

SEABEE NEWS SERVICE

FOR SEABEE
EDITORS...

NAVDOCKS P-117

3 August, 1945

IN BRIEF Invasion logistics (P.1)....Service-age discharge plan (P.2)....Vets' post-war job intentions (P.2)....Seven million GI's to hit Japs (P.2).....Pontoon men praised for Borneo landing (P.3).....Navy invasion pace: One a week (P.6)....Estimates on V-J Day (P.6)....

WASHINGTON REPORTS

"IT MIGHT HAVE BEEN
a different story.."

The Navy's Construction Battalions, non-existent when he was captured on Wake Island, were a mystery to 28-year-old William L. Taylor, former Pacific Naval Air Base materials inspector, when he arrived in Washington after 41 months of Jap captivity.

Taylor, taken off Wake December 23, 1941 with other civilian air base workers, was held prisoner in the interior of Jap-held China until May 12, 1945, when he cashed in on an escape plan he had been hatching for two and a half years.

He knew nothing of the Seabees, their purpose or their accomplishments, but his story of the Wake capitulation gave the very reasons for their formation.

"Six weeks of military training would have made a hell of a lot of difference," he said. His opinion was corroborated by Marine Lt. John F. Kinney, who was also taken at Wake and who escaped another prison camp.

"Had the civilian workers been legally permitted to take up guns--if they'd had them--and had the training," it might have been a different story at Wake, the Marine said. The decision to surrender the island was made because further resistance would have brought death to the unarmed civilian workers.

Taylor and the 1,500 other civilian workers were doing the pre-war work of Seabees. When the Jap attack came after only five hours warning, "we moved guns for the Marines at night and continued work during the day."

"The attack was right out of the blue for us--in more ways than one. We didn't know anything about fighting, taking cover from bombs and artillery. It would have been a different story if we had," Taylor said.

"We thought we'd get help and we wanted to make the Japs pay as much as we could."

The Marine defense of the island, one of the epics of this war, cost the Japs seven warships and between 1,000 and 1,500 dead and wounded.

Taylor and other captives were taken to Shanghai and later to a prison camp between Tientsin and Nanking, where he escaped May 12, made for Chinese-held areas to the west and eventually was reunited with American forces.

TREMENDOUS PLANNING AND SHIPPING REQUIREMENTS for drives now being planned are suggested by newly-released data on the Marianas and Okinawa operations.

Two years went into the complete logistics planning, scheduling and assembly for Guam. The entire Marianas campaign required 775 ships. The development of Guam into a major advanced base has been comparable to lifting the city of Fresno, California, with its people, industry, facilities and services, and transporting it by land and water to the Normandy beachhead.

The build-up for the Okinawa campaign and the supply of combat troops ashore required more than ten times the shipping from the mainland that was required to supply a similar number of combat troops on the Normandy beachhead.

Procurement, shipping and stockpiling for Okinawa began over two years ago. For some of the items to build a major staging base at Okinawa, the contract had to be placed over two years ago. Some of the material was contemplated in 1942 and the contracts were placed not later than 1943.

During the ensuing months the materials were assembled for loading -- much of it was shipped to a forward staging area. Despite the dispatch of over 100 ships a month directly

from the West Coast, it was still necessary to stockpile much more equipment at advance areas. The stockpiling at advance bases posed additional problems. Material and equipment not only had to be packaged to provide ordinary protection, but to prevent deterioration under extreme climatic conditions. It also had to be stored carefully, not only for economical use of available space, but also to allow efficient reloading. Some material stamped for the Okinawa operation and build-up reached the Pacific over a year ago.

SEVEN MILLION MEN will be able to drive against Japan in a coordinated "single blow" instead of attempting to do the job piecemeal. Gen. Jacob L. Devers, new Commanding General of Army Ground Forces declared this week.

He said the figure did not mean that many men would land overnight on an enemy beach but that the Army Ground Forces intend to have the 7,000,000 men who will constitute the Pacific force ready all at once for whatever the next major step is to be. When we strike, General Devers stated, we will have the complete force ready for the knockout.

Training programs for Pacific-bound servicemen will show them how to take advantage of every trick in the book, including the use of Napalm, the type of jellied gasoline used in the incendiary bombs being dumped on Japan and new fighting tactics.

