

SEABEE NEWS SERVICE

FOR SEABEE
EDITORS...

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In Brief Seabees' Biggest Job Ahead (p.1)...Families May Join Men in Caribbean (p.1).....CBMU in Germany Battles (p.2)Action on Okinawa(p.3)

WASHINGTON REPORTS

THE SEABEE NEWS SERVICE has adopted this new format because of a change in printing facilities.

At the same time it was found advisable to departmentalize the news in order to aid Seabee editors in evaluating and selecting stories. Despite its new format, the Seabee News Service is designed to serve the same purpose as formerly; namely, to assist editors in getting out unit papers. The material can be used in any form that will suit the desires of the editors.

Following the use of this material by unit newspapers, it is suggested that copies be turned over to battalion libraries, or posted on bulletin boards.

Present security restrictions forbid the use of battalion numbers, except in a few cases; consequently, the Seabee News Service must confine its identification of units to the names of individuals involved in the stories.

END OF THE WAR AGAINST GERMANY and the consequent shift of our combat forces from the European to the Pacific theaters will pose as great a problem for the Seabees and the Civil Engineer Corps as any which has yet confronted them, according to Rear Admiral Lewis B. Combs, CEC, USN, Assistant Chief of the Bureau of Yards and Docks.

"The development of supply and operations bases soon enough and on a large enough scale to accommodate this tremendous shift of forces challenges the Naval Construction Battalions to their utmost," said Admiral Combs. "But I am fully confident our men can and will meet this challenge."

Pointing out that nearly 80 per cent of the entire Seabee organization is now serving overseas and that another 11 per cent are in organized units directed to embark, the Assistant Chief declared:

"Although previous base building efforts and other accomplishments of the Seabees have been great, they have been only preliminary to the 'big show' that lies ahead.

"The long months of hard work and bitterly fought for progress that has carried our forces to the inner battlements of Japan have given the Seabees and the Corps the teamwork, the experience and the 'know how' that will enable them to build for the final assault," he said.

"And of vital importance will be the proved efficiency of the Seabee Special Battalions in the handling of cargo and munitions. We are confident that this will be a telling factor in the task of moving supplies from one side of the world to the other. They will have a big job to do, and they can do it."

FAMILIES NOW CAN JOIN officers and petty officers stationed in the Caribbean area. The order, applying to commissioned officers, warrant officers and petty officers in the first three pay grades (Chief, First Class, Second Class) means that Seabees stationed in St. Thomas, Bermuda, Panama, Curacao, Trinidad and other Caribbean bases may request transportation for their wives and children.

Families may go as soon as permission is cleared in each case. Application should be made through COs, request to go through chain of command for individual approval.

Navy dependents are allowed to travel on Army and Navy vessels at government expense. Families will be given quarters on Navy bases if available. Those forced to live in island communities will be granted extra pay to cover commutation to the base.

ONLY THREE PER CENT of all Naval personnel was on duty in Europe when Germany fell. Some will remain to carry on necessary but reduced activities. Rest will be reassigned

where they will be able to help fight the Jap war.

"Victory in Europe means additional duties for the Navy," says Vice Adm'l. Randall Jacobs, USN, BuPers Chief, "We will have to convoy troops moving out of that theater. The haul by sea from the U. S. to Europe is very short compared with the haul from Europe to the far Pacific....Our need for men, consequently, is not reduced by the end of the war in Europe. We have more work to do---not less.

"The Navy has been working on demobilization plans for some time. Plans have been prepared for any contingency. The Navy will be ready for demobilization, when demobilization is possible. The Navy cannot reduce its strength until its job is finished.

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NON-ESSENTIAL MAILINGS will be curtailed July 1 to conserve shipping space, the Postmaster General has announced.

newspapers and other periodicals addressed to Navy, Marine Corps and Coast Guard personnel overseas can be sent out by publishers only on written request initiated by the addressees. Relatives and friends may pay for the subscriptions or renewals of subscriptions provided they do so on the request of the addressees. Copies mailed in fulfillment of subscriptions which are unexpired on July 1 will be accepted until the subscriptions expire.

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NO LETUP in industrial production for the Navy is anticipated now that Germany has been licked.

Production for the Navy has been maintained at peak levels and amounted to \$4.1 billions in the first quarter of 1945. Current Quarter should set peak for the year. This year the Navy is purchasing approximately 26,000 aircraft.

