



**RESERVE MIDSHIPMAN STATUS
OPEN TO ENLISTED MEN**

Word has just been received that the Bureau of Navigation will now consider applications from enlisted men of the regular Navy for appointment as Midshipmen, USNR. These men will be commissioned as Ensign D-V(G), USNR after taking a three month's course beginning in June, 1941.

Accepted applicants will be given special order discharges from the regular Navy. Immediately after discharge, they will be appointed as Midshipmen, USNR, and ordered to report for active duty at the Reserve Midshipmen's School.

Upon successful completion of the course, if a man is recommended for a commission, but not called to active duty, upon his request he may be discharged from the Reserve and re-enlist in the regular Navy in his previous rating, with a notation in his service record that he has been found in all respects qualified for a commission as Ensign D-V(G), USNR.

All enlisted applicants must meet the usual requirements as to citizenship, education, and character, — in other words, he must be a native-born, unmarried citizen between the ages of 19 and 26 years; possess credits for a minimum of two year's work from an accredited university or college; and must be of good repute in his community.

Binks: "I suppose your son is less of an expense to you, now that he's graduated from college and joined the Navy."

Jinks: "Yes, it's a fifty-fifty proposition. The Navy feeds, clothes, gives him free medical attention, and gives him some pin money. All I have to do is pay him a salary."

OLONGAPO DRY DOCK

The Dry Dock DEWEY is a steel, floating dock especially designed and constructed for the use of the U. S. Fleet in the Orient. Its construction was authorized by Congress July 1, 1902, and it was constructed at Sparrows Point, Maryland.

When originally constructed, the DEWEY was provided with living spaces, offices, a mess room, wash rooms, and storage spaces, but these have been torn out, having been converted into working compartments.

After being formally delivered to the government, the DEWEY was prepared for the thirteen thousand mile trip to Olongapo. Late that December the towing expedition, composed of the supply ship GLACIER, two naval colliers, BRUTUS and CAESAR, with a tug, POTOMAC, got underway and stood out for the North Atlantic. Thus began a cruise which was to require over six months to complete and try the seamanship of every man in the expedition.

Four times the Atlantic gales snapped the towing cables like strings, setting the dock adrift. The first occurred but 500 miles out of Hampton Roads on January 4th, 1906. A typical North Atlantic storm whipped up an angry sea, placing such a strain upon the CAESAR'S towing gear that it was wrecked. Temporarily repairing it, the expedition proceeded through heavy seas and adverse winds.

Their log reports, "On the 25th the GLACIER had to cut off to lessen the strain on the lines of other ships, but that night the heavy seas overcame the towing gear on the BRUTUS, which was totally disabled — The weather was so bad it was 49 hours before the dock was in tow

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**HOUSTON BOAT TAKES SECOND
PLACE IN FLEET SAILING RACE**

In the free-for-all sailing race held last Saturday the Houston's sailboat finished second out of eight starters. They were about 300 yards astern of the winning boat, which was from the Canopus. Due to bad timing the Houston boat was slow on the start, but on the first leg, a close reach, she passed all but the Canopus and Marblehead.

In the second leg, a beat to windward resulted in the Houston's passing the Marblehead, but gaining little, if any, on the Canopus boat. The Blackhawk's fast sloop also passed the Marblehead's ketch on this leg.

The final leg of the triangular course was before the wind, and the Houston's brand new spinnaker, subject of much frenzied preparation for the previous two days, was set in a vain attempt to catch the Canopus. The boats crossed the finish line in the same order in which they rounded the second mark; Canopus, Houston, Black Hawk, and Marblehead.

MOVIES IN THE NAVY

Keeping pace with screen progress, the Navy went from serials to feature length films and today is perhaps the world's largest single distributor of motion pictures. It maintains 2000 films in constant circulation and has a nightly attendance of approximately 150,000 men. The Navy acquires between 300 and 400 new films each year or practically the total output of major studios. The films are not owned outright by the Navy, but are leased for a period of four years, after which they are returned to their respective studios.