, several good times were turned in. The first race of the day, 160 yard relay (each man swimming 40 yards) was an easy victory for the VESTAL (1:25:06). The SALT LAKE CITY and CHESTER finished second and third respectively.

The next race was the 440 free style which was run off in two heats. The final winners being determined by times. Alakowski of the SALT LAKE CITY won the first heat with a steady easy stroke with a time of 6:26:00. Mattis of the VESTAL was second with 7:28:02. The second heat was won by Celentano of the Vestal who finished with a thrilling sprint. Lucas of the Salt Lake City came in second. The final places, determined by time were awarded as follows: Alakowski first, Mittis of Vestal, second, Celentano of Vestal third. The third race was 100 yard free style, was won by Lewis, Vestal (1-04.4) with Dominick of Salt Lake City and Odum of Chicago finishing a few yards behind for a thrilling fight for second and third place respectively.

The 50 yard free style was the most thrilling race of the day. All five men swam practically a dead heat, there being less than a sec-

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ANOTHER DANCE?

Reverberations from this hulk have given the intimation that another ship's dance is in the process of its making. The last venture, while most of you were on leave, was a success and the Entertainment Committee is perfecting the machinery for another.

The date is tentatively set for 16 March, to be held someplace in Long Beach, preferably the Masonic Hall. To defray expenses, it will be necessary to call on the crew for assistance. Store profits amount to about \$150 per month out of which athletic equipment, messmen's cigarettes, etc., must be paid. It has been suggested that each man attending, pay fifty cents for his ticket, the cost over and above the amount thus taken in will be paid by the Ship's Service Store. If the cost of the dance can be handled at a lower price per man, appropriate reductions will be made. It is hoped the ship's orchestra will be able to furnish the music, and surely your feet will need no finer incentive than that.

Last time the attendance was around 200. This time with every one here it should be larger. The Division Representatives are open to suggestions and will lend a willing ear. Let us all get together on this and make it such a success that the last will be eclipsed. We have the makings in our ship, the will in our crew, and the ability in our Entertainment Committee, and six weeks to get ready for it.

This issue has been delayed by the press of priority work in the print shop.

—: 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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February 4, 1935



PEP TALK

† † †

THE SALT AND THE BOOT

"In the past issue of the Blue Bonnet I had the displeasure of reading an article written apparently by some person who calls himself, I suppose, salty.

"Because some unwitting, new man without proper instruction in the routine and management of our little city, asks, seeking knowledge, where he might find certain things he should as you say, know all about it, you say it is entirely his fault and his alone.

"I differ greatly in opinion in this matter of knowledge the new man is supposed to gain thru his own initiative.

"I say give this same man a chance, start him on the right road. You are no doubt, one of those who desire to have the reputation of your ship never at stake, and for all those who call themselves members of her crew to uphold the same always.

"You would not take a young colt and without training it, blame it for not being a good harness horse or draft animal. Then do not expect your seamen to be versed in all departments without proper instruction.

"My solution:

"On most large ships it is customary when new men arrive on board for duty, to assign them to an X division, supervised by a deck petty officer under the direction of a Junior Officer.

"At least two weeks should be required for instructing these men. A day or two should be allocated for each department, explaining in detail its purpose and function. After

this short training period a practical examination might be given to see what benefit has been derived by these subjects.

"These men are then to be assigned divisions, these same divisions will find its new men, not 'boots' but men needing little instruction and pushing but men interested in their work, willing and capable.

"How can the worth of these men be estimated except by the boatswains mate beneath whom they are predestined to work.

"I might suggest also that during this training they be kept aboard without liberty, to accustom them to our ship more thoroughly. To know the benefit of movies, ship's library, and other things without mention.

"Now to see some enterprising officer take the initiative and push the idea. It's worth has proven itself on other ships, might it not also on this if given a fair trial?

I Thank You.'

Dear "I Thank You":

A couple of fine ideas indeed, and most welcome. However, have you considered another side of the matter? Men who come to this ship, or who join the Navy, are selected because they are outstanding in their community. Would you have them treated as children? Kindergarden candidates? If they were school children it would be fine to take them by the hand and lead them about and point out the deck, the bulkhead, the anchor, etc., but our men are no longer of that class. They are supposed to be young men who enlisted in the Navy on their own initiative because they saw in it a future and on initiative their future depends. Officers on board are not schoolmarms to force knowledge into the heads of recruits, they are here to assist and guide. Knowledge is not merely the faculty of 'remembering', it is the faculty of 'learning and using what you learn in solving your everyday problems'. The Navy is not an exponent of 'porrot learning' class room methods, but believes in inductive methods.