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HOME COUNTY AFLOAT will be the word when the Maritime Commission names eleven attack transports and three attack cargo vessels for U. S. Counties. They are:

Bexar (Texas); Dane (Wisconsin); Glynn (Georgia); Harnett (North Carolina); Hempstead (Arkansas); Iredell (North Carolina); Luzerne (Pennsylvania); Madera (California); Maricopa (Arizona); McLennan (Texas); Mecklenburg (Texas); Mecklenburg (North Carolina and Virginia); San Foaquin (California); Sedgwick (Kansas and Colorado) and Whitfield (Georgia).

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NEW CARS soon will be running off state-side production lines. WPB has announced 200,000 will be completed by end of this year; double that number in first quarter of 1946.

COMBAT ZONES

CBMU PLAYED ROLE during the last act of the Battle of Germany. Maintenance Unit 629, split into four detachments, was with the Allied Armies in the smash into Germany and the low countries. These Seabees had an important part in the crossing of the Rhine, including the surge into the Remagen bridgehead.

One detachment was in the thick of the vicious battle at Aachen. The Seabees were in the city at the height of the German winter counter-offensive.

Three of the four detachments assigned to the Rhine operation left LeHavre, France, last November. The fourth took off from Orly Airfield, near Paris, on 6 March, 1945.

Detachment One moved through Belgium and eventually joined other small boat units attached to the First Army at Aachen. They were the first Seabees to enter Germany.

When the Germans broke through last Christmas, the Seabees operated under Army command, as heavy equipment operators and drivers, and moved storage dumps to safety. They were among the last personnel to evacuate Aachen and made their withdrawal under fire.

The unit went forward to the Rhine at Remagen on 14 March and started work on pontoon barges. Enemy reaction was fierce and included attacks by the new jet planes. Working without rest, it completed one barge in less than 24 hours and a second a day later. At this time the Ludendorf Bridge collapsed and the Seabees were called off the pontoon assignment to await further orders.

Detachment Two arrived at Third Army headquarters at Nancy, France, causing some M.P.'s to wonder what the Navy was preparing to do 400 miles from the coast. The detachment was shifted to Toul, France, and with Army Engineers built a pile driver barge for use on the Moselle River. The barge is believed to have been the first such Navy pontoon unit completed in inland France.

The Meuse River was the first destination of Detachment Three, attached to the Third Army. Three men assembled Army Sea Mules and demonstrated their operation for the Army. The detachment made "procurement trips" into Germany in search of tools, supplies and coal. These trips resulted in the Seabees being among the first to cross the Siegfried Line.

The detachment assisted in the Rhine crossing at Wesel. "Operations on the Rhine," their report stated, "were carried out during the day and at night by flood light, at times under enemy fire."

After preliminary work at Wandre, Belgium, Detachment Four found itself part of the faculty of the "River Rat Finishing School," an Army school for personnel earmarked for barge and small boat assembly and operation. Practice was held on the Meuse River.

The Detachment Four Seabees later moved to Krefeld, Germany, where they joined an Army Engineer group. Both outfits worked on a bridge site near Wesel. The Seabees also aided in the pontoon work and undertook the launching of Sea Mules for the Army.

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BECAUSE FOUR SEABEES labored through the night in the waters off Okinawa to install underwater connections to a fuel line, ground troops slugging ahead against the stiffest enemy resistance yet encountered in the Pacific campaign were insured the added protection of land-based fighter planes the following morning.

Demand for air support and resultant increase in fuel consumption made it necessary to speed flow of aviation gas from tankers offshore to the airfield. Army engineers had run a pipeline through the island's hills and valleys to the water's edge but there work had halted.

A hurry call was sent for Seabee assistance. At midnight, the wreckage of a nearby Japanese sugar mill was combed for heavy gears which could serve as anchors for the line. Seabees scoured dumps for a compressor.

Final connections were made as dawn was breaking, the pumps started and gasoline was on its way to waiting tanks and planes.

The four wet, tired Seabees and their mates received the thanks of the Army major of Aviation Engineers, and after gulping down coffee, turned to for another day's work on their battalion's pontoon operations.

