

# SEABEE NEWS SERVICE

FOR SEABEE  
EDITORS...

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## WASHINGTON REPORTS

**CONSTRUCTION MENS' POST-WAR FUTURE** is not being forgotten. With the prediction that the construction industry will reach 15 billion dollars annually after the war, engineering contracting leaders this week made plans to provide jobs for approximately a million Seabees and Army Engineers.

Fundamentals of the program were established at a conference in Washington sponsored by the American Society of Civil Engineers. Initial development was the establishment of a permanent national committee to work with local committees throughout the country in assisting Seabees and Engineers to obtain employment in private construction.

The construction industry will need "new blood" after the war, declared Col. William N. Carey, secretary of the society, and there will be a vital need for jobs for returning servicemen as well as provisions for training them.

To develop these possibilities, he said, there must be a workable post-war program for the construction industry and an effort must be made now to connect the right man with the right job or with educational advantages leading to useful employment when he comes home.

**OPPORTUNITY IN NAVAL AVIATION** is announced in a memorandum from Lt. J.A. Volpe, CEC, USNR, of the Officer Procurement Division. In disclosing establishment of a Naval Aviation Preparatory Program, the memo states:

"The attention of all Construction Battalion personnel is called to ALNAV 127 and to BMPCL 179-45 being published in the 30 June 1945 issue of the Navy Department Semi-monthly Bulletin, which established a Naval Aviation Preparatory Program and outlines the procedure

to the above program of qualified enlisted personnel to be assigned to training on or about 1 November 1945.

"Special attention is called to the fact that no quota has been, or will be, assigned to Construction Battalion units. Officers in charge may, therefore, forward the applications of all qualified enlisted personnel under their command, to arrive at the Selection Command (Chief of Naval Personnel, Attention Pers 3655) not later than 20 August 1945, where the final selection of candidates will be made."

**FARRAGUT, IDAHO**, Training and Distribution Center, has been designated to handle the clothing and other personal effects of Navy enlisted men killed or missing in action in the Pacific theater and forward them to the next-of-kin.

This work was formerly done by the Personal Effects Redistribution Center at the Naval Supply Depot, Clearfield, Utah.

## COMBAT ZONES

**CONSTRUCTION SPEED** on Okinawa, even before the battle had officially been declared over, has been amazing not only the natives but even American veterans of many Pacific campaigns, observers report.

Yontan and Kadena Airfields, heavily mined and covered with bomb craters, were cleared by the Seabees and ready for fighter planes and transports by Love Day plus six.

"These Japanese fields have been practically rebuilt," wired W. H. Lawrence of the New York "Times." "The Japanese layer of hand-broken coral on the 4,000-foot runways was very thin, placed by the hands of thousands of day laborers over a period of many months.

"With our modern equipment, we laid a twelve-inch layer of coral on these runways

in a very few days. When the Japanese had them, it was impossible to use the fields after a heavy rain, but our planes are off on new missions after a heavy downpour as soon as the visibility permits.

"The Okinawa Island development differs from other Pacific projects principally in that it is bigger, and closer to Japan. The construction tasks are not so difficult as on other islands, the terrain being so much better than we expected that our development program was increased many times within a few days after our troops went ashore. The climate is temperate, and work is handicapped only by frequent heavy rains which make bulldozing of the red clay almost impossible. Japanese air raids cause some delay, but not much damage."

PHILIPPINE AIRFIELD SITE was well-hidden and in Samar Island territory yet uninvaded by American forces, but two Civil Engineer Corps officers, a Chief Petty Officer and civilian geologist penetrated the area and received a rousing Filipino welcome intended for General Douglas MacArthur.

The incident is months old, but was not released from security restrictions until Samar Island was secured.

An airfield site at San Pablo, Leyte, was unsatisfactory and a new area, large enough to accommodate the strips and personnel required to build them, was spotted on geological maps.

Comdr. Bradford M. Bowker, then officer-in-charge of the 61st Battalion; Lt. Comdr. Harold Koopman, its executive officer, Charles T. MacDouglass, CCM, and Dr. J. Gilluly, of the engineer office of General MacArthur's staff, were assigned the exploration job.