Leading Petty Officers hold their rates by virtue of the ability they have shown to lead men. They will always help the new man in finding out thing he does not understand. The Division Officer will always endeavor to make his men the best in-

formed men on board because in their understanding will he find himself a success as a Naval Officer. The man who keeps his eyes open is always asking questions; it is the inquisitive mind that makes progress. Preliminary training at the Training Station is supposed to have fitted you for conditions you may encounter afloat. Ship routine allows little time for personal instruction by each Division Officer in the case of every man in his division. Navy courses are available at the Navigator's Office at all times. Chief Petty Officers and First Class Petty Officers are here to teach you your jobs. Your division Officers will assist where such assistance is needed. Opportunities for enlarging your knowledge are about you on every hand, you but have to pick the fruit at your pleasure. It is up to you to get it. It is the man with the WILL that gets places. Is yours strong enough?

This ship is too small to have an X division. No one wishes to make the Navy an uncomfortable place for the new man, but it is not going to make it a SOFT place either. It is a school of knocks and experience. Our country wants MEN not mollicoddled youngsters.

SPLIT ESSES

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The departure of the Cruiser Wing for San Diego has been advanced to the 9th of this month, instead of the 18th as originally planned, all of which sums up to the fact that the aviators will be Hof-Brawing while the rest of the Fleet is in Frisco Town.

There is a mixture of feeling in regard to this change, some wanted to go early, others would have rather made the trip to Frisco, and of course the "Golden Grainers" didn't want to move at all. Weel it does upset many carefully laid plans, but Aviation Must Continue.

This past week very little has been accomplished in the way of dive bombing. Fog settled down and it looked like it might be here to stay. We

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NOTICE

A certain wrist watch turned up missing this past week. If this watch is returned from where it was taken, it is going to save a lot of embarrassment for a particular person.



NOSEY NEWS by EV' BODY

Oh, what a week for the scandal mongers, and with the great help of eagle eye we are able to bring you the latest. A taxi bill of \$2.75 was paid by a certain S.M. striker, oh, what a ride that must have been, eh, fellows? Extra!! Joe Lima seen at the Walkathon with the better half and a chicken, now will you please explain for us Joe? Why, French, I am sure your wife would enjoy that necklace—Goo-Goo (Ducky-Wuckey to you) Allen appears to have won the one-fall match between the wifie at the Neptune Gardens the other night. It seems that the "Golden Grain" Club members are teaching the better-halves to roll their own What will dear old Chesterfield do now?? Seen in a local cabaret, Harris, ex-boilermaker, sleeping with a cat. It seems that Jew Friedman was overcome by the extent of the gas-attack the other day and the lady friend had to lead him to the fresh air, now don't tell me that the Jew would weaken??? What was Macumber putting in that mysterious call for when we returned early a week or so ago, and who was that blonde. See the Jew for full particulars. And it comes to the attention of the press that Fritts, F3c, from the evaps is quite a man with the ladies. What we are wondering is this: why does Porkey Romine, a man with a bald head, hair on his chest like a gorilla, and a growl like a boatswain's mate with 20 years service and the seven year itch (don't they all) wear silk skivvies? Pop Atkins, FC1c, is running around saying that he feels young again after that skirmish the other night with the sweet young thing. It is too bad that a certain striker in No. 2 turret had to have an argument with his "Ginger," but