Three of the Seabees, J. J. Sanders, SF1c, Houston, Texas; Frank C. Ribberg, CM3c, San Francisco, Calif., and C. J. Regan SF1c, Portsmouth, N. H. were veterans of the North African campaign. The fourth Seabee was R. L. Tilden, MM2c, Oakland, Calif.

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TANK TROUBLE SHOOTER was Joseph G. Kissel, EM2c, attached to the Marines' Fifth tank battalion on Iwo who worked on tanks "at a time when all personnel except the assault troops, were busy digging private fox holes."

Praise for Kissel, who was assigned to the tank battalion to give technical assistance with new flame-thrower tanks, came from Col. William W. Collins, of the Fifth Marines. Said the Colonel:

"Kissel was sent on temporary detached duty to furnish this necessary technical advice and assistance. This duty he performed to a very high and praiseworthy degree. He landed on D-plus 1 and proceeded immediately to the flametanks and corrected some regulator trouble. At this time, all personnel except the assault troops were busy digging a private fox hole.

"He continued this high standard of performance of duty during the entire operation and personally accompanied the flametanks into Japanese positions to observe their effect.

FILIPINO GUERRILLAS may be "Honorary Seabees" if a battalion in the Philippines goes through with a plan it has been considering to honor natives who have fought the Japs.

Chief object of admiration of the mechanically minded Seabees is the Latong, a Filipino version of the old fashioned blunderbuss. The Latong resembles a shot-gun, fires 00 buckshot through a length of one-inch pipe, has to be dismantled to be loaded.

To use the Latong most efficiently, the guerilla hides in the underbrush along a trail. When a Jap patrol approaches, the soldier, well hidden, waits until the Nips are only a few feet away. Then he pulls the trigger.

Dynamite is used in similar fashion. The men stuff a few sticks in a short length of iron pipe, wait on high ground overlooking a road until a Jap supply convoy comes along. All that remains is to light the short fuse and throw the bomb into the middle of the enemy procession.

Frequent question asked the Navy men by 'teen-age natives is "Hey, Joe! How can I join thees Seabees?" It still gives the builders a big kick.

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SEABEE BURIAL SQUAD on Iwo Jima put its complete service on display recently -- even to providing the corpses. The Seabees, Y. Z. Dale, Cox, of Sylacauga, Alabama; John K. Atkins, S1c, of Geraldine, Alabama, and Charles F. Dodd, S1c, of Hinton, W. Va., were on their way back to camp when they came across a Marine patrol which had cornered some Japs in a cave. They offered to help; eventually accounted for four of the nine enemy soldiers killed. "Next time I get on a burial detail," said Dale, "I'm going to throw away my shovel and carry a machine gun."

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AN ARGUMENT SAVED the lives of two Seabees who couldn't agree on an order shouted to them in the confusion of the landings at Iwo Jima.

Harold Hoy, CM3c, and Steve Soranno, S1c were working on the beach loading supplies for the front lines. Each load was to contain a variety of items so Hoy and Soranno were sent to a nearby dump for a case of "C" rations. They picked out their box and to Hoy's astonishment, Soranno started to break it open.

"What d'you think you're doing," Hoy demanded.

"Doing what the man ordered," Soranno replied. "Breaking it open."

"Naw, he said 'bring it over,'" Hoy argued.

As they stood debating, an enemy shell landed right where the two would have been if they hadn't stopped to argue. Although a tank shielded them from the shell fragments, the concussion blew both backward into a

shell crater.

They picked themselves up dazed but unharmed and delivered their box, still arguing.

SEABEE DON J. FAES knows what it's like to be in the middle.

Don was working as rodman with a Seabee survey crew on Iwo Jima when he heard the crack of a rifle. As he hit the deck he heard five slugs whistle overhead to be answered almost immediately by a fusillade from the opposite direction.

As he lifted his head cautiously, Don saw a Marine step from behind a boulder and point in the direction of a group of pandanus trees. Lying very still beneath the trees was a dead Jap clutching a still-smoking rifle.

FASTEST HAMMERING JOB on record was performed by two Seabees nailing down a signal tower on Iwo Jima while under sniper fire.

The tower, preconstructed, had been hoisted to the top of a captured building. CCM Malcom J. Dinsmore, of Lebanon, Indiana and Phillip J. Hirsch, CMLC, of Minneapolis, Minn., were preparing to nail it down to keep it from toppling over. Then the Japs opened up.