Aboard an LCM, escorted by a sub-chaser, the four men stole into Guiuan harbor at night. They went ashore at dawn to be greeted by hundreds of wildly-cheering natives who, after three years of Jap domination, thought Americans were landing in force.

Mistaking Comdr. Bowker for General MacArthur, they brought American and Filipino flags out of hiding and displayed banners saying "Welcome General MacArthur." Filipino guerrillas who had cleaned the Japs out of the area, went all out in their welcome--a feast and a dance, featuring a native orchestra which did "Oh, Johnny" and "Alexander's Ragtime Band" to a fare-you-well, throwing in native music for good measure.

The following day, Sunday, the honored guests were taken to a 300-year-old Spanish church for mass, officiated by a 79-year-old priest--Father Guimbaolebot.

Explorations began from a command car landed from the LCM, largely under guidance of Chief MacDouglass, an able woodsman, former Marine scout in World War I and a former member of the Texas Rangers. The site was found, approved and two battalions--the 93rd and 61st--were moved in. Within two weeks light planes

were landing on the strip and in less than a month, transports were using it.

IWO JIMA HAS SAVED 851 SUPERFORTS, up to June 24th. The island which cost the lives of more than 4,000 Marines has been a life-saving haven to more than twice that many B-29 crewmen within three months.

A 21st Bomber Command spokesman said, "There can be no doubt that Iwo in our hands has stepped up the part the B-29's are playing in the destruction of the Japanese war machine."

First Lt. Alvin C. Beck, of Fort Wayne, Indiana, declared, "Our plane has bombed a target five times that we would have been unable to make if it hadn't been for Iwo. Taking Iwo has improved our operational efficiency about 45 per cent."

TANK FARM PROJECT assigned to the 90th was considered a routine affair from a construction standpoint, but Jap troops in the neighborhood made it an interesting assignment.

Fifty enemy soldiers were killed by armed patrols during the preliminary survey alone. Seabee surveyor E. A. Mullin, CM1c, for instance, lifted his eyes from his work, spotted a Jap, downed him with a single carbine bullet, calmly went back to surveying.

The Japs also provided their own finale before the curtain came down on their activities. They launched a counter-attack on nearby Marine positions; for their troubles, were shelled by a battleship offshore. After the shelling, the Leathernecks took over.

SURPRISED WAS Lt. Comdr. Dwight W. Rife, senior medical officer of a Seabee battalion aboard an Okinawa-bound LST, when an accompanying destroyer which had just taken aboard an appendectomy patient from the doctor's ship flashed: "We will now take the doctor aboard."

Dr. Rife was the only surgeon in the convoy and, when a junior officer aboard the LST became seriously ill with appendicitis, decided an operation was necessary to save the stricken man's life. A transfer at sea was the only solution because no operating facilities were available for performing such an operation aboard the LST.

An escorting destroyer had come alongside and shot a line aboard, and while the two vessels had continued on their course, the patient, secured in a stretcher, had been transferred over the line.

Then came the unexpected message. Dr. Rife, who thought the destroyer's doctor would perform the operation, boarded the bos'n's chair and followed his patient across the thin line.

The operation was a success.

## SERVICE BASES

"RE-DEPLOYMENT" is a word the far-travelled 111th Battalion knew something about before the AEF evacuation from Europe started it. After a two-front war in less than two years--from the Normandy beaches to Tarakan--the 111th is believed to be the first intact battalion to have participated in action at Normandy and the Philippines.

Behind it is a trail of accomplishments, attested to by a Legion of Merit, two Bronze Stars, three Navy and Marine Corps Medals, many letters of commendation and more than 50 Purple Hearts, including those awarded posthumously to three members left behind a hill-top overlooking Omaha Beach.

Today in the Philippines, the 111th has named its new base in honor of Comdr. Douglas C. Jardine, CEC, who, until a few weeks ago, had been its officer-in-charge since commissioning. He was awarded the Legion of Merit for his work at Normandy. The battalion has over 60 per cent of its original complement, supplemented by personnel from the 28th Battalion and Detachments 1006 and 1048.

Capt. C.W. Coryell, CEC, officer-in-charge of the 25th Seabee Regiment under which the 111th functioned in Normandy, called the performance at Normandy "outstanding exhibitions of gallantry and determination while operating through mine-infested waters under enemy gunfire" and declared that members "showed in themselves the highest example of courage."