These tactics include special instruction in night fighting, at which the Japanese are adept. In Southern Germany, Gen. Devers found that powerful searchlights, such as are used in anti-aircraft batteries, could be trained on low clouds to provide "indirect illumination" for a night battle area so that technique will be taught and improved on for use against the Asiatic enemy.

NAVY'S DISCHARGE PLAN, based on points compiled from "computed service age," has gone into effect with release delays authorized up to six months.

The plan is not to be regarded in any way as a demobilization move since personnel strength will not be reduced below an authorized maximum of 3,389,000 attained June 30. The plan is, however, designed "to increase the over-all efficiency of the Navy by releasing older men and those not fully qualified for general duty."

Future needs of the fleet will be met by voluntary enlistments and from selective service.

Under the plan, "computed service age" means:

Allowing one point for each year of age, figured to the nearest birthday, and one year-point for each four months of active duty in the Navy since Sept. 1, 1939. The minimum computed service age required:

For Reserve Line officers, enlisted reservists, U. S. Navy inductees and enlisted regulars serving during the war under expired

enlistments--53 points.

Reserve officers of the Supply Corps--55 points.

Reserve officers of the CEC--57 points.

The plan takes into consideration only age and length of service because additional considerations, such as length of service outside the country or in combat areas cannot be applied without making eligible for release personnel whom the Navy cannot afford to lose at the present time. The Navy's official announcement said approval of applications for release would be subject to the following delays:

A maximum of 90 days for in-service training of men to take over for officers for whom no immediate replacement is available.

Commanding Officers in the U.S. will have three months to act on applications of enlisted men to prevent impairing the Navy's operating efficiency.

Commanding Officers afloat will have six months to pass on applications of enlisted men.

The Navy estimated that approximately 11,600 officers and 19,000 enlisted men will be eligible for release by December of this year.

BONUS FOR MASSACHUSETTS VETERANS became law with signing of act giving each of 800,000 Massachusetts servicemen \$100 in cash.

To pay the bonus cost, the legislature has levied additional taxes on various items including liquor and cigarettes for a period of six years -- and there's the rub.

Amateur statisticians calculate that if a veteran and his wife each smoke a pack of cigarettes a day, the new two-cents-a-pack will cost them \$87.64 in six years.

Assuming, also, that they buy a quart of liquor once in three weeks for entertainment purposes, the new 50-cents-a-gallon tax, in six years, would cost them \$13.

Their total bonus tax payments accordingly would be \$100.64.

VETERANS' PLANS after demobilization were sought by War Department in a special survey. Questioned were 23,000 soldiers, overseas and at home, white and colored. Previous civilian experience, ages, educational levels, geographical distribution, and other factors were considered in the choices so as to make the returns as meaningful as possible.

Some of the trends disclosed:

Only 64 per cent of the men have definite plans. Another 18 per cent have tentative postwar programs, many of which will be changed drastically if the war lasts longer than they anticipate or if business conditions do not

appear favorable.

One out of twelve definitely plans to attend school full time. Almost all of these are unmarried and under 25.

Five out of eight (including those with tentative plans) expect to work for an employer.

Only three per cent say they will stay in the Army.

Eight out of ten white enlisted men expect to return to the same states in which they lived before the war. Among those who do plan to move, the western states rank first in popularity.

There won't be many new farmers; virtually every soldier who plans to be a farmer says he will go back to land that he owns or that his parents operate. But veterans will make themselves felt in the small business field. More than half a million men in the Army alone plan to set up shop after the war. Only one out of five who plans a business of his own says he will have all the money needed to start. Five out of ten expect to invest no more than \$4,000.

JAPANESE PRISON CAMPS soon will be open to observers from neutral nations. After three and a half years of war, the Japs have agreed to comply with the international law providing for such inspection. Switzerland will represent the United States.

COMBAT ZONES

BORNEO OPERATION, with Australian and Dutch combat forces, afforded elements of an ETO-Pacific bat-

allion with more action in an already well filled log.

The unit emerged with commendations from two task group commanders and the commander of the Australian beach group.

Despite operational difficulties, muddy beaches, cluttered with obstacles, the pontoon crews unloaded more than 9,000 personnel, 21,195 tons of bulk cargo and 2,325 vehicles of all types.

"It was," said the Australian beach commander in his commendation, "a very difficult job splendidly carried out. Their co-operation and help at all times was excellent, nothing was too much trouble, all requests were cheerfully and expeditiously met. I look forward with great pleasure to the possibility of taking part in future operations with them."