then love is funny that way. It would have made the Great Sphinx laugh to see Lemansky and Parmental the other night eating hamburgers after the young lady behind the counter smiled at them, it is rumored that they stayed there until closing time. Well, well, again "Shepherd" Fraser comes to light and this time as the world's greatest spaghetti eater, and then to pass out after it was all over with. Was a certain party surprised when he tried to put out a small electrical fire with a COtwo fire extinguisher. And along with the scandal we have to include the affairs of our motor launches, especially the "Queen of the Seas" No. 3. It seems that she tried to make violent love to the Salt Lake City, and was badly cut doing so. Shaw, that upstanding carpenter's mate seemed to have a little difficulty with the law the other night, and was he all boined up when he was locked up for the matter of a few ten pins. Now that Lemansky had ordered his bullet proof vest, he has an airtight alibi. When her boy friend was found to be ashore, up steps the shiek from the "E" division and shows the young lady around. We nominate Campbell for the gallery of unsung heros, for helping the sweet young thing out. Evidently Johnson of the "S" Division must be on a monthly budget, for when he delivered those "Wimpies" a few nights ago and found the parties they were intended for turned in, he being of a business nature, set out to recoup the financial outlay, and was he successful? You're askin me! It seems that "Artie" Hand has been telling the little woman some sea stories. We are surprised at you A.L. Some people pay a handsome price for a good fishing spot in these waters, but not so on the Houston. It is rumored that the best fishing holes are on the port side aft. The muchly married S.K. is so used to moving around the ship that he intends to move on the beach also. Could it be the force of habit, or that noisy radio upstairs? Business is picking up for the smooth tongued sailors on the beach for it is learned that one of our "Have been around" boys has invested in some Wild Cat bar room stock. Briedecker, the one and only "Woodeater to our knowledge, is about to become muscle bound due to the fact that he had been ferrying the sleepy and tired

KNOWING THE NAVY

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The slow motion picture was originally devised by the United States Navy for studying the motions of projectiles in flight.

A dugout, manned by two Marines, bearing a small Marine flag was the first craft to go through the Panama Canal.

SPLIT ESSES

Continued from Page 2.

waited patiently for it to lift in order that we may get our record firing over with and get those "E's" painted on the fuselages before we left for San Diego.

In regard to bombing, after observing the following, we suggest that Lieut. Hines transfer to the Construction Corps, as he is wasting his time pounding Quarter Decks. His method is unique, to wit: After having made and installed a bombing window in the bottom of his steed, all that it is necessary for him to do in order to get an "E", is to squint one eye (the good one) over any handy salt stain, and with a motion like sawing wood, work the bomb release handles. Result: Much disturbance among the sea-gulls on Pelican Point.

Due to the inactivity caused by the fog several patrons of the Lang transportation have been given the whys and wherefores of automobiles. After a hot and heavy argument the Plymouth advocates Mac and Puckett routed Hoot Gibson and S. A. Hollingsworth Chevrolet and Ford orators, respectively.

The prize of the week goes to Rosi, who after being granted a special 48 stayed aboard till Sunday night. He claims he didn't know of his good fortune. The truth of the matter is he stayed aboard to eat Sunday dinner.

sailor lads up the gangway in the wee small hours. "Ballroom Kelley," more affectionately known as "Father Time," who is the payroll man at the Neptune Gardens has recently come into a small fortune; all of which has been justly disposed of in the life of the Caberet and Walkathon. It is rumored that "Snake" O'Brien has a yen for his old haunts off Hogans Alley. What about this, boatsie?? And then there's the barge engineer who comes back these cold mornings with his shoulders padded with—

GROWLS

† † †

Dear Editor:—

I am surprised that your star reporter, namely Boats O'Brien would not correct your article—about the Anchor Watch — in today's issue. Stating that ships in our Navy carry anchors weighing 15 to 20 tons. The largest anchors carried by any ship in our Navy weigh 12 tons, and they are on the Sara and Lex.

Respectfully,

Just a Soda Jerker.

Dear Just A Soda Jerker:

O'Brien had nothing to do with the article. The anchors of the Sara and Lex weigh 30,000 pounds (15 tons). Some anchors made for the battle cruisers weighed almost 40,000 lbs. Our anchors weigh 13,000 pounds.

Dear Editor:

Quite a few members of the crew are curious to know why the canteen on the HOUSTON does not sell "Sea Stores" cigarettes while at sea and yet it is a known fact that other ships in the Fleet are doing so.

If it is caused by the fact that Navy men have been known to sell "Sea Stores" cigarettes ashore, I think if the truth were known, we would find that very little of that sort of thing has ever happened on board this ship, for there are still quite a few men on board, who were on board in the Orient and can appreciate the saving afforded by this means and therefore would not tolerate such doings by anyone so careless as to jeopardize the privilege.