The battalion was off to a good start before it ever left for England, receiving a commendation from the commander of Fleet Air Section for installation of fleet air targets off Quonset Point, R. I. After the European assignment, the 111th had 52 days in the States and was on its way to the Pacific. At a staging area only 15 days, the first detachment was sent out "airborne" Lt. (jg) R. J. Stilgenbauer, CEC, took a group of two officers and 30 men by plane to a rendezvous point for the Mindanao action. While part of the battalion was at work at Mindanao, another moved to Tarakan.

BLACK SAND OF IWO have been conquered in more ways than one. The loose, sandy beach that helped bog down heavy equipment even during the landing operations, has been "topped" with eight-inch-deep surfacing of volcanic ash--36,000 square yards of it.

Top soil from inland areas was moved to surface the beach, then the clay-like ash used as topping material. Roads were built from the beach to inland areas and topping was laid to the water's edge to afford maximum mobility in moving vehicles off and on landing craft.

Operational difficulties encountered were few, except for one period of extraordinarily high tides and adverse weather. Approximately 2,000 square yards of surfacing was washed away by the tides. During the early phases, guards were posted to combat sniper fire during the night shift because electric lighting made the workers a perfect target.

26 MONTHS OVERSEAS on a tour of duty that includes Guadalcanal, New Zealand, Russell Island, Admiralties, New Guinea, Malaita, Emirau, Hollandia, Leyte and its present advanced base, the rugged 61st Battalion has its rotation blueprint ready. And up pops the eighth, ninth, tenth and (ad infinitum) wonders of the world.

Some of them don't want to go home. Among reasons listed:

He hates to leave the many friends he's made in the 61st.

Looking forward to another beach-head with the hope it might be Tokyo.

But there are many who don't feel that way; Joseph Klanecke, for instance, is in a hurry to get home. Why?

"This'll sound crazy to you," he said, "but the thing I've missed most while I've been away is fresh salmon."

"STAND IT ON ITS EAR" was the formula for getting a floating drydock through the Panama Canal when it proved too wide to pass through in its normal position.

The drydock was successfully careened on its beam end, towed through the Canal, and righted again.

The unusual marine engineering feat, planned and executed by BuDocks in conjunction with BuShips and Panama Canal authorities, speeded transit from the dock's former anchorage off Trinidad to its new station so that it will be in operation in a matter of days.

The careening job was done by the 109-man crew of the dock, 350 Seabees attached to a maintenance unit in Panama, and 50 additional Seabee welding specialists who were assigned to the project on special duty.

Officer-in-charge of the project was Comdr. James T. Reside, CEC, USNR, who heads the Dry Docking Facilities Section of BuDocks and who flew down to Panama especially to direct the operation. Lt. Comdr. John C. Sease, CEC, USNR, o-in-c of the maintenance unit, was engineer in charge of field operations, and Lt. Elmer K. Timby, CEC, USNR, was technical advisor. Rear Admiral F.R. Harris, CEC, USN, (Retired), was consulting engineer.

Seventeen proposed methods of getting the 124-foot wide dock through the 110-foot lock were considered before the choice was narrowed down to two.

The first of these was to cut the dock in two, lengthwise, and then weld it together again after passage through the locks. This idea was discarded because of possible struc-

tural difficulties in reassembly incident to burning and welding.

The other proposal was to careen the dock 90 degrees, welding steel pontoons to one wing wall to stabilize the tilted unit.

The center section of the dock was careened on May 30th. Although the careening operation itself was a hazardous one for both men and equipment, once the dock was tilted it was capable of withstanding a 110-mile wind without any danger to its stability. Fully careened at the planned 90 degrees, it stood 110 feet above the water. It was towed through the Canal on June 1 and 2.

KNOCKED OFF A SHIP during an air attack, a Navy gunner was rescued by the 81st's R. H. Rood, S2c, who dived in after him, tied a rope around the wounded man's body, and helped haul him to safety aboard a barge.

"GET THERE, no matter how," was good enough for the 69th Battalion when it went into Weser River ports in Germany. Normal military procedure was reversed as elements of the Navy (the 69th) were carried overland by the Army to occupy enemy ports from the rear.