From one task group commander: "Their willing cooperation and initiative in the performance of all jobs enhanced the already excellent reputation of the Seabees and made possible the completion of a very difficult operation."

Another said: "The performance of duty of the pontoon causeway crews during this period is deserving of the highest praise."

The causeway units were in charge of:

Ets. F. A. Obert, Corp. A.L. Verocrussen, Corp. A. D. Ransom, Cpl. Corp. J. J. Malone, Lt. F. G. Jepson, Lt. J.F. Elliott and Lt. (jg) J. M. Eicher.

SERVICE BASES

BIG JAP AND CAKE DEAL was made between three Seabee bakers and three Iwo-based fighter pilots.

"Dedicate the next Jap airman to our outfit and we'll bake you a cake that'll make you forget the cakes your mother bakes" was the substance of the deal.

The fliers delivered in two days---roaring in over the field in a "victory roll" to give the Seabee bakers time to start baking. Ernest M. Cichon, Bkr2c, Albert H. Wallace, S1c, and Herbert S. Wilson, Bkr1c, paid off---in cakes that were not only gastronomical delights, but architectural works of art. Two of the cakes even depicted the air battle in tasty icing.

NORTH AFRICAN JUMP-OFF SPOT for state-ward-bound vets is a Seabee-built airfield at Port Lyautey. Seabees and men of the Air Transport Command now work side by side sending thousands of soldiers home monthly for discharge or redeployment. "Backlog," Air Transport Command publication in the area, declared it was the first time in the history of the North African Division that the 'Bees and Air Corps GIs have teamed up.

"A Navy Construction Battalion moved into Lyautey shortly after the invasion of North Africa and began to build runways and quarters," said "Backlog." "When the Construction Battalion moved out, a Maintenance Unit moved in and continued on with the building. Blimp Squadron 14 took over the job of submarine patrol which added to the protection being given Allied shipping as it moved up and down the African coast and through the Mediterranean.

"The field was named Craw Field, and became a Naval Air Station.

"On 10 May, 1945, the NAFD activated the 1272nd Base Unit at Craw Field. Veterans from England, France, Germany and Italy are now flooding through the Division, and Craw Field is being used as one of the major stops on the long air flight to the States.

"The transient area at Craw Field, capable of housing thousands of returning veterans, was built by the Seabees out of an old gas dump. They built a huge mess hall, with a seating capacity of 500, in one week. A recreation hall, Post Exchange, and long lines of tents and Quonset huts were all erected by the Navy men.

"Approximately 400 ATC men and about 300 8th and 15th Air Force personnel are at Lyautey in addition to the Navy. The 8th and 15th Air Force men will service the planes from England and Italy which will remain over night at Lyautey after carrying in their load of returning veterans. They are living in separate quarters but eat with the ATC and Navy.

"The Navy and the ATC live in the same area and share the same mess hall. They have stone barracks and Quonset huts side by side, and you'll find Navy and Army personnel in both of them. Things are crowded for the permanent party at Lyautey. In one case, GIs are living in a large steel hanger-like building which is supposed to be a theater.

"The Navy attitude toward the project is summed up pretty well by William Bando, BMLC, Bando, a Detroitier, was emphatic when he said: 'It's a damn good idea to get these guys home as soon as possible. I've got two pilot friends who were prisoners of the Germans...'

"The men from the ATC don't seem to mind the doubling up either. Said Sgt. Martin P. Cawley of Chicago: 'This Navy chow is terrific. I'm no chow hound, but when you get food like this you just naturally have to mention it!'

ASTRONOMICAL FIGURES are rising out of the Tinian construction wonders, including a comparison of the Superfortress lairs with the now-building Idlewild airport in New York, described by Fortune magazine as "the biggest airport in the world in 1947."

On Tinian, one of the two airfield sections alone exceeds Idlewild, combined they more than double the Long Island airport. Idlewild's runways and taxiways will total 14.5 miles; Tinian's North field has 19.9; West field, 19.2.

Cuts on airfield sites required moving of 3,827,800 cubic yards of coral; fills required 8,087,400 yards--the total--11,915,200 cubic yards--is equal to more than three Boulder Dams.