"The fellows down below hit the dirt," said Dinsmore, "but we were stranded on top. If we let go of the tower, it would have fallen to the ground. If we didn't we made swell targets.

"I yelled for Hirsch to throw me a hammer and we nailed the tower down...out fast!"

A JAP SNIPER made a mistake but didn't live long enough to regret it. Flushed out of his hole by grenades, the Jap himself totting a hand grenade, got lined up with the business end of a carbine held by Harry C. Hatmaker, S2C, who learned how to shoot hunting squirrels in the woods near his home town of Sharps Chapel, Tenn.

Investigation showed that Hatmaker, acting as guard for a party of surveyors on an airfield on Iwo Jima, had sent three bullets into the Jap's heart, all within one-half inch of each other.

When one of the party pointed out that the first shot would have been enough to end the Jap's troubles, Hatmaker remarked, "Yeah; I know but I just wanted to make sure."

SERVICE BASES

CENSORSHIP LIFTED
this month from the lair of the Superfortresses in the Marianas to reveal four runways--8,500 feet long and 485 feet wide--each pointing toward Japan like fingers of doom.

Fourth of these giant airstrips, complete with hardstands and service facilities for 200 B-29s, was turned over to the Army

Air Forces by Commodore Paul J. Halloran, CEC USN, just 247 days after Marines stormed the Marianas. The over-all project, completed 11 days ahead of schedule, involved moving of 10 million yards of coral--enough to build three Boulder Dams.

Volume of coral handled in the fourth strip alone (2,333,000 yards) would fill a solid string of railroad coal cars reaching from Cleveland to New York.

The fourth strip was started in min-January and was ready for minimum operational use by March 20. Early in April Commodore Halloran welcomed Brig. Gen. John H. Davis, commanding officer of the B-29 units, who stepped from a Superfort sponsored by the Sixth Brigade and bearing the Sixth's insignie on the nose.

Top man of the complex job, under direction of Commodore Halloran, was Comdr. Thomas H. Jones, officer-in-charge of the lead-regiment. Coordination of efforts of the entire brigade was a great factor in the ahead-of-schedule work. As many as 275 dump trucks were used in a shift and as much as 64,600 yards of coral was moved in a single day's operation.

Trucks and other equipment were pooled; equipment was concentrated on the job and mileage carrying men to and from work was virtually halved by erecting a field mess hall to provide noon and midnight meals. Rations provided men on the field were increased 20 percent because of the heavy nature of the work. George P. Bundy, CBM, was head of the mess department and Raymond L. Stassen, CCSgt, headed the commissary department. Each battalion in one regiment furnished cooks and mess cooks. A battalion dance band was on hand twice weekly to entertain the men and a radio carried newscasts during meals. By day a white flag flew from the top of a mast to signal show call; by night, two small lights blinked on for the midnight meal.

To speed work on heavy equipment and rolling stock, temporary snops were set up at strategic points, so arranged that no piece of equipment was ever more than a few hundred feet from the nearest repair area. One of the most common jobs in the early days of construction was repair of broken draw bars on the cats. By adding heavy stiffeners along the sides and inside the curve of the draw bars, the problem was solved. Harry Scheidt, MOMMLC, was in charge of the crew making these improvements.

The blacksmith shop was in charge of Sam G. Sardo, SFLC, whose main job was straightening out bent blades, pans and drills. Air for the forge was "procured" by the simple expedient of tapping into the nearest drill-crew's compressor.

Almost as the first Superfort skimmed in for a landing, dismantling of the canvas-covered strip galley began.

"Now," muttered one man, "we'll hafta build another air strip so we can keep eatin."

TWO CBMUs IN FRANCE provided "rear echelon support...in the port areas (that) cannot be too highly stressed," Vice Admiral A. B. Kirk, USN, Commander, U. S. Naval Forces, France, stated in an official report.

The two units, CBMUs 627 and 628 readied more than 70 pontoon barges intended for use in forward areas.

"The thoroughness and dispatch with which this material was assembled and the completeness of their car loading lists contributed greatly to the success of this operation," Admiral Kirk said.

The Seabees also assembled and marked large quantities of anti-mine and anti-torpedo netting with floatation gear for various sections of the Rhine River.

"This careful sorting and expediting of movement," the Admiral continued, "also contributed to having 'The right material -- the right place -- the right time.'"