London's "News of the World" said this:

"Advance reconnaissance, disarmament, salvage, patrol and construction battalion units of the U. S. Navy, under Rear Adm. Arthur Granville Robinson, followed British Second Army troops into the dock areas of Bremen on the day of the city's fall in order to put the first captured German port into operation as soon as possible.

"Entry of American blue jackets into the Weser River ports was the climax to a unique 400-mile cross-country trek through Belgium, Holland and Germany."

JOLTLESS JACK-HAMMER is now featured by the 51st Battalion, thanks to a novel stand built by CSF Joseph L. Lytle.

Besides its jolt-removing feature, the device also enables the operator to drill from any position and in any direction.

SNS does not have a complete description of the stand's construction available, but interested parties probably can get working data directly from Chief Lytle, c/o the 51st.

UNUSUAL ASSIGNMENT fell to Warren R. Traver, MM1c, who was called upon to design, make and install gunsights for anti-aircraft guns on a Navy ship.

"The sights had been lost in shipment," Warren explained, "and there was nothing to do but improvise new ones. The ship was scheduled to sail and there wasn't time to wait for stock replacements. I followed standard design as nearly as possible, but with the equip-

ment I had to work with, I had to make some changes."

The changes apparently didn't do any harm. The guns for which the Seabee had improvised sights shot down four Jap planes in their first engagement a few days later.

RESCUE OF TWO MORE Army flyers was accomplished this week when Seabee barge crew from 81st Battalion picked them up after their engine had "conked out" and they had landed on the water. CCM Forest, F.M. Nebitt, PhM1c, P.F. Worrell, Slc, and T.S. Samuelsen, MM1c, were prominent in the rescue.

## WHAT THEY SAY

hear it.

"GI's and generals feel the same way about it," said one. "This is the time. This is the place."

"They say: 'It's been one damned island after another, but now we've got a toe-hold where we want it.'"

Also wrote United Press correspondent William F. Tyree:

"The conquered island of Okinawa is America's springboard to victory in the Pacific. The United States' land, sea and air forces are now established for the first time deep inside Japan's inner-defense ring and the stage is set for the climax of this long and bloody war -- the invasion of the enemy's homeland or China or both.

"The Jap who doesn't know this is living in a military vacuum. The fiery handwriting already is appearing in the skies over Tokyoc."

BOSS OF MULTI-MILLION-DOLLAR construction job on Okinawa, as many Seabees know, is Commodore Andrew G. Bisset, CEC, USN. He is determined, he said recently, to complete the assignment in much less than the time allotted for it.

"After all," he said, "when all the power is assembled that this base is being built to accommodate, it won't take long to lay the Jap low. Then I can go home. That is plenty of reason for a speed-up and all of these men here agree with me."

LATEST GUESS ON WAR'S END has been made by Gen. Ho Ying-Chin, Chinese Chief of Staff, who predicted this week the war with Japan would last another year and said he hoped Chinese troops could land in Japan and join in destroying Japanese military power.

Japanese on the mainland, he said, will continue to fight even if cut off from their home islands. They are expected to offer stiff resistance at Canton, Hankow, Tientsin, Nanking and Peiping.

Meanwhile, Chinese troops are continuing to move up China's "invasion" coast toward Shanghai, advancing within 165 miles south of

the great seaport. They have now cleared the Japanese from a 365-mile stretch of China's east coast.

**"MIRACLE MEN** of this and many previous Pacific island development projects which have brought our offensive weapons so close to Japan are the Naval Construction Battalion troops -- called Seabees--and Army Engineer Construction Forces. They are the fabulous men of the Pacific."

So said the New York Times Magazine this week.

The "Times" story then told how the construction men were converting Okinawa into "one of the most powerful advanced island bases in the world"...a base from which "blows can be turned against either the Japanese home islands or the Jap-held China coast."

**JAPAN WILL BE EASIER** to knock out as an aerial target than Germany, Lt. Gen. James H. Doolittle said this week. Her industry is more concentrated, he said, the targets are more inflammable, the country has less recuperative power and it hasn't time to move underground the way Germany was doing.

Gen. Doolittle revealed that his Eighth Air Force, flying B-29s, will be an independent command for the bombing of Japan and will not be blanketed into Twentieth Bomber Command. The Twentieth currently is wrecking Japan's industry with 500-plane raids from the Marianas.