"Just Curious"

Dear 'Just Curious':

U. S. Treasury Regulations state "The Internal Revenue Laws imposing taxes on tobacco, snuff, cigars, and cigarettes, are effective within the exterior boundaries (3 mile limit) of the United States including Hawaii and Alaska. * * * shipments may be made only for consumption of the articles on the high sea beyond the 3 mile limit on vessels operating * * * between one great district and another, or on vessels of war * * * enroute to places beyond the jurisdiction of the internal laws of the United States." "Withdrawal of tobacco sea stores will be permitted for such vessels about to proceed from a port in one great district of the United States to engage in governmental

ATHLETICS

† † †

It seems that lack of equipment has held the baseball squad on board longer than anticipated but now that we have lots of gear the squad should soon have the kinks worked out and be ready for action any day.

The boxing squad is now working out regularly and the new faces are more than welcome for we intend to give the rest of the leather pushers in the Fleet a little more competition this year and the more candidates the better the team.

Now that athletics are getting a little more attention on board it seems that the present time would be appropriate to start a whaleboat crew for it takes many weeks of training to even have the nucleus of a good crew, and the HOUSTON is just about due to make a name in Scofor athletics. The bowling team is still dogged by old man defeat but the gang having never heard the word quit are still awaiting their turn, so keep going gang and you will take 'em over yet.

The wrestling squad is to be seen in action most any afternoon now and with this early start the HOUSTON should be well represented this year.

VESTAL WINS SWIMMING MEET

Continued from Page 1.

ond difference in the time for all five. Dirgus, Chester, first 27.6 sec; Poulson, Chicago, second and Patti, Salt Lake City, third.

The 220 free style was another two heat affair. The first heat being won by Traffley, Vestal, with Litrinias S.L.C. taking a thrilling second. The second heat was less thrilling with slower times. Gaithy, Vestal; Griffin, Louisville, and Atwood, Chicago finished first, second and third respectively. The final places, determined by the times of the first two heats, were as follows: Traffley (3-03.4), first; Titrinias, second and Gaitley third.

The last race of the day was a 200 yard relay in which each man swam 40 yards wearing a regulation white uniform. The Vestal finished first in this event.

activities in waters in or adjacent to another great district thereof."

Great districts are customs districts—first, East Coast; second, Porto Rico; third, West Coast; fourth,

RUSSIA'S FLEET

† † †

Although seldom heard of and apparently not reckoned with in international naval affairs as far as the public knows, the United Soviet Socialist Republics (Russia to us) are the owners and operators of a fleet that is not inconsiderable. The Fleet is stationed on the Baltic Sea and is led by a division of four battleships of 23,000 tons apiece. These ships, while pre-war vintage, have all been modernized, and are not relics by any means. They carry 12 14in. guns in four turrets, 16 5in. guns and 4 torpedo tubes and have a speed of 23 knots. There are 6 cruisers of 7,500 tons, whose speed of 29 is compensated by the heaviest armor of any fast cruisers in the world. These cruisers carry 15 six inch guns, 8 anti-aircraft guns, and nine torpedo tubes. Fifteen destroyers half of which are mine layers, are fitted with twelve torpedo tubes apiece, as main armament, and have a rated speed of 34 knots. Ten submarines, with a surface displacement of 1,100 tons, and a submerged speed of 10 knots complete the roster. In addition orders have been placed in France for the construction of four new 7,000 ton cruisers, and four destroyers.

A GRAIN OF SALT

Of all the wimmin doubly blest
The sailor's wife's the happiest,
For all she does is stay to home
And knit and darn—and let 'im roam.
Of all the husbands on the earth
The sailor has the finest berth,
For in 'is cabin he can sit
And sail and sail—and let 'er knit.

OSHKOSH, Northwester
—Wallace Erwin

Odds and Ends—by the Rambler.

Answers to last week's puzzles:

No. 1: IV—III = VII

Solution: IV—III = (move last match to top of V, or square of one.
No. 2: It takes the man in the boat 1 hour to pick up floating object.

Send the BLUE BONNET home.

Alaska; fifth, Hawaii. Proceeding to target practice or maneuvers is not interpreted as going beyond the third district.
—Editor