MANILA HARBOR SALVAGE is one of the Service Forces' big jobs. More than 600 ships litter the bottom.

PRIVATE PENTHOUSE is the boast of two night-shift workers in a Seabee Special somewhere in the Western Carolines.

Robert R. Peters, S1c, and Karl G. Pell, S1c, work nights and early mornings, sleep in the afternoons. The hot sun makes their regular tent too hot for comfort. So they have built, in a coconut palm tree, what they call a "siesta house."

Floor and roof are built of scrap lumber and discarded tarpaulin; walls are unnecessary. A makeshift elevator is handy for hauling supplies -- magazines, writing paper, drinking water -- from the ground up to the treetop.

FILIPINOS WORKING ON SHORE PROJECTS have proved a big help to the Seabees. Twenty thousand native laborers now are working on military projects in the Philippines.

SUN-BAKED BRICKS are being made by a Hawaii-based battalion and it's easy, says H. W. Mabbitt, CCM. Here's how.

Take 90 per cent dirt and clay and 10 per cent asphalt and water and mix well. Pack the mixture into forms, knock off the sides, dry slowly in the shade for two days and bake in the sun for eight days.

The product is handy for building bomb splinter shelters and small buildings.

"Just think," the chief pointed out, "a man could turn out as many as 25 bricks a night to build a garage at home."

SHALLOW WATER DIVING outfit was improvised for the diving officer of an attack transport by Charles A. McManus, BM2c, of Bridgeport, Conn. McManus converted a stand-

ard Navy gas mask into a diving unit which was used successfully in 52 feet of water.

A ROCK CLAW to save trucks from the beating they absorb when a regular clam bucket drops large coral lumps into the truck bed has been built by a battalion in the Marianas. The claw picks up only the large rocks and places them in the bed instead of dropping them.

The three large prongs of the claw were made from iron salvaged from a sugar mill; the sneave block, from tank armor plate.

THE FLEET NAVY

NAVY PLANS 3,750,000 MAN CUT after Japan is defeated, testimony before a Senate subcommittee reveals. Present strength is 300,000 officers and 4,000,000 men; proposed post war strength as disclosed to the subcommittee, is 50,000 officers and 500,000 men.

Vice Admiral Horne, Vice Chief of Naval Operations, said Navy has a complete demobilization plan ready, but that no data can be given at the present time as to when it can be put into effect. He warned that Navy demobilization will extend over "a long period of time" because many returning ships will have to be laid up and crews must remain aboard them during that period.

BATTLE FLEET WILL BE CUT at least 30 per cent after Japan's collapse, Fleet Admiral Ernest J. King told a Senate committee this week.

He said the Navy desired to keep only those ships that will have real combat value adding the Navy was concerned that it be called upon to maintain "too many ships for the post war Navy."

The Admiral made clear, however, that plans still were only tentative; before final decisions are made, he said, the Navy must "know what the national policy is to be..... and what commitments the United States may have in respect to the maintenance of world peace."

SecNav James Forrestal indicated that when time came to scrap ships, those marked off would include many which were worn out in operations. "Destroyers that were designed under normal conditions to be overhauled after 40,000 miles," he illustrated, "have been at sea for 250,000 miles and are still going. We are driving these ships at a rate and under a pressure that no fleet of the world was ever driven before."

VIGIL AGAINST U-BOATS is not being relaxed by Allied Navies. Possibility is not being overlooked that some German submarine crews, influenced by fanaticism or fear of war criminal records, may attempt to evade surrender and make their way to a Japanese haven. Authorities say this is not beyond the realm of possibility as far as cruising range is concerned, and German subs would be highly useful to Japan.

Four carriers, including the Essex-type "Iwo Jima" have been named in commemoration of Pacific battles or operations. The other three are the "Coral Sea," a 45,000-ton flat-top named after the original "Coral Sea" was renamed the "Franklin D. Roosevelt," the "Leyte," and the escort carrier "Lingayen."

SEABEE OF THE WEEK

A 21-YEAR-OLD SEAMAN who played 'doctor' during the battle for Iwo Jima gambled that impersonating an officer wouldn't land him in the brig -- and won.

The enlisted man who took the chance is David Cohen, S1c, of Philadelphia.

The Seabee was evacuating casualties on D-Day, ferrying the men to a hospital ship off shore.