If used for road building, the coral would be the equivalent of a two-lane highway from New York to Cleveland, O. Asphalt surfacing (6,790,000 square yards) is enough to pave a highway from Boston to Washington, D.C.

The airfield alone required construction of 942 separate structures... hospitals with a capacity of 7,000 beds were built... 39 wells, producing 1,400,000 gallons of water daily, were dug... 70 miles of coral roads, 20 feet wide with asphalt on the main highways....

79TH BATTALION'S "pipe dream" of utilizing water from two falls, each higher than Niagara, to supply ships four or five miles away, turned into a pipeline reality and a high point in the battalion's list of accomplishments.

The plan was to run a 6-inch line from a river fed by the two falls, to the ocean--through 3,500 feet of jungle, up and down twin hills 145 feet high--and it worked.

There were no roads and bulldozers were impracticable. Anything heavier than a hammer had to be carried up the river on an M barge at high tide.

Pipe sections were carried over the first hump on an overhead cable conveyor and carabao dragged sections of pipe to location. One crew worked from the coast inland; the other

from the source and the job was completed a half hour ahead of schedule.

A second line (12 inch) was put into operation and now delivers 2,800,000 gallons of water every 24 hours.

Two commendations came to the battalion through Lt. Comdr. D. H. Gottwals, the 75th's Cinc, as a result of the project.

TANDEM ROLLER was built by CBMU 603 when regular equipment broke down. The men fitted a steel cylindrical buoy with axles, bearings, and tongue and filled it with concrete.

The buoy was 9 feet, 6 inches long and 5 feet, 5 inches in diameter. Total weight upon completion was 21 tons, giving approximately the same compacting effort per square inch as a 5-8 ton tandem but providing a much greater coverage. Power was provided by a Minneapolis-Moline aviation tractor.

While the steel shell of the buoy failed after 30 days' continuous operation, the unit reported that "the use of the equipment during a critical period more than justified its construction."

CBMU 624 had a job to do. According to Marine Maj. C.C. Campbell, air base commander, they did it.

The following, one of the finest tributes ever paid to Seabees, is what the Major said as he left the base for new duties:

"Officers and men of CBMU 624:

"You have seen this field grow from a wrecked mud-hole to a fair to good all-weather airfield. You have enjoyed much company; mostly Japs. You have fought against the elements, lack of manpower, lack of equipment, in general, the lack of all facilities that make a job pleasant and easily done.

"You have been: shelled, bombed, rain-soaked, wind-blown and dusted, disgusted, overworked, underfed, cussed at, and praised.

"You have been given assignments to duty that you were not accustomed. You have been given the dirtiest details and work that should have been performed by others; you have slept in the mud and filth, if and when you got the chance. You worked on your own camp and improved your own surroundings after everyone else's had been completed, and in most cases, by you. You worked all night on the airstrip for the first flight of the Group against the Japs, and got the hell bombed out of you for your pains. You have handled every drop of gasoline that has been used on this airfield by all aircraft, visitors as well as our own, and you did much of it under the shelling and bombing attacks of the enemy. You have helped with the ammunition, which was not your duty. You kept the field lighting operational, when it was bombed or shelled out, and without waiting for the end of the attack. You put other people's galleys and facilities into operation when you should have been working

on your own. You've assisted others in getting medals and glory, much of which would not have been attained without you.

"Heroes! Hell no, just Seabees doing a job for which you enlisted; and wanting to get back to normal living as soon as possible. Just to show the cockeyed world that just any so-and-so don't start a rumpus and get away with it. Just to prove that there still is a wee drop of 'Embattled Farmer's' blood still flowing in American veins. Just to prove that highly trained craftsmen are more vital to an efficient war machine than ever heretofore realized. Lastly, just to prove that the American, though an individualist, disliking regimentation, can be regimented and do a far better job of it than the totalitarians because they are far more intelligent and have something to fight for.

"Telling you in words how much I appreciate the type of work which you have done, and without complaint, is beyond my limited vocabulary.

"This was my first time to be in close contact with the Seabees in the field. And they refer to you as a "green" or newly activated outfit. "Newly activated" may be appropriate, but never the word "green." You have performed your duty in the manner I have often dreamed that the veterans did it.

"Wherever I go for duty, I hope to be with a veteran outfit, something nearly as good as the Seabees and particularly CBMU 624. I shall remember you always, with a world of admiration, and I shall consider it an honor for any man of your outfit, who, if he sees me, wherever it may be, to step forth and offer a handshake. The drinks will be on me. My best wishes for your welfare and a safe and speedy journey home, remain with you."

