



WHY GUANTANAMO?

Since the Spanish-American war, Guantanamo Bay has been famous as the scene of certain military operations. On 19 May, 1898, an unsuccessful attempt to cut the cable in the bay was made by the SAINT LOUIS and the WOMPATUCK. On 10 June, a force of 600 marines landed from the transport PANTHER on the eastern shore of Cuba and undertook to make the outer harbor a secure place for the use of American vessels when coaling or as a rendezvous and a refuge in stormy weather. The Marines established their camp (Camp McCalla) on a small hill, where they sustained the attacks of the Spanish troops for several days; and the courage and endurance displayed at this time must be regarded as memorable features of the war. The MARBLEHEAD and TEXAS lent assistance, the latter on 12 June, sending 40 marines with two automatic guns. In the course of that week the camp was protected by earthworks; other warships arrived and shelled the thickets in which the Spaniards were concealed, the forests and the town; the garrison was strengthened by accessions of bluejackets and Cuban insurgents familiar with the country; and thus, when ten days had passed, the outer harbor was practically in the possession of the American forces. In July, 1901, the American government chose a site on this bay for one of the naval stations in Cuba. In 1903, land on both sides of the entrance was leased from the Cuban government, and the chief naval base of the United States in the West

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COMMENDATION

Guantanamo Bay, Cuba,
2 October, 1934.

From: Commander Cruisers, Scouting Force.

To : Commanding Officer, U. S. S. HOUSTON.

Subject: U. S. S. HOUSTON — Conduct of officers and men.

1. Commander Cruisers noted with pleasure that the conduct of officers and men of HOUSTON, during the recent visit to Houston, Texas, was exemplary.

(s) HARRIS LANING

COMMITTEE OF ENTERTAINMENT

The latest news of interest to the crew is a new idea on board this ship. That of an entertainment committee composed of seven officers and one representative from each division. The purpose of this committee is to meet periodically and discuss questions of ship's entertainment as they arise. As this is for the benefit of the crew as a whole, it is desired that all hands cooperate with divisional representatives. Previous to meetings, suggestions may be handed in to your delegate who will, in turn, bring it up before committee meetings. These meetings will talk over entertainments of all kinds.

The committee is composed of the following members:

Commander C. N. Ingraham.
Lieut. A. J. Homann.

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DOWN IN SHIPS

During the past week, the aviators have had some unfortunate occurrences, one of which ended in a mortality. These men who go up so willingly and without a thought of the danger they face, in every day flying operations, are to be highly commended for the work they do and it is with sincere regret that we must mention such casualties during peace time operations. But the planes must fly regardless of personal discomfort, difficulties met with and such incidences such as has occurred to look forward to, and it is to the credit of all concerned that we still have the best Naval Air Force in the world.

Last Wednesday, the PENSACOLA and the INDIANAPOLIS units suffered casualties while conducting Camera Gun operations. While coming in to land, the PENSACOLA plane crashed on the beach adjacent to Berth No. 25, the cause unknown. Lieut. (jg) R. W. Cooper, pilot, was cut and bruised and CAMM F. Trimborn received serious multiple injuries. Plane totally wrecked, not recommended for repair on the spot.

Two INDIANAPOLIS planes crashed after a collision in the air during Camera Gun operations, twenty miles East of Windward Point. M. J. Underwood, RM1c, was killed, Lieut. W. J. Mullins, Lieut. (jg) C. W. Haman and W. L. Kirn, RM2c., were recovered uninjured. Both planes badly damaged and in sinking condition. We offer our condolences to the dependents of Underwood and sincerely and deeply regret losing a shipmate in such a manner.

Send the BLUE BONNET home.