

SEABEE NEWS SERVICE

PREPARED BY THE BUREAU OF YARDS AND DOCKS FOR BATTALION NEWSPAPERS AND BULLETIN BOARDS

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NOTE TO EDITORS

The fact that the Seabee News Service has adopted a new format does not alter its primary purpose of providing battalion newspapers with news of the activities of other Seabee units. It is not a competitive publication any more than wire copy coming into a newspaper competes with the paper that uses it. The News Service simply serves to fill up that white space with news that will enable your paper to develop deserved pride in the Seabees.

The news and feature stories which follow may be re-written in any form -- shortened, worked into a column, used as editorial material, or in any other way that will help you editors.

If your trouble is having too little instead of too much space, try a few space savers like cutting down the size of your cartoons, shortening your margins, your mastheads, credit lines, and space between stories. In other words, make every inch of space count, and fill it with news that will interest every man in your outfit -- not just those about whom it is written.

It's your job to keep the boys informed on what a swell job the Seabees are doing -- your own battalion and your mates all over the world.

SEABEES BRAVE MORTAR FIRE TO REBUILD ADMIRALTY FIELD

Gun-toting Seabees ignored a terrific equatorial monsoon and a heavy barrage of mortar fire from Japanese lines a few hundred yards away to begin rebuilding battered Momote airfield on Los Negros Island in the Admiralties group, according to several reports from front-line correspondents.

Landing two days after the initial assault, the Seabees concentrated on getting the field ready for American planes reported Frank L. Kluckhohn, New York "Times" writer, while dismounted U. S. cavalrymen established a defensive perimeter around Momote and drove back fanatical Japanese counter-attacks.

Jack Turcott, covering the landing for the New York "Daily News", disclosed that the cavalrymen had gained ground west of the airbase but that the Japs were still able to drop mortar fire inside the field.

The New York "Herald-Tribune" declared that when the Seabees got the Momote airdrome back into action every Japanese base to the northeast of Australia would be well within range of American bombers.

On March 8 the air strip was reported in use by American artillery observation planes and ready for bombers and fighters.

General MacArthur's communique covering the successful attack indicated that the invasion of the Admiralties was one of the most important operations yet undertaken in the Southwest Pacific.

The commanding general of the cavalry division also commented succinctly on the occupation of Los Negros. He said, "We spit right in the Jap's eye."

ADMIRAL MOREELL REVIEWS PACIFIC TRIP

Although it had been estimated that twenty-five days would be needed to repair the three battered air strips on Kwajalein, Seabees had the field ready for use in ten, reported Vice Admiral Ben Moreell, CEC, U.S.N., Chief of the Bureau of Yards and Docks.

Admiral Moreell, who spoke at a Washington press conference after he had returned from a 40,000 mile inspection trip covering a large part of the Pacific theatre of operations, revealed that he had landed in the Marshalls two days after the assault, while there was still some action.

Admiral Raymond A. Spruance, Commanding Officer Central Pacific, with whom he had consulted in the field, told him that one of the greatest advantages America has over the Japanese is the ability to construct faster and better, said Admiral Moreell. "That comes from our greater skills and also from the fact that our construction equipment is so much better than that of the Japanese," the BuDocks Chief added. "In fact," he said, "they have nothing to compare to some of our tools."

"Admiral Spruance also intimated," continued Admiral Moreell, "that one of the mistakes the Japanese have made .. has been to under-estimate the ability of the American construction forces to restore facilities and put them back into service in very short time.

"That was very well illustrated at Tarawa ...When we went ashore we found that the strip which had been in use by the Japanese was suitable for fighters but not for heavy American bombers. Rather than waste time with the Japanese strip, we built our own adjacent and parallel to it, then rebuilt the Japanese strip -- and we did that in a period of ten days.

"I visited Tarawa with Under Secretary of the Navy Forrestal after leaving Kwajalein and inspected that installation there. I feel that the flight strips we built on

Tarawa are excellent and entirely suited to the purpose of accommodating heavy bombers as well as fighters."

Admiral Moreell said he had consulted with Admiral Nimitz, General MacArthur, Admiral Halsey and subordinate commanders in the Pacific and they had agreed the services rendered by the Seabees had been highly satisfactory.

"We attribute this success to two factors," the Chief continued, "first, we have recruited men to do the work in the service that they have been doing in civil life; and secondly, they are supervised by the same men they were supervised by in civil life ... highly trained engineers. The contributing factor ... is (the Seabees') high morale One writer made the statement ... that their morale is higher than an eagle's dandruff."