/s/ C. C. CAMPBELL
Major, U. S. Marine Corps

106TH BATTALION was among units commended by Brig. Gen. C.E. Thomas, Jr., USA, for speedy construction of airfield and base facilities. "Working under adverse weather conditions which were extreme; working under enemy fire; sustaining air operations and at the same time, increasing operational facilities and providing for the augmentation of these operations, all only serve to make your past achievements more notable," the general told the 106th and other units which worked on the project.

"I am absolutely confident that future development of this important and most advanced of our bases.....will sustain my pride in you and your accomplishments," he added.

"BIG HALF-INCH" submarine pipeline, inherited from the Japanese and rejuvenated by CBMU 533, is a success beyond all expectations, but its operational debut made a noise drowned out only by the frustrated laundrymen of a tanker crew.

Replacement of the old Japanese fuel line

was necessary because of leaks, and the new BMU 533 system was a 900-foot, welded, 6-inch steel pipe from shore to tanker buoy.

Only thing salvageable from the Jap system, it appeared, would be the submarine hose which connected the pipeline to the buoy valve. The project went forward without a hitch and on schedule. The time was ripe for a final air pressure test of line and hose.

Tanker and barge crews stood by at the buoy valve as the test started. When the pressure reached a few pounds above the lines' working pressure, a violent blast enveloped barge and tanker in dark brown smoke.

Some time was spent in rescuing younger crew members who leaped overboard and in convincing others that it was not a torpedo.

The Jap flexible hose had parted. Howls that went up from the tanker crew were based on a few shreds of dirty-rust-caked rags that had once been a spotlessly clean washing just completed on the tanker.

"Censorship forbids printing," drily observed 533's OinC, Lt. (jg) Hayes, Jr., "what the Navy afloat called the Seabees that day.

"But," he added, "the line has operated very well since."

PILE DRIVING RIG was used successfully as a post-hole punch by the 91st Battalion.

One of the construction problems in building a 6,000 man housing area consisted of setting 8,000 foundation posts three feet deep. No wagon drill was available and hand-digging was out of the question.

The problem was solved by punching the post holes with a timber punch set in standard 36' leads carrying a 2,500 pound drop hammer. The punch was made from a 15' pile about 10" in diameter with the lower five inches encased in a piece of 10-inch steel pipe, pointed at the bottom. The whip line is permanently attached to the punch so that no time is lost in its withdrawing after the hole is made.

THE FLEET NAVY

NAVY'S STRENGTH reached the authorized maximum of 3,389,000 on June 30, but the Navy will continue to make calls on selective service to compensate for personnel losses from all causes.

The over-all picture:

Officers (male)	.....	311,030
Enlisted (male)	.....	2,984,665

WAVE officers	.....	8,415
WAVE enlisted	.....	73,900
Nurses	.....	11,000

Losses were broken down as follows: Since Nov. 30, 1941, the Navy has lost from all causes 459,210 officers and enlisted men, of which 45,023 died; 13,655 are prisoners of war and missing and 400,532 were returned to civil life by surveys, retirements, releases and discharges.

AN INVASION A WEEK has been the pace set by the U. S. Navy since August 7, 1942, when the Marines landed at Guadalcanal. Since that time the Navy has put troops ashore more than 150 times and, according to an official statement, "these landings may shrink in contrast to those to be made before Japan finally surrenders."

Landings closest to home were those made at Kiska in the Aleutians and Kwajalein in the Marshalls, both approximately 4,500 miles from San Francisco. The operations included in the count include only those directed by Fleet Admiral Nimitz and General of the Army MacArthur.

Forces put ashore by the Navy included U. S. Marines, Army troops and units of the Australian and New Zealand armies. Vice Admiral Daniel E. Barbey, USN, Commander, Amphibious Force, Seventh Fleet, which landed troops 56 times, estimates his forces have put 1,076,000 men ashore.

The Army has estimated that for every combat soldier put ashore, five and one half tons of supplies and equipment must also be put ashore, and an additional ton a month per man is required for maintenance.