Doolittle's 1942 raid against Japan will be his last, he disclosed. "I don't think it is expedient for me to go over Tokyo until the job is done there," he explained. "I should not like to fall into Japanese hands."

Besides, he admitted, there's a rule against it. Officers with knowledge of future plans are forbidden to risk capture by the enemy. "I wanted to fly over Berlin," he said, "but the request was disapproved..."

**"BURN 'EM UP"** is Vice Admiral Marc A. Mitscher's solution to the problem of how to beat the Japs.

To get victory in the Pacific, said the commander of Task Force 58, "we'll have to burn up the Japs -- and I mean burn."

"They're like a lot of moles, give them a hill of any size and they'll dig a cave and hole up," he said.

"We can plaster them with bombs and with shells from surface vessels, leveling everything on earth, but they will still be underground. So there is only one course left -- burn 'em up."

**PREACHING AGAINST PACIFISM**, Gen. George S. Patton, Third Army Commander, declared it would be "stupid" not to prepare for the next

war.

"You don't stop wars by being unprepared for them," he said. "The best way to maintain peace is to be ready for war."

**AMERICAN RETENTION OF BASES** right across the Pacific is so vital that "the fate of mankind may depend upon it," Gen. H. H. Arnold declared on his return from a tour of air bases in the Pacific.

"If we are to have striking power," he said, "our air power must be in a position to carry our attacks home to the heart of any aggressor who may threaten us in future years."

"No longer can we rely on passive defense and mere bases at home."

"An enemy with a plane similar to the Superfortress will be able to destroy our cities -- that is, our future enemy, whoever he may be, will be able to pulverize us unless we have the use of these bases in the Pacific."

"Yes, I have come back convinced that we must have a bridge across the Pacific. Otherwise, how will we ever be able to defend ourselves?"

**CHINESE TROOPS - NOT AMERICAN** - will finish off Japan's last-ditch legions in China, believes Lt. Gen. Dan I. Sultan, commander in chief of American and Chinese forces in India and Burma. "The last battleground of the war," he said, will involve American-trained and American-equipped Chinese ground troops fighting against Japanese forces which will be supplied by Manchurian industry.

## FROM THE HOLD

**MORE THAN 95 PER CENT** of all Seabee cargo specialists now are on duty outside the continental limits.

This compares with an 83 per cent score for the Seabees as a whole.

**"LITTLE THEATRE"** GROUP of 25th Special put on "Boy Meets Girl," one-time Broadway hit, as their first production and scored a smash success.

Members of the group, all volunteers, converted an abandoned structure into a theatre, designed and built sets, doubled as actors. William F. Zuckert, Slt, directed the initial presentation.

**PERFORMANCE OF DUTY** by the 22nd Special is "deserving of special mention" says a letter of commendation from the captain of a Pacific cargo ship to the Officer-in-Charge of the stevedore battalion.

"The task was particularly arduous and disagreeable due to the presence of fuel oil. The nature of the cargo called for careful supervision and handling. A certain element of danger was present during the operation," the letter said, adding that "the cooperation and supervision of Lt.(jg) H. W. Beck, CEC, was outstanding."

## SEABEE OF THE WEEK

BROMLEY E. WILLIAMS,  
MM2c, of the 135th  
Battalion.

Bromley E. Williams, braved blazing gasoline and incendiary bombs aboard a wrecked B-29 to help save an undamaged wing section and two motors of the Superfortress. The plane, loaded with incendiaries and headed for Tokyo, crashed on a takeoff. The crew poured out and fire-fighters started to battle the blaze, but gasoline-soaked ground and burning bombs around the plane threatened to destroy it until Williams came up with his bulldozer.

While fire fighters played extinguishers on him and the motor of his 'dozer, Williams scraped the burning ground and bombs away. An Air Force major called it "one of the bravest deeds I have seen." Williams' officer-in-charge, Lt. Comdr. Paul C. Gillette, CEC, added his personal commendation.

## "WELL DONE"

THE 128TH PONTOON BATTALION, formed at Camp Thomas last summer with many veterans of other units, including some from the renowned 1006, came off with high praise in its first big Pacific operation.