Paying tribute to the Seabee Special Battalions, Admiral Moreell said, "They work longer and harder than any stevedores any place. They're proud of themselves, and we're proud of them too. They have done an outstanding job -- which I believe the Secretary (of the Navy Knox) will testify to because he has seen them in action."

Referring to the gigantic base being built at Pearl Harbor, where thousands of Seabees are stationed, the Chief said, "Some six years ago, Pearl Harbor was referred to as potentially the 'Gibraltar of the Pacific'. I think we can say with a great deal of satisfaction now that some day Gibraltar may be spoken of as the potential 'Pearl Harbor of the Mediterranean'."

"Pearl Harbor is without question the greatest naval base in the world. After having seen the air photographs of the installations at Truk, I can say that Pearl Harbor is so far superior to Truk that they're not in the same league."

"TO HELL WITH JAP BOMBERS," SAYS SEABEE COMMANDER

"...To hell with Jap bombers. We've got a job to do!"

That was the reply by Cmdr. Clifton Whyte, CEC USNR, OinC of Seabee battalions at Green Island, when cautioned against the use of electric lights for night work, according to an Associated Press dispatch.

"Of course it's dangerous--damned dangerous," Cmdr. Whyte continued, "but this is war."

(A later report from Don Caswell, United Press correspondent, reported that American heavy bombers, blasting the Jap base at Kavieng on New Ireland, are being escorted by fighter planes operating from the 5000-foot Seabee-built strip.

"The island was converted into an airbase in only 19 days by Seabees..", Caswell wrote.)

Admiral William F. Halsey and Vice Admiral Aubrey Fitch, commander of the South Pacific air forces, making a surprise inspection only five days after the invasion of the island, commended Cmdr. Whyte on the progress of the airfield in what once was a coconut grove.

Admiral Halsey also commended the defense units set up by American and New Zealand troops and particularly praised the Seabees, who are working around the clock to complete the airfield which is 30 minutes flight time from the Japanese base at Rabaul.

SEABEES USE HAND GRENADES TO DESTROY MARSHALLS SNIPERS

How Seabees who went ashore the first day of the attack used hand grenades to blast Jap snipers on Kwajalein was related in a recent letter from Ensign John P. Smith, Jr., CEC, USNR.

"When we landed," said Ensign Smith, "the Japs started filtering out of the underground but most of them were taken care of in a way that Admiral Halsey so often has suggested. That afternoon, though, I went up to the airport runways to see just how much repair would be necessary and some snipers started peppering all around me. I dove into a shell hole and after things quieted down some of the boys and I located the dirty rascals in a runway drainage ditch only about 150 feet from where earlier I had been standing. We got five of them with hand grenades.

"We had to sleep on the beach for three nights before the snipers and machine gun nests were cleaned out completely."

THE CAT DOESN'T SOUND AS GOOD ON THE FENCE.

At least one happily-unconcerned feline today owes his lives -- all nine of them -- to not being on Guadalcanal and within reach of Coxswain T. W. Montgomery, attached to a Seabee Special on the island.

The Seabee has just put the finishing touches on a violin on which he has been working in his spare hours for many months.

"I've made every part of this but the strings," Montgomery said, holding the instrument fondly, "and if a cat had been available, I'd have made the strings too."

Montgomery's violin is made entirely of woods native to Guadalcanal. He worked mostly in mahogany, but used teak for some of the smaller parts. The chin rest was made of balsa. He shaped the ribs by boiling and lashing them around beer bottles to take their shape. Keys for the violin were patterned from the ash legs of a broken G. I. cot. His only tools were a couple of files, a knife, and a coping saw.

The instrument is reported not only attractive in appearance but also melodious and musically true.

SEABEE CHIEFS PROVE THEY CAN "TAKE IT"

An exploding bomb which penetrated the cab of a crane they were

rigging and badly wounded them, still could not keep Clyde Maggard, CCM, and Hugh Ross, Jr., CCM, down.

The two 40th Battalion chiefs, who were working on the crane in the hold of a ship when Jap planes raided the harbor, gamely climbed out unassisted.

LEGION OF MERIT AWARDS TO FOUR SEABEES

Four Seabees of Detachment 1006 have been presented Legion of Merit awards for their "outstanding services" in rescuing survivors from a bombed and burning LST during the amphibious assault on Sicily.

Albert F. Unkenholz, CCM; Thomas L. Coakley, Cox; Charles W. Woodmancy, CM2c; and William K. Parrish, S2c, were the Seabees who, while operating a "DUWK" during the invasion, picked up more than 90 men from the blazing ship.

Details of their heroism were described in an earlier issue of the Seabee News Service.