On this basis, the Seventh Amphibious Force has put ashore more than 5,918,000 tons of equipment and supplies. At Leyte, where General MacArthur announced that more men went ashore the first day than went ashore the first day at Normandy--more than 100,000 men--Naval forces had to deliver and land more than 550,000 tons of supplies and equipment during the initial 24 hours of the assault.

ROOSEVELT ROADS, Puerto Rico, nucleus of the largest naval base in the western hemisphere, has been brought out from under security restrictions that have kept its facilities secret for more than three years.

The \$50,000,000 installation, built for perimeter defense of the Panama Canal when a Nazi lunge toward South America was still within the realm of possibility, was started on the extreme eastern end of Puerto Rico in June of 1941.

In a story by Russ Symontowne, the New York Daily News says the base dwarfs in size and potential importance both the 45-year-old naval base at Guantanamo Bay, Cuba, and the lend-lease installation in Trinidad, B.W.I.

Its Bolles drydock, named for the late Capt. Harry A. Bolles, CEC, USN, is "second in size to none on the mainland." It has an airfield with three 8,000-foot runways.

"Roosevelt Roads," says The News, "is a highly desirable and useful base, not only in some future war, but in peacetime as well. Its installations are largely useable at a moment's notice and the base as a whole could be ready for large scale use in a matter of weeks."

Seabees weren't formed in time for its

actual construction, but the now-inactivated CBMU 516 had a hand in its maintenance, completion of the airfield, road construction and some later installations. Majority of the 516 personnel is now on duty with the 128th Pontoon Battalion in the Pacific.

WHAT THEY SAY

HOW SOON JAPAN WILL FALL continues to be a subject of conjecture among experts and laymen alike.

Most cheering prospect offered this week was Chinese Premier T. V. Soong's declaration that the war would end this year or early in 1946. Meanwhile, a countryman, Maj. Gen. Kuo Chi-chih, spokesman for the Chinese Army, declared that 2,000,000 Japanese troops in China and Manchuria were cut off from the homeland. Sea traffic between Japan and China during the past four months has been the movement of 110,000 troops from Hunan Province to the coast of Shantung, anticipating an American landing.

Meanwhile Admiral William F. Halsey, as his Third Fleet pounded Japan, taunted the enemy with the flat declaration that his sea-air offensive was the beginning of the "final plunge into the heart of the Japanese Empire." He reiterated his belief that the Japanese fleet had been "routed, beaten, and broken" and expressed his regrets to the American people that "our ships don't have wheels so we could chase the Japs inland after we drive them from the coast."

Calling the Jap Navy helpless and the enemy air force no more than a nuisance, he said the latter "can not and will not stop us."

"The Pacific Fleet is striking and will continue to strike with every weapon it has," he continued. "The Allied forces are working with devastating precision and if the Nips do not know they are a doomed nation, they are stupider than I think they are."

In Washington, Navy leaders phrased it differently but the idea was the same.

After a press conference attended by SecNav Forrestal, Ass't SecNav for Air John L. Sullivan, Vice Admiral Marc A. Mitscher, and Vice Admiral Aubrey Fitch, the New York "Herald Tribune" summed up their views as indicating that "the high point of the Japanese defense of their homeland may already have occurred at Okinawa where the Japanese are believed to have 'shot the works,' and that therefore they are unable to put up a real defense of the heart of the empire."

Vice Admiral Mitscher, back from duty as commander of Task Force 58, said he believed the reason the Japanese have not put planes into the air to defend Tokyo and other important cities was "because they lack something--probably gasoline."

He, like the others present, indicated that Japan, like Germany toward the end of the war in Europe, though possessing an air force, was unable to make use of it because fuel

supplies had been destroyed by strategic bombing.

Vice Admiral Aubrey Fitch said of the Japanese failure to resist the present strikes: "I think they started too late. They shot the works on their island perimeter."

Reports that Japan has extensive underground resources and fortifications were belittled by Secretary Forrestal. He said it took a "long time" to establish those underground places. Agreeing, Vice Admiral Fitch declared: "The Japanese had such implicit faith in our inability to invade their homeland that they waited too long and it is now too late for them to go underground."

Later in the week, speaking on the "Easy Hour," Vice Admiral Fitch disclosed that the Japanese had only about 5,000 combat planes left.

"Not many," he commented, "when you recall that the Japs lost over 4,000 planes around Okinawa."

