

—: 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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17 May, 1935



SECRETARY ROOSEVELT ARRIVES.

tary and his aides aboard and feel proud of the honor conferred on us. We hope they find the HOUSTON as comfortable a ship as any they have sailed on and leave us, when the day for that comes, with a feeling that their two weeks aboard have been the finest is has been their fortune to experience.

Assistant Secretary Roosevelt is aboard in connection with his tour of inspection of naval activities on the Pacific Coast. He has been away from Washington since May second and has visited Puget Sound, San Francisco and San Pedro-San Diego areas. Upon completion of his inspection of Peral Harbor, he will return to San Pedro about May 30 and return to Washington to make his report.

Other members of the party, who are not aboard at the time of this writing, are Captain T. A. Symington, USN, Mr. Arthur Meigs, Lt. Wm. A. Bernieder, USNR, and Lt. C. L. McAuliffe, USNR. They are expected aboard before we sail. Of these Lt. Berneider is an old friend, Aide to the Mayor of Houston, he has been responsible for many fine things we experienced on our last visit to Houston. To all we extend a hearty welcome and wish you as enjoyable a cruise as it is in our power to make it. We are delighted to have you aboard.

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Send the BLUE BONNET home.

WHY "V" DIVISION

Imitation of birds flight through air has been man's ambition since the day "thinking" became part of his mind. Theories and attempts finally reached attainment December 17, 1903, when Orville Wright established the first successful flight record of twelve seconds. Progress in aviation since that day is known by all.

The value of aircraft as a military weapon was recognized at its inception. During the Civil War balloons were used as observation stations. The War Department appropriated \$50,000 to see Professor Langley build a flying machine. In 1908 two naval officers investigated the possibilities of aircraft at flights made by the Wright Brothers and recommended use of pontoons for naval purposes. In 1910 Captain W. I. Chambers, "father of naval aviation", after witnessing several air meets, persuaded the Curtiss Company to make a flight off a naval vessel. November 14, 1910, Mr. Eugene Ely successfully flew a landplane off a platform built over the bow of the USS Birmingham. Lt. T. G. Ellyson was sent to the Curtiss camp at North Island, San Diego in December 1910 and later became our first naval aviator. January 18, 1911, Mr. Ely made the first successful landing of a landplane on board the USS Pennsylvania while that ship was anchored at San Francisco. Next day he took off from the platform built on board and returned to the base on shore. January 26, 1911 Mr. Curtiss flew a hydroplane he had developed together with Lt. Ellyson, landed alongside the USS Pennsylvania, was picked up, later hoisted over and took off to return to his base. These feats of skill and courage gave a great impetus to naval aviation.

As a result of these flights and recommendations made by Captain Chambers, money was appropriated by Congress and the Navy started on its way to become aviation conscious. Capt. Chambers had obstacles and opposition from elders to overcome but his success is written in the history of our aviation branch. During 1911 three more naval officers were qualified as pilots. In 1912 the first catapult was developed and success-

EXECUTIVE OFFICERS RELIEF

Commander Percy K. Robottom, USN, at present on duty at the Bureau of Ordnance, has been ordered to the Houston as relief for Commander F. D. Manock, USN, our present Executive Officer. Commander Robottom will report about 10 June at which time Comdr. Manock will go to duty at Bremerton, Wash.

Commander Robottom is a graduate of Naval Academy class of 1910, having been appointed from the state of Arkansas. He is a qualified submarine commander, and has seen much service in the undersea craft. He has also had duty as gunnery officer on one of the light cruisers, and served on the staff of Admiral Phillip Andrews, (Ret.) while that officer was Commandant of the First Naval District.

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THE FIRE CONTROL DIVISION

Having read the glowing reports of several other divisions in previous issues of the Blue Bonnet, we rise to remark "You ain't seen nohow yet". From the foretop to the double bottoms, and from the paravanes forward to the After Gyro, shine the bright lights of the famous F division. To break down and be specific, we have the foremast, Central Station, Plotting Room, Magazines, Catapults, Hangar Deck, Airplane Crane and crane room, the after Stack, Battle Two, AA Control, the Armory, the Gig and the Motorboat. Is that a full day's work?

The F division is composed of fifty men and four officers. Of these, three men and one officer are married, all of which may lead an observer to the conclusion that we are a liberty loving gang—which isn't far from the truth.

A great many of the division are old timers, with a liberal sprinkling of plank owners. The newer men have fallen into the spirit of comradeship and work which bodes well for their future. To make a long story short, gentlemen, we present those famous fighting men, the Fire Control Division.

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"Why does Geraldine let all the boys kiss her?"

"She once slapped a guy who was chewing tobacco."

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