"We loaded the wounded men into an LCPV," he recalled. "Since I supervised the job, they must have gotten the idea I was a medical officer. Just after we got off the beach an air raid alert sounded and the ship could not take any more casualties. The wounded men didn't seem to mind and said, 'Hell, Doc, we're all right. Let's try some other ship.' Evidently the thought that I was a doctor gave them courage to laugh the situation off.

"I knew that it was no time to tell that I was just a Seabee seaman and so I was 'Doctor' Cohen until we found a ship to take them.

"It was a swell promotion -- even if it didn't last long."

WHAT THEY SAY

CONSTRUCTION MATERIAL biggest cargo item in Southwest Pacific, declares Rear Admiral R. O. Glover USN, commander of service force of Seventh Fleet. Demands for vessels of the War Shipping Administration to supply the needs of the Southwest Pacific have increased five times since last July, he revealed, with construction materials for new bases now the largest single item to be moved.

"One of the big problems in this area," Admiral Glover said, "has been the construction of bases in sites like those along the New Guinea coast, where everything had to be started from scratch, with no local facilities. We built those bases, and sometimes even before they were finished, we had to knock them down, put them back in the ships and move them farther along."

Two hundred to three hundred ships move constantly along the Southwest Pacific lanes under Admiral Glover's command to deliver advance base essentials: food, fuel, mail and construction materials.

The collapse of Germany will not immediately ease the shipping situation in the Southwest Pacific, he said, indicating that the task of moving troops and equipment from Europe and feeding the continent's starving millions might increase the demands being made of the European theater's sea transport.

JAPS WILL SURRENDER, one of their own officers, a lieutenant commander of the Japanese Navy, told American newsmen after he had been captured. He expressed the belief that the Japanese government will surrender unconditionally to the Allies once they begin saturation bombing of the cities and industrial centers on the mainland.

The man, who has been a medical officer in the Japanese Navy since 1936, said a mass surrender of Japanese troops can be expected if and when they feel their cause is hopeless. Most of his comrades on Luzon, he said, believe Japan will capitulate soon. In his opinion, the Japanese military clique will be liquidated on the day of surrender.

RUSSIA WILL FIGHT Japan "as soon as they have tied up the knots in Europe," said W. H. Donald, Austrian-born adviser to Generalissimo Chiang Kai-shek, recently arrived in San Francisco from Manila after three years internment in the Philippines. "The Russians have a big score to straighten out with the Japanese who beat them in 1904 and 1905," he told newspapermen.

AERIAL MINE BLOCKADE is new tactic being employed against Japan by Army's 21st Bomber Command. Major General Curtis E. Lemay, CO, said the operation, expected to disorganize Japanese shipping, is the first attempt in military history to lock a maritime nation in a complete aerial mine blockade.

DON'T LET JAPS SQUIRM OUT Admiral Halsey warned, speaking of possible Japanese peace feelers in the near future. "It would be criminal," he said, "not to fight this war through to a successful conclusion,"

"WELL DONE"

"They can justly take pride in their excellent performance..." Vice Admiral A. G. Kirk, USN, Commander, U. S. Naval Forces, France, stated of CBMUs 627, 628 and 629 for their operations in Belgium, France and German.

COMMANDER ARTHUR J. BENLINE, CEC, USNR, the OinC of a battalion which participated in the early stages of the Okinawa invasion, received two commendations for that action. One was from the Commander Joint Expeditionary Force for the "efficient manner in which your organization prevented pontoon barges from drifting or being destroyed on the reef during the recent bad weather! The other came from the Commander of an Amphibious Group for "performance of duty in organizing, administering and operating large numbers of barges and landing craft in assault and subsequent unloading operations."

TO RESCUE A CREWMAN from a crashed bomber off Tinian, Kenneth J. Miles, S1c, pulled him through a broken-out plexiglass panel. Miles had been operating a bulldozer 500 yards away when the plane cracked up.

FAST JAP WOP-UP is predicted by Lt. Gen. Alexander M. Patch, who was only one day out on Nazi wind-up. Gen. Patch, who held a Pacific command before campaigning in Italy, France and Germany, told war correspondents he believes the war against Japan will be over in less than a year.