"The Jap air chiefs, once so cocky, shot their bolt...today find themselves in the sad position of having too little -- of being too late. The Divine Wind, or kamikaze boys carried the pitcher to the well once too often. Now they are shocked to find the Divine Wind blowing in the wrong direction."

"Today Jap aviators often highball for cover when the roar of our approaching planes is heard. Suicide crashes appear less frequently. Why? Because the enemy is possibly making every effort to save available planes and to build up reserves for the next air offensive and an impending invasion."

Across the globe, Vice Admiral John S. McCain, commander of Task Force 38, explained the absence of enemy opposition as evidence that the Japanese probably "are conserving and waiting for a more propitious time" before they strike back. He said, too, that American airmen were operating through dirty weather through which the Japs would not or could not fly.

Back at home, John Q. Public was watching his second wind. After a flurry of optimism last September when 57 per cent of the civilian population were reported by the Gallup Poll as believing the Jap war would end this year, only 20 per cent now are confident of a victory in 1945. The average civilian opinion today, Dr. Gallup reports, is that the Japs won't capitulate until summer, 1946.

Questionnaire by interviewers from coast to coast brought these answers to the question, "How much longer do you think the war with Japan will last?"

Until end of 1945.....	20 per cent
Until half of 1946.....	42 per cent
Second half of 1946.....	18 per cent
1947 or later.....	20 per cent
Unwilling to guess.....	8 per cent.

FOR THE BOOK

SIX-HOUR AIRSTRIP wasn't a fancy job, but the record set by an officer, three chiefs and 12 enlisted men of the 73rd Battalion on Ngesebus still stands.

The detail went ashore by DUKW and rebuilt a portion of the Jap strip for use of C-47 observation planes. The 73rd has put a lot of accomplishments and a lot of time behind them since then--but it's still an airstrip in six hours.

A 57TH BATTALION TELEPHONE OPERATOR got an unexpected answer when he called a native village on Manus.

The incident took place when the island had not yet been secured and Japs were still plentiful in the hill country, says Woodrow W. Swain, EM1c, who tells the story.

"The Seabees had run a telephone line to a native village some 20 miles inland," Swain's tale goes, "and, when it was no longer needed regularly, turned it over to native operators instead of tearing it down. The Army still would send roving patrols in the neighborhood of the camp occasionally and they would give us a ring."

"The natives, at first amazed by the phone, soon took it for granted," the Seabee continues. "But we got a jolt one day when we dialed them."

"Some doughfoot patrol had been through the village a few days before and had tutored the operators. When we called, a native answered the phone."

"Wrong numberr," he said, and hung up.

DANCING LESSONS are part of the after-hours curriculum of one Seabee outfit in the Pacific. Three classes include cooks, crane operators and ship fitters. Instructor is Raymond W. Pisani, S1c, who taught dancing as a hobby while attending Duke University. "But," says Pisani, "teaching dancing to civilians was never like this."

PARTING OF WAYS for the Traub twins of Longview, Washington, finally came when re-assignment orders issued at Camp Parks sent them along separate paths for the first time in three years. John and Kenneth previously had gone through "boot" together at Peary and spent 28 months overseas on Guadalcanal, Bougainville and Guam.

"WELL DONE"

PERFECTION was word employed by Lt. Col. Leo R. Smith, USMC, Air Base Commander, to describe airstrip grading, compaction and shoulders completed by the 87th Battalion. "Completion of this runway," he told the Seabees, "is a direct, vital and real blow against our enemy."

Nine men of the 78th Battalion, on temporary duty with the 87th, were included in the commendation.

FOR THE 75TH have come two commendations, one from Commodore J. R. Perry, CEC, USN, the other, from Captain W. M. Angas, CEC, USN.

Said Commodore Perry: "The rapid and efficient manner in which construction of fleet watering facilities was accomplished is considered a noteworthy achievement. ... Officers and men may feel justifiably proud of their accomplishment."

Said Captain Angas: "Battalion's performance has been meritorious. In spite of adverse conditions and enemy resistance, the 75th has carried on in true Seabee manner, ... 'Well Done'."

93RD BATTALION has received a commendation from the commander of construction forces, Seventh Fleet, for the "fine spirit of cooperation and praiseworthy manner in which construction in the field was conducted."