SEABEES AIMING BULLDOZERS FOR TOKYO'S MAIN STEM, SAYS NAVY CAPTAIN

"I'm damned sure the ambition of every bulldozer operator is to take his carriage up the main street of Tokyo," wrote Captain O. O. Kessing, USN, veteran of many months' duty on Bougainville, to Vice Admiral Ben Moreell.

"I have been on this kind of duty for fifteen months when the going was sometimes tough," Captain Kessing also said, "and I can honestly say that I don't see how we could get along without the Seabees. We would muddle through, of course, but with them, things progress.

"They are a rough, tough, loyal, efficient bunch of men who don't give a damn for anything but doing the job and getting the damn war over."

THE NUMBERS GAME

Seabee L. T. Johnston strings along with 7 and 11 as lucky numbers, reports "Seadust," published by the Gulfport ABD and Armed Guard School. Reared in a family of 11, Johnston when calling his wife and 7 children in Casper, Wyoming, phones number 7-11. He enlisted in the 7th month and shoved off for Camp Peary, where he took "boot" in area D-7 and advanced in area A-7. Now in the 117th Battalion, his pay number is 1107.

CHIEF EXTINGUISHES "HUMAN TORCH": SAVES MATE'S LIFE

After dragging a mate whose gasoline-soaked clothes and skin were aflame free of a fire, Eugene M. Castle, CMM, of the 41st Battalion, smothered the

flames, by rolling on top of him and beating out the fire with his bare hands. Castle's heroism, according to an attending medical officer, undoubtedly saved his fellow-Seabee's life.

The victim of the accident, James R. Henderson, S1c, had been working in the battalion's garage when gasoline sprayed onto the deck caught fire. Attempting to jump clear, Henderson slipped and fell into the flames. His clothes saturated with the fuel, he was ablaze from head to foot almost immediately.

Castle acted without pausing to don gloves. His own hands quickly became soaked with gasoline and caught fire. Choking smoke and fumes caused by the carbon tetrachloride used to fight the blaze also hampered him, but he persisted until he had extinguished the fire on Henderson's body and removed him from the building.

Although suffering from severe second degree burns around his own hands and face, he continued to direct his men in bringing the garage fire under control.

SEABEES REPAIR NAZI SABOTAGE

After destroying a certain city, the Nazis crippled its water supply by demolishing the reservoir pipe which extended across the navigable channel into the city's port. They had the diabolical certainty that our forces would either have to halt shipping and amphibious operations while a new line was constructed or else do without water.

The Germans had reckoned without the Seabees. In just one week, the 54th battalion placed a six-inch water line across the channel without once interfering with harbor traffic.

The 54th laid 875 feet of the pipe by installing two single drum 5-ton winches on each side of the channel and stretching a 3/4" steel cable between them. The 6" Victualic coupled pipe was then secured to this cable on one side of the stream and pulled across by a winch on the other side. The pipes, in 30-foot lengths, were added as the cable was drawn across the stream. While the pipe was being pulled, a strain was maintained on the cable to hold proper alignment as the heavy tide caused the pipe to curve downstream.

The pipe joints were reinforced by two extra bolts across each coupling running longitudinally with the pipe, which, in turn, was hung on the cable by steel collars welded to each pipe length about four inches from the joint. In order that the cable could not slip in the collars, a short piece of cable, which extended over the two collars at the joint was clamped to the main cable.

When the pipe line was completely across the channel, it was sunk by removing the cap from the front end and allowing water to flow into it. The pipe was not interrupted.

JAPS FAIL TO STOP SEABEE BULLDOZERS ON BOUGAINVILLE

"The only difference between an M-4 tank and the caterpillar Seabee W. I. Robertson, MM1c, drove thru a hail of machine gun fire the day the Marines landed on

Bougainville is that the tank would have had guns," wrote Marine Combat Correspondent Sergeant William Burnett from the battlefield.

"Within an hour after the first Marine stepped ashore, our 'cats' were on the beach and up to their radiators in work," Burnett quoted the Seabees. "We were supposed to keep the beach cleared, sorting supplies and keeping rolling stock from sticking in the sand. But ammunition was running low with the men moving inland, so we also got the job of dragging sleds loaded with shells to them thru the heavy jungle and swamp. We made our own roads as we went."

The bulldozer operators were forced to the ground by heavy fire many times, according to Robertson. The Seabee said his 'cat' still shows bullet marks on its blade and track. He recalled that when night came and a beachhead was secured, his mates used their bulldozers to knock over the Jap pill boxes and cover up the dead.

IGNORANCE WAS BLISS

Three Seabees, members of the 26th Battalion's Company D, which was assigned to duty on Tulagi, still remember the beautifully built foxhole they stumbled onto one dark night. But there was a catch.