Five commendations from Task Force commanders, beachmasters and the skipper of an LST, came directly or indirectly to Comdr. A. C. Husband, the 128th's CinC. The commendations mentioned:

"Too much credit cannot be given the officers and men of the 128th NCB(P) who rapidly installed and efficiently maintained the causeway, even through extreme weather conditions."

"Pontoon causeways were placed... on Love plus one day as ordered. Even during red alerts and under fire these officers and men have kept causeways in excellent repair. The continuous use of these causeways and the vital tonnage brought over the beaches can be attributed to the efficiency of..."

"The brave and effective conduct of the crews under your command have been outstanding during the vital campaign. During blackouts, strafing, bombing and artillery attacks, your officers and men have manned their stations on the causeways you installed...."

"I consider this ship fortunate in having had Mr. Johnson (Carp. P. A. Johnson) and his men attached to this unit. Mr. Johnson impressed me with his professional qualifications, his loyalty... his men were well behaved, cheerful, willing, and efficient workers. (They) stood regular watches, repaired ship's equipment and aided the ship's company in many ways."

WON AT NORMANDY, the Navy and Marine Corps Medal was presented to Leroy W. Bishop, CM1c, after he had returned to the States and had re-embarked for the Philippines. Bishop rescued a mate who had fallen between an LCVF and a Rhino Ferry.

THE GASOLINE TANKS EXPLODED only a minute after Dave Mediate, MM3c, hauled a pilot from a burning plane. The CBMU 522 Seabee has been commended by the Air Station's C.O.

BEATING THE SCHEDULE for the construction of an Aviation Supply Annex by nearly three weeks won a commendation from the CinC of the NAB for the 39th Battalion.

The 39th was praised for a "high degree of skill, efficiency, ingenuity and intelligent cooperation" and for enabling the Supply Annex to be "ready with the best possible facilities to accomplish its important mission in the Pacific aeronautical organization."

BAILEY BRIDGE construction won one recent commendation for the 130th; building a traffic circle, another.

The bridge was constructed in record time despite bad weather. The traffic circle also was completed under difficult conditions; is credited with effecting a major saving in truck hours. Clockers report an average of 21,500 trucks use the circle daily.

## "FYI"

FLOATING MINES are latest rabbit out of Japs' hat. The Nips apparently are attempting to cripple American shipping by floating mines across the Pacific on the Japanese current which sweeps northward from Japan, along the Aleutians, and south along the Alaska coast and the west coast of the United States.

The mines have begun to appear in waters along the Alaskan coast. It has not yet been determined whether or not any have drifted as far south as the U. S. west coast.

THINK IT OVER, American leaflets now directed at Japanese forces advise in asking surrender of enemy troops. "You have fought with great bravery, and we have gained deep respect for your courage, but the war cannot be won by courage alone," the leaflets say. "...your fate is like a flickering candle in the wind. What can be gained by further resistance?"

LAST BOMBER OUT OF WILLOW RUN rolled off the production lines on June 27th. It was the 8,685th. Future production plans, if any, for the Ford plant have not been revealed.

SADDLE FOR HIROHITO'S HORSE will be handmade in Reno and given to Adm. William F. Halsey, jr., in response to the Admiral's comment that he wanted to ride the Emperor's horse through Tokyo.

CROP ROTATION, if you want to call it that, is in progress in midtown Tokyo. Where buildings were before the B-29's firebombs were planted, the Japs are planting in rice to meet a food crisis, enemy broadcasts have reported. A Jap "taxicab army," known as the Tokyo Volunteer Transport Corps, also has been organized to meet invasion threats.

## FOR THE BOOK

DUPLICATING JAPS did a thorough job of it in the Marianas telephone business. When the Joint Communications Activity, composed of Army Signal Corps, Marines, Seabees and Navy began rebuilding a telephone system they found an intact Jap switchboard. It was made by Oki Manufacturing Co., of Tokyo--an exact copy of the Westinghouse board made in the States. So exact was the duplication that spare parts and replacements, according to specifications, could be ordered from one catalog using the same order number.

The Japs had even copied the catalog.

MENTIONING DEHYDRATED CABBAGE to a certain Seabee cook is about the same as challenging him to a duel. One of his mates, Jerry F. Petrone, also a ship's cook, can explain why.