STATESIDE

IT'S NEWS AT HOME... that in DUNN, N. C., the newspaper received an advertisement from a soldier: "A young soldier with 4½ years of duty would like to meet a young widow with three children. Object: Eighty five points!... that in SHAWNEETOWN, ILL., neighbors of Edmond Oxford, a sick farmer, moved in on his farm with seven tractors and five planters and planted 65 acres of farm... that in BOSTON, MASS., Ong Ting left 30 pounds of beef with a taxi driver while he went in to buy a head of cabbage. When he returned taxi, driver and beef were gone... that in SAN BERNARDING, CAL., the city council has passed an ordinance providing a \$500 fine for anyone operating a public clock that keeps incorrect time on a public street."

AND IT'S ALSO NEWS... that near MANDAN, N.D., a 75-year-old woman was hospitalized for exposure after she became mired in the mud of an old channel of the Heart river for 36 hours ... that in BLOOMINGTON, ILL., Roe R. Wirick, night police captain, wishes women either carry smaller handbags or stay out of jail. He complains that because of the large handbags the cash drawer is too crowded... that at DEPOSIT, N.Y., William W. Gardner, 84-year-old farmer, was so thirsty he flagged a Chicago-bound Erie train and asked for a drink of water. He was sentenced to 90 days in jail--but got his drink of water....

AND IT'S STILL MORE NEWS... that in BIRMINGHAM, ALA., confiscated moonshine whisky held as evidence, ate its way through a metal container and rose to high tide on the sheriff's floor... that in AURORA, ILL., Mrs. Joan Dykeman was treated for a lacerated hand after her 5-year-old daughter, rating a spanking, had installed a pair of shears to protect her from the shipping... that in WORCHESTER, MASS., Robert A. Johnson was fined \$5 because neighbors complained that his car back-fired noisily too early every morning... that in TEMPLE, ARIZ., a dog bit a man--and died. "I'm just poison to 'em," the man said. "It's the second time the same thing has happened."

THE BULLPEN

1945 WORLD SERIES

virtually assured as the result of a request from SecNav Forrestal and Fleet Admiral Nimitz that the winners of the traditional October play-offs be sent on tour of the Pacific Ocean areas to play Army and Navy teams at advance bases.

The playing of this year's series has been in doubt due to transportation difficulties but Commissioner A. E. (Happy) Chandler, to whom the request was made, was sure "that problem can be worked out satisfactorily."

"This shows how eager the boys in service are for the World Series to be played," he said, "and there no longer appears to be any valid reason for not playing the annual fall championships."

The possibilities of such a tour were expressed by SecNav Forrestal who facetiously commented in his letter to Chandler that "it may persuade more Japs to surrender because the one thing they all want to know is: 'Who's leading the league?'"

Admiral Nimitz, in a Navy Department memorandum, said that a 90-day tour "would be feasible and would constitute a welcome addition to the expander welfare recreation program."

Said Chandler: "Naturally, we're eager to do whatever the services ask, and we'll send a team whether it is the World Series winner or an All-Star team."

NEW CLAY COURT tournament scoring record of 34 games in a single set was established when Francisco Segura literally staggered into the final round of the National Clay Tennis Tournament in Chicago. The set took an hour and a half and went to Pancho 18 games to 16. Segura won by default when his opponent, Elwood Cooke, an Army dischargee, had to leave the court in the second set.

DISA AND DATA:... Athletics and Tigers tied a 39-year-old AL record when they battled 24 innings to a 1-1 tie. Tigers' hurler, LES MUELLER, recently discharged from Army, outlasted three A's hurlers, pitching 19 2/3 innings before being relieved. Major league record held by Brooklyn and Boston who went 26 innings in 1920... One-day Hambeltonian trotting meet okayed by ODT... BOBBY FELLER turned in no-hitter as his Great Lakes nine walloped the Ford All-Stars, 13 to 0... TOMMY HOLMES of Braves set new NL record by hitting safely in 37 consecutive games while HARRY CHOZEN, Mobile backstop, tied the Southern league record set 20 years ago by running his string to 46 straight... Ball players discharged from the armed services will wear the discharge emblem on the left sleeves of their uniforms. ... Capt. BUDDY LEWIS, discharged from Army, returned to Senators' active list. Lewis spent 15 months in the CBI as a troop carrier plane pilot, flying 369 missions... HELEN STEPHENS, holder of world, U. S. and Olympic records in discus, shotput, broad jump and sprint events, enlisted in Marines as private.