A few nights after landing on Tulagi the Seabees got the first of a long-continuing series of vicious air bombings. Dashing out of their tent, Ralph E. Walters, CEM, and two other Seabees searched frantically for a foxhole. Locating one, they hurried inside. The shelter turned out to be a find.

It was sturdily constructed and shored, and the roof in particular was very solidly reinforced. With a sigh of relief and a sense of security the Seabees relaxed and settled back. Walters, who has since been raised to Warrant Officer, says, "We never imagined we'd have the luck to discover such a safe spot."

Daylight revealed that the Seabees had spent the night sitting under 500 cases of dynamite stored on that "solid roof!"

BACK TO FINISH THE JOB

CMM Fred Gordon, now on duty with the 11th Special Battalion on "Island X", must have had his tongue in his cheek when he reported as a MM1c for "boot" training at Camp Peary last August.

Now 46 and the father of two children, Gordon enlisted in the Marine Corps during the last war and went to France in June, 1917. He rose from buck private through the ranks to second lieutenant, collecting along the way, a Silver Star; a Victory Medal with Aisne, Aisne-Marne St. Mihiel, Meuse-Argonne, and Defensive Sector clasps, and five bronze stars; a French Croix de Guerre with Silver

Star, and a French Fourragere. He is also entitled to the Army of Occupation of Germany Medal for his service in Germany after the armistice, 1918-1919, but this medal will not be ready for issuance until six months after the present war.

Gordon "retired" to civilian life on August 11, 1919. It was his 21st birthday.

SEABEE DODGES "RUNAWAY" EXPLOSIVES IN ALEUTIAN GALE

How a rudderless patrol boat, its deck laden with depth charges, bore down on his own stranded ship in the midst of a furious ocean storm, was related by Thomas G. Baxter, MM1c, who had just returned from fourteen months' duty in the Aleutians with a Seabee battalion which participated in the recapture of Attu.

"I'd been stationed with some other Seabees out on the tip of the Alaskan peninsula," Baxter said, "A transport had piled up on the rocks during a blizzard and a fire had broken out in the hold.

"We fought our way to the wreck through a gale and helped bring the fire under control. Water was pouring through the holes in the bottom and we kept operating our pumps for all we were worth. The hold had been so badly damaged that if we had stopped, it would have flooded completely in 45 minutes."

The next night, with the storm still blowing and the merchantman in precarious shape, the Seabees were ordered to abandon ship. By whaleboat, they made their way to a Navy repair craft which had arrived on the scene.

"No sooner did we get aboard our new ship," Baxter recounted, "than it went on the rocks too.

"A patrol vessel approached, stern first, to try to pull us off," he continued, "It looked as if its whole rear deck was covered with ash cans."

"All of us got the idea something was wrong at about the same time," the grey haired petty officer went on. The patrol ship kept coming in our direction, but there was something aimless about her movements.

"Her skipper was yelling something to us through a megaphone. At first we couldn't hear him. Then we got what he was saying." The Seabee smiled ruefully. "He was shouting, 'Our rudder's gone!'

"I gulped and looked at that deckful of explosives bearing down on us. I wouldn't have given a cent for our chances." Baxter paused. "Yet here I am. She veered off at the last moment. How, I still don't know."

"I know the Japs are plenty tough," said the 39-year-old father of six, "but when those powder-packed ash cans started moving in my direction and I couldn't get out of the way, I'd rather have taken on a hundred of the little monkeys."

SAVING ARMY TRANSPORT EARNS MEDALS FOR EIGHT SEABEES

For their heroism in saving a loaded army transport from possible sinking after it had collided with another ship, eight members of the 120th Battalion have been

awarded the Soldier's Medal by the War Department.

The Seabees are William G. Eckley, CMM; Joseph E. Guyermilli, S2c; William L. Holtmeyer, CM3c; Michael A. McInerney, CM1c; Einar C. Olson, CM1c; Harley N. Swinehart, MM2c; and Cleveland A. Webster, EM1c.

When the transport on which they were passengers was rammed by a tanker, the Seabees had disregarded personal danger to shore-up the damaged bulkhead so that the ship could proceed to an island port for repairs.

11TH SPECIAL'S MACHINISTS BUILD DRILL PRESS FROM SCRAP

Frequent visits to the island's scrap heap produced enough odds and ends for machinists of the 11th Special Battalion to build a serviceable drill press.

Two sections of 1-inch water-line pipe were used for the upright for the arm of the press. The turn buckle was made from a piece of scrap from a plane tail. A set screw and an ordinary nail became the mechanism for securing the bed at whatever level was required on a job. The turn screw was made from part of a plane fuselage.