PONTOON CAUSEWAYS making news in another Pacific campaign. New York Times of May 14th had picture of "portable steel docks" bringing in supplies for Australians fighting on Tarakan Island off Borneo.

JAPAN ADMITTED HER WAR GUILT in a broadcast over Tokyo radio, declaring she "started the war on her own accord for her own reasons." Cessation of hostilities in Europe, the broadcast said, makes the future of the Japanese "tremendously difficult," but when it "comes to fighting alone the Japanese are able to manifest a ten-fold strength."

"Just so long as we maintain our correct composure," the radio told the Japanese, "we have no cause to be frightened."

ALLIES RAN "NAZI" RADIO ATLANTIC, London has revealed. Station was disguised as a clandestine station operating inside Germany. Ruse was carried off through use of outstanding anti-Nazi German actors who spoke fluently in all urban and provincial dialects and were masters of colloquialisms. Broadcasts sounded so genuine that frequently Allied as well as neutral monitors identified them as coming from somewhere in Germany.

JAPS' CRACK TROOPS RESERVED for battle of Tokyo, Brig. Gen. Robert L. Denig, USMC, said this week. Warning that the Japanese "Kwantung Army" would have to be faced on the mainland, Gen. Denig predicted the Japs, unlike the Germans, would not line up by the thousands and surrender. "Each one must be burned out of his hole or blown out of it," he said, "before victory will be ours."

NAZI POW'S OFFER TRADE of their fighting skill for American citizenship. Six hundred not-so-dumb German prisoners of war, quartered at Army's Camp Sheridan, 40 miles north of Chicago, have volunteered to change into Uncle Sam's uniform and fight the Japs, then return to captivity for an additional five years after Japan is beaten. They say they want to become U. S. citizens, don't want to return to Germany under any conditions. Sheridan's C.O. said "No, thanks!"

MONTHLY TROOP MOVEMENTS TO PACIFIC are expected to exceed 210,000, declares Brig. Gen. G. S. Eyster, acting deputy assistant chief of staff of the Army's plans and training branch. The 210,000 figure represents the maximum number of troops moved into Europe by water shipment in a single month.

A NEW CHINESE ARMY, trained by American officers, will be an important factor in the final destruction of Japan, Dean Carl W. Ackerman, dean of Columbia University's Graduate School of Journalism, revealed on his return from a round-the-world trip.

"I am confident the Chinese will help us force a giant pincers around Japan and crush the enemy," Dean Ackerman said.

KNOCK IT OFF "YOU'RE IN THE ARMY NOW!" was all V. L. Shetler, SF2c, could get out of the tough old Army top kick.

The Seabee, scheduled for a role in the Rhine crossing, had come down with pneumonia and been evacuated by air to an Army hospital in Belgium. Recovering, he was sent to an Army replacement center, issued an M-1, field pack, other field equipment, and assigned to an infantry unit. He protested he was a Seabee; got only an "Oh, yeah!" for his troubles. After the better part of a month of futile efforts, Shetler finally got in touch with his OinC and was able to get himself released from the Army---so he could rejoin the Navy.

EDDIE Y. SHABOO, a combination of chief boatswain's mate, wrestler and impromptu speaker, has said his last word over the ship's microphone.

Enroute to a Pacific destination, Shaboo was called upon by Jeff Treen, SK3c, of the Seabee Journal of the Air, for a few well-chosen words on judo, its causes and effects. All was well until he got around to his challenge for a "rattle."

"And that goes," he blurted, "for any middleweight in the world and any man who thinks he's a mat artist aboard this TUB!"

Tub was the word that took him off the "Air" - but fast!

STATESIDE JOBS FOR CLEVELAND SEABEES will be plentiful after V-Day. City expects greatest building boom in its history. Building Trades Employers' Association and A. F. L. Building Trades Council and affiliated unions are sponsoring an apprentice training program for returning veterans. Seabees will receive credit for experience acquired in service, programs' sponsors assert; in some cases, applicants will be admitted as journeymen.

Training will be given at the Cleveland Trade School where instructors and materials will be furnished through federal funds. Students will be paid for attending school by the contractor-employer. During their training period -- three to five years, depending upon the union -- apprentices will receive a graduated percentage of the journeyman's established rate. This varies from a beginning rate of 20 per cent of the \$1.72½ hourly rate in the case of plumbers to 40 per cent of the electrical workers' \$1.87½ scale.