"We were issued these greens in the galley," recalls Petrone, "and this cook, who had never seen them before, asked what they were.

"They're dehydrated cabbages," I said. "Put 'em in water and they'll swell up to their normal size."

"He took my advice and put them to soak, standing by to watch them rise. I came back half-an-hour later and he was still watching them. I guess he'd still be there if I didn't tell him the truth..."

"His 'dehydrated cabbages' really were brussel sprouts!"

SWELTERING SEABEES throughout the Pacific may envy a mate, who maintained a generator watch through an Aleutian blizzard although the power house was entirely covered by snow.

"This fellow - name of Welsh - carried on his watch for 40 hours before I was able to relieve him," related Dale M. McMahon, EM2c. "When I finally reached him, we shoveled plenty of snow outside one doorway which was kept partially clear by the heat from the radiator. But after it was all over, it took a drag line and a bulldozer five days to dig the building out!"

BIGGEST FISH ever landed by a Seabee probably was the 800-lb. shark landed by a member of the 84th Battalion. The fisherman used 3/8" line, hook made from iron rod, bent to shape, and a leader of 1/4" cable.

The tussle lasted an hour and a half, and the shark had to be shot twenty times. It took a crane to lift it on a barge.

TOY GUN TRICK didn't work for a charging Japanese soldier. Investigation of the body disclosed he was armed only with an American-made toy cap pistol.

"I shouldn't have shot him," said Lt. W. J. Spangler of Roswell, Pa. "He had only one roll of paper caps left. But how was I to know? He charged right out of the jungle."

"COOLER" WAS COOLER so most of the 61st Battalion's MAA's moved, lock, stock and barrel, into the brig. Built underground, the brig proved to be 10 to 20 degrees cooler than the MAA's office, directly above it. For "rental," the MAA's built a second brig nearby. Although not underground, the bastille, too, was cooler than the quarters occupied by the remaining MAA force, so they moved into the second brig. What will happen if the MAA's ever get a prisoner hasn't been decided yet. But the MAA's are hoping that the boys keep cool so they can remain cool as well.

NEW WAY TO COMMIT SUICIDE was worked out by five Seabees who raised and repaired a Japanese barge sunk near Finschhafen, New Guinea, then tried to sail it without the formality of raising a flag.

"The first Yank PT boat that saw us came charging down with guns blazing," CCM Guy L. Allen recounted. "Some of the slugs chipped up the deck, but she stopped firing and pulled alongside when we hauled out the flag and identified ourselves.

"We kept that old Stars and Stripes up there in plain sight after that," the Chief chuckled, "but still every plane and craft we met gave us some long, hard looks."

## STATESIDE

IT'S NEWS AT HOME... that in SEATTLE, WASH. Butcher Tony Travelli wasn't even subtle about the meat shortage. He put the skeleton of a lamb in his showcase... that in OMAHA, NEB., a woman knew that long lines of people meant something scarce was on sale, got in line and found it was returning to the cafeteria where she had just eaten... that in MINNEAPOLIS, MINN., Godfrey Olson, 27, told his bride-to-be he was going out before the wedding to hire an orchestra for the reception; never did return... that in NEW YORK CITY, Joseph L. Kelly, bank teller, told the FBI he embezzled \$17,000 to help pay his income tax....

AND IT'S ALSO NEWS... that in WASHINGTON, D. C., kittens born in a desk drawer at the State Department were named: George Washington Eisenhower, Abraham Lincoln Stalin, Edward Stettinius Churchill and Sam Houston Chiang Kai-shek... that in HARRISBURG, Pa., Earl Balleys, driving a car and trailer, was worried when he saw a driverless car following. Investigation disclosed the front bumper of the driverless car had hooked onto his trailer --and that police were looking for a "stolen" car... that in SPRINGFIELD, MASS., firemen battled a blaze in the basement of a tobacco shop, but not one person budged from the cigar line on the floor above... that in HAMMOND, IND., an enraged matron charged in divorce court that her husband worked five days as a crane operator, started drinking on the sixth, achieved the bibulous ambition on the seventh and climaxed the period by beating her... that in BOSTON, MASS., five Jamaica Plain boys who were getting poor marks in their