This unique tool-making job, with only a hand drill as a regularly manufactured part, is credited to Goldon I. Stiles, MM2c; Franklin M. Dyke, MM2c; James J. Ostie, MM2c; William A. Wallace, S2c; and James W. Reynolds, MM2c.

"CAN-NOW DO"

Seabees of the 19th Battalion borrowed a medium tank from the Marines and used its 75 mm. gun to save time and expense in blasting a roadway on "Island X".

The startling innovation in road building came about when CCM Thomas J. Waters, became exasperated with the delay caused by the tedious process of drilling holes with a compressor and 1-1/4 inch bit. Such a hole eight feet into a volcanic hill kept a six-man crew busy for two hours, and another six hours were necessary to enlarge the hole enough to insert the explosive charge.

So, when Marine Gunnery Sgt. Frederick L. Adams came by in his M-4 General Sherman tank, the Seabee chief took one look at its cannon and had an idea. The sergeant agreed to cooperate and obtained permission from his commanding officer to pump a few shells into the hill. The experiment showed that high explosive shells exploded when striking the face of the embankment but that armor piercing projectiles left holes which could be quickly cleaned out so as to be entirely suitable for placing the dynamite charges.

A check-up on results showed a 6-man crew working with a tank could blast loose enough material in four and one-half hours to keep three shovels working 24 hours; whereas, without the tank, the same crew worked 12 hours, or almost three times as long, to keep one shovel at work for 20 hours.

Blasting the holes with the cannon cost \$59.50 per hole as compared to \$125 for the conventional method.

DANCING PARTNER

"Sorry, I'm late returning, Chief," telephoned R. Vanderhoof, S2c, to Daniel Hook, CCM, in charge of transportation for CBMU 513.

"What's keeping you?" retorted Hook.

"One of my passengers is having a baby in the truck," explained the Seabee driver. Then, as an afterthought, "Any further orders?"

Vanderhoof had been dispatched to drive a party of French women to the U. S. Navy Receiving Station at the unit's advance base. The ladies were to be dancing partners at the bluejackets' Saturday night party.

At last report mother and daughter were doing well.

SEABEES FIGHT TO CONSTRUCT AIRFIELD, SAYS ARMY PILOT

A fighting man in any branch of the service will ordinarily reserve most of his praise for the work done by his own outfit. But the Seabees have been doing work so fundamental to all operations in the South Pacific that they have reaped numerous accolades from the other services.

Typical is this acknowledgement sent by the Army's Major West Brooks, who has fifteen Jap planes to his credit:

"The Seabees, to my knowledge, were the outstanding ground construction personnel in the South Pacific Area. I have seen them fight for the privilege of constructing an airdrome for our use.

"Words can't express my admiration for this outfit, who, without benefit of numerous ribbons, silver or gold wings, or publicity, has done one of the best jobs of the war -- as much as we've seen of it.

"I was C.O. of a P-38 Fighter Squadron which shot down 158 Nips in 12 months."

OLD OIL DRUM HELPS BOMBED TRACTOR "LET OFF STEAM"

Seabees of the 73rd Battalion today are using a T-9 tractor which, during an enemy bombing raid, was hit by shrapnel, set on fire, and otherwise damaged so badly it was once considered hopelessly beyond repairs and declared "surveyed".

The 73rd's machinists set to work doctoring up the dead hulk. Stimulants in the way of repair parts salvaged from Fords, GMC's and other scrapped equipment, helped restore life to the battered veteran and a new radiator, improvised from a fifty-gallon oil drum, was the final "shot in the arm" which sent it chugging back to work.

SEABEE STEVEDORE HANDLES A LOADING JOB

Joe Evers, MM1c, of the Third Special was flying on a hurry-up trip home when he was put off a passenger plane to make way for a higher priority. Killing time, the Seabee sat down to do some eating at the airport's expense while he waited for other transportation.

He had polished off a steak, ham and eggs, brook trout, corn, and asparagus, and was still going strong when the frantic cook informed the manager of what was happening.

Somebody found space for Evers on the next plane out.

JEEP AND OCCUPANTS CROSS RIVER ON ONE-INCH CABLE

Highline men of the 134th Battalion hauled a jeep and its two occupants across the Mississippi's Wolf River and back to demonstrate the effectiveness of their new aerial cableway.

The "overhead trolley" consists of 233 feet of one-inch steel cable anchored to large trees on each side of the river. The 134th Battalion is the first Seabee battalion to study the use of the cableway as part of its military training program.

Two chief advantages of the cable-way over a bridge, according to J. F. Foley, CBM, are that it is hard to detect and photograph from the air, and that it can be strung up quickly. Also, the materials can sometimes be salvaged from wrecked ships, and the men working on the job are under the cover of trees.

Via the "trolley", reconnaissance cars, heavy and light gun carriers, ammunition, and food cases can be hauled across rivers and ravines.

For its jeep-carrying demonstration, the 134th used a five-ton spur gear chain hoist to stretch the cable taut and raise and lower the jeep.

The load can be pulled along the cable, from which it hangs on a pulley, by a truck, tractor, or gang of men.

SEA-GOING SEABEE "JACKS" SOLVE PROBLEM

Seabees of the 12th Battalion solved a lumber shortage problem on Kodiak Island by towing giant logs across some of the roughest waters in the world.

First, a gang of Seabee "timber cruisers" scouted the storm-tossed region and earmarked Woody and Afognak Islands, because of the excellent stands of Sitka Spruce.

Next a logging detail led by E. J. Herman, CBM, with seventeen years lumberjacking experience, took 500 of the best trees from Woody. Moving onto Afognak they went into logging on a big scale.

The trees were felled, bucked, skidded to the bay by big "cats" and made

into huge rafts. Lashed together with wire cables in groups of 25, the "big sticks" were pulled by sea-going tugs across forty miles of treacherous waters to Kodiak.

LOOK HERE, BUB, WHO'S CHASING WHO?

Chief Ora E. McClintic, in charge of a detail stringing telephone wire on Tulagi, suddenly found his men uneasily staring up into a tree, making no attempt to take the wire up.

Lying at full length on one of the lower branches was a three-foot giant lizard of terrifying appearance.

Everyone looked expectantly at the Chief.

Quelling a prickly sensation, McClintic fastened two climbing belts together to encircle the huge trunk of the tree, buckled on his climbing hooks, and started up. The lizard kept ahead of him, but paused every four or five feet to turn around and inspect McClintic -- who also stopped, stared back, and then resumed climbing.

At twenty-five feet, McClintic quickly secured the wire and started back down. For some reason the lizard decided to descend too!

"I don't know how fast I was going," says the Chief, "and the estimates of the others are gross exaggerations -- but I do know I won!"

ALL THE COMFORTS OF HOME

Seabee ingenuity on "Island X" extends from improving standard equipment and improvising repairs and parts out of odd bits of wood and metal to devising new comforts for the rough life of the tropics.

J. A. Butters, CM2c, maintains that the 14th Battalion on Guadalcanal created something new in restful beds. Necessity mothered this invention too, as the Seabees had been sleeping on hard cots. Cutting old bomber-wheel innertubes into strips, the Seabees wove them into springs which were mounted on mahogany and teakwood framework fresh from the battalion's own sawmill.

The 14th also insulated their tents against the scorching heat by hanging additional tarpaulin several feet above the first layer of canvas, thus forming a "cooling zone."

Other Seabee contrivances included solid mahogany front and back porches, built as "annexes" to their tents -- which were strictly G. I.!

PERISH THE THOUGHT!

The 140th is about to lose a good man, sorrowfully reports the "Sea Beaver".

R. L. Carroll, SF3c, has just been reclassified by his draft board. He is now 1-A (H) -- over age, yet physically fit. The Seabee, who feels that he is doing very well in the 140th, hopes he will not be drafted.

SEABEE SCRAP SOLVES DREDGING PROBLEM

Dredging the channel of the mid-basin area of a small boat harbor at an advance base presented a problem to the Seabees of CBMU 503, since the area was inaccessible to the battalion's crane clamshell.

But the CBMUers were not stumped long--they rigged up an ingenious arrangement constructed from scrap. Powered by a winch located on the beach, a four cu. yd. bucket was loaded by dragging it through the basin and dumped by overturning on the beach. By means of a cableway anchored to a barge on the sea side of the breakwater, the bucket was returned to digging position to repeat the operation.

PET SHOW --- WITH RESTRICTIONS

We await with curiosity the results of the Seabees' pet show scheduled for Guadalcanal. Suggested entries are domesticated island dogs, parrots, and coconut cats. Barred from competition are "defunct animals and crocodiles in any condition."

SEAPLANE BASE ARISES IN WILDERNESS OF BRITISH GUIANA

A detachment of Seabees, supervising the work of 300 natives, has built a vast seaplane base in British Guiana. The base was hacked out of dense jungle which ran right to the edge of a river. The Seabees' only means of transportation in and out was by crash boat or air.

NATURE COMPENSATES

Ecuador has its compensations for a hard working road construction detachment of Seabees.

When the heat and humidity had all but exhausted them, they found that nature had given them a break. Removing two to five feet of overburden, they found oil impregnated sand (breña) which, when mixed with coarse gravel, rolled out quite satisfactory "black top."

GONE TODAY -- HAIR TOMORROW

Possibly practicing to be patent medicine men after the war, Seabees of a battalion stationed in North Africa report that the base's "medicant sunshine and balmy breezes of the blue sea to the south have restored life to the dead cells and produce new hair" on the bald pates of Seabees whose glistening domes formerly were as smooth as billiard balls.

Can you sell it by the bottle, gents?

12TH SPECIAL "BREAKS IN" NEW TRANSPORT

"I'm glad the first troops I'm carrying on this ship are Seabees," said the captain of the 12th Special's transport, "I don't know what we would have done if the men were from any other branch of the service."

The Seabees started as "passengers" on the vessel's maiden voyage, but before they had gotten very far many of them were acting as part of the crew. Adjustments had to be made as the ship settled down to its first long trip, and the captain, with no trained personnel to do the work, called upon the Seabees. Signalmen, electricians, seamen, sailmakers, gunner's mates, and other ratings all pitched in to help. Seabee anti-aircraft gunners manned the ship's guns and, during the latter part of the voyage, all the battalion's automatic riflemen took turns on watch.

IMPORTANT MESSAGE FOR BATTALION NEWSPAPER EDITORS

It is urgently requested that battalions, detachments and maintenance units which are not now regularly forwarding copies of each issue of their newspaper to the Seabee News Service to please begin doing so with the current issue. Address: the Seabee News Service, Room 2415, Navy Building, Washington, D. C.

REAR ADMIRAL WHITING PRAISES 45TH

Paying special tribute to Chief Carpenter Floyd H. Simon, CEC, USNR, and four enlisted Seabees, Lt. Cmdr. B. D. Wood, Ship Salvage Officer of the Alaskan Sector, has commended officers and men of the 45th Battalion for exemplary service during salvage operations on a broached LST.

The Seabees: Vane C. Baker, CCM; Carl L. Anderson, CM1c; Robert J. Vickrey, CM1c; and Edward H. Kane, EM2c; were singled out for their work in flooded shaft alleys and compartments where they constructed timber patches over the holes pounded in the bottom of the vessel.

"This work was done in compartments, half filled with water and foul with vegetable gas ...", the citation noted.

Simon was praised for his "valuable assistance and outstanding performance of duty ... day and night" and for his skillful handling of a self-propelled pontoon barge which loaded and unloaded gear in spots inaccessible to the salvage vessel.

Rear Admiral F. E. M. Whiting, USN, Commander of Alaska Sector, in an endorsement to the commendation, wrote:

"(Such) devotion to duty, exemplified by the personnel named ..., regularly prevails over adverse conditions and difficult assignments. Examples, such as this, are genuinely gratifying to the Commander, Alaska Sector."

This was the second commendation received by the 45th for the same action; the skipper of the LST having previously cited the battalion for their aid and assistance.

At 36, Chief Fulp of the 85th Battalion claims to be the youngest grandfather in the Seabees.

SHORT SPORTS SHOTS

LET'S TALK ABOUT:

BASEBALL..Philly Nationals have new name..after long contest President Bob Carpenter selected "Blue Jays"..others submitted included "Stinkers", "Dasies".. Blue Jays bought Huck Geary from Pirates for cash..Babe Phelps notified Blue Jays he intends to remain on war job..Tex Hughson, leading Red Sox pitcher, inducted in Navy..Jimmy Foxx, ex-American League home run artist, seeks contract with Cubs..Orval Grove signed 1944 contract with White Sox..Senators traded Angelo Giuliani and cash to Browns for veteran Rick Ferrell..Jim Bagby, Indians' pitcher, asks voluntary retirement..applied for enlistment in Merchant Marine..Howie Schultz, 6' 7" first baseman, purchased by Dodgers for \$40,000 and players, rejected for military service for second time..too tall..Bobby Doeer, 1-A, signed contract with Red Sox..Billy Johnson, 1-A, Yanks star rookie, reported enlisting in Merchant Marine..Whitey Wietelmann accepted Braves terms..Rip Sewell, Pirates 21 game winner last season, signed contract..Wally Moses and Tony Cuccinello sign White Sox contracts.. Bud Methany and Jim Turner return signed contracts to Yankees..White Sox Bill Dietrich accepted for limited service..Dixie Walker, Dodgers, rejected..Pirates Bob Klinger, assigned to Navy..Bill Baker, Pirate catcher, in Navy..Dick Bartell, Giants, passed Navy exam..Vern Stephens, Browns, rejected again.

FOOTBALL.. Washington Redskins may lose top-notchers Sammy Baugh and Andy Farkas..Sammy reported retiring to ranch and Andy, rejected for military service, advised to quit by examining physician..Baugh not only led pros in passing, also won pass interception and punting titles..intercepted 11 forwards in 10 games to set new record..averaged 45.9 yards on 50 kicks including season's longest--85 yarder.. Farkas officially recognized as top ground gainer via punt return..took 15 kicks, returning them for 168 yards, averaging 11.2 yards..Frankie Sinkwich, Detroit Lions, although fifth in standings because of fewer chances handled, ran back 11 kicks for 228 yards, average of 20.7 yards..also made longest single return, 77 yards..Frankie, discharged by Marines, accepted by Army for general service..Ken Keineman, Dodgers, now headed for Navy, led league in kickoff returns by compiling average of 27.6 yards for 16 runbacks..Pug Manders, Dodgers, classified 4-F.. Bob Seymour, Redskins, also rejected..Navy reported death of Hovey Seymour, Yale's 1941 backfield star..Tommy Harmon won Silver Star for gallantry.

BOXING..Plans of Mike Jacobs, NY fight promoter to clear up lightweight title muddle upset by recent results..Juan Zurita, 7 to 1 underdog, won 15 round title bout in Hollywood from Sammy Angott, world's lightweight champ (NBA version)..Bob Montgomery won world's lightweight title (NY version) from Beau Jack in 15 rounder at NY Garden..Montgomery was recently kayoed in 63 seconds of first round by Bummy Davis..Joe Baksi, 4-F 210-pound heavyweight trounced Tami Mauriello, 4-Fer managed by 4-F Frank Sinatra..Jimmy Bivens, one of few good heavyweights remaining, headed for Army..Tony Galento accepted for limited service by Army because of weight.. "Beer Barrel" tips beam at 261.

RACING..ODT restricts ticket sales for 70th running of Kentucky Derby to residents of Louisville..no special trains, no sales of tickets at derby time..48 3-year-olds nominated

for Preakness Stakes at Pimlico..supplementary entries are expected for better colts not on closing list..uncashed bets on Illinois tracks will go to War Veterans' fund under new racing law.

BASKETBALL..Army wound up basketball season in blaze of glory..defeated Navy 47-40..recognized as East Champs with 15 wins, no losses..Great Lakes Navy won service title with record of 32 and 3..Other champs, Big Ten--Ohio State; South-eastern Conf.--Kentucky; Big Six-Oklahoma and Iowa State (tied); Pacific--California (So. Div.), Washington (No. Div.); Eastern League--Dartmouth.

GOLF..Sammy Byrd, former Yank outfielder, won \$5,000 all-war bond Open at New Orleans..placed second to Harold (Jug) McSpaden in Gulfport's \$6,000 Open.

HOCKEY..Montreal clinched Nat Hockey League title..following season end four top teams will play off for Stanley Cup..probably Canadians, Toronto, Detroit and Chicago.. NY Rangers' Bryan Hextall played 567th consecutive game.

LIKE PLAYING WITH MATCHES IN BARREL OF TNT

Six Seabees of the 59th Battalion flirted with death to get a small but extremely vital project completed and then shrugged off complimentary remarks on their bravery with "Heroes? Who, us?"

The job was to cut a ten foot section out of an eight inch pipe leading from a vast storehouse of fuel --- tanks holding 50,000 gallons of high octane gas --- to install two valves in a 5,000 foot pipeline.

The problem was how to do the job without setting off the sparks that would ignite gasoline fumes. It involved cutting and hacking through steel, then welding so that the section of new pipe could be fixed onto flanges made on the old pipe.

With the fire-control apparatus standing by, the six went to work.

The pipe-cutter and hack-saw were kept moist with oil. Although the gasoline had been drained from the pipe, the grading in which the pipe rested was uneven and there were pools of gas along the conduit and, of course, the explosive fumes. Working in a three and a half foot ditch the men removed the section, packed the apertures with mud and clay for insulation against the fumes and fabricated ten eight inch welds.

An unsteady hand -- a flick of the torch, a spark at the wrong time -- stood between the men and disaster.

The Seabees who -- as one chief remarked "risked their lives -- like playing with matches in a barrel of TNT" -- were:

Kenneth Maner, SF2c; Wilton S. Gaines, S2c; Russell E. Mace, SF2c; Stanley S. Dougherty, S1c; Pat Boccelli, S1c; and Cecil S. McLeod, SF3c.

\$400,000 FIRE AT QUODDY

Fire of undetermined origin destroyed the administration building at Camp Lee-Stephenson on March 1. Unofficial estimates of loss were placed at \$400,000. The building was erected by Army engineers in 1935 as a part of Quoddy Village.