SHOP TALK

SURRENDER OF NAZIS brought flood of special issues by Seabee newspapers. Among most spectacular was re-headlined "extra" of Camp Parks Log, four pages and entirely devoted to news of German collapse. The Log was being distributed to all parts of Camp Parks less than an hour after the first surrender flash came through. Editors claim a scoop; believe their paper was on the streets before any other camp or station publication anywhere in the world.

BOLTS & BULLETS on Saipan never puts out a dull issue. Reporters go out after the news instead of waiting for it to come in. Result is at least two or three real news stories every week besides the regular run of small talk.

WHEN BATTALION NEWSPAPERS reach BuDocks in Washington, stories often are taken from their columns and released nationally or to particular cities. Battalion editors who make their publications real newspapers rather than gossip sheets or apple-polishing columns are doing their mates a service besides getting valuable stateside publicity for their outfit.

Careful, complete reporting pays off. Give complete names of individuals -- first name, middle initial, last name -- rate, and where possible, city and state. It often makes the difference between getting your story into print stateside and having it wind up in the waste basket.

TOO MANY PAPERS run columns of letters from stateside admirers. And we mean columns, not one or two letters.

Such stuff is fine for the editor's ego but otherwise meaningless. There's no point in kidding yourself. The folks back home like to hear from you and they're glad to receive the paper, but that doesn't mean you're putting out the world's greatest newspaper -- even if they tell you so. Every battalion editor can show you a similar pile of his mates' stateside friends, saying his paper is tops, etc. You'll get more readership if you go easy on the back-patting and devote more space to legitimate news.

SHOVEL SCOOPS, published on Tinian, keeps news articles brief; gets in twice as many as most papers. Editors recognize they're squeezed for space; refrain from "fancy" writing. By keeping copy tight, they give their readers more information, build up interest in the publication.

MODEST AUTHOR of "We Saw Them Go," (SNS, 13 March) has been identified as Rutherford K. Clarke, EM2c, former editor of 49th Battalion's "Buzzin' Briefs," in which publication the article first appeared.

THE BULLPEN

VICTORY IN EUROPE will not give sports the green light signal it anticipated. Despite lifting of the ban on horse racing, canceling of the War Department's regulations of 4F professional athletes and easing of other Government restrictions, sports will "be lucky" to play out regular schedules this summer and fall unless Japan folds up suddenly, relieving the burden on transportation, ODT Director J. Monroe Johnson told reporters.

Commenting on the future of sports, Johnson said:

There is "no possibility" of the All-Star major league baseball game being played;

The Kentucky Derby, Preakness, Belmont Stakes and other racing headliners will be conducted on a "trolley-car" basis;

The World Series cannot be held unless both pennants are won in one city as St. Louis did last season;

Bowl football games "simply will be out of the question" along with the College All-Star game in Chicago and similar contests;

All college football games must be played on the home field of one of the competing teams, including the Army-Navy game which was played in Baltimore last season as a War Loan feature.

LONGEST, TIGHTEST BALL game probably ever played between two service teams saw the 41st Battalion's nine squeeze through on the long end of a 2 to 1 score over a Naval Air Base aggregation as the Seabees' hurler, Stan Juscen, matched pitch for pitch with former Chicago White Sox hurler Johnny Rigney for 21 innings before more than 1,000 wildly-cheering servicemen.

Both teams scored in the first inning with the NABers tallying an unearned run on a single and a three-base error and the Seabees tying it up on an error, a sacrifice and a single.

A long fly to center with the bases loaded and one out in the final inning brought victory to the Seabees and acclaim for Juscen who struck out 25, walked 4, and gave up 10 hits to score his 14th win against 2 losses in the league's present schedule. Rigney collected 22 strikeout victims, gave up 2 walks and allowed but nine bingles.

DISA AND DATA... Mickey Walker, ex-middleweight champion, recently returned from a 6-month, 45,000-mile USO tour, is sure the next heavyweight champ will come out of the armed forces. Mickey also said that the Navy's fighters can knock hell out of the Army's..... Paul Waner, "Big Poison" of the famous Pirate brother act, retired from baseball to go into business in Pittsburgh. His lifetime batting average, .333, and his total hits, 3,152, are surpassed by only five others: Cobb, Speaker, Ed Collins, Lajoie and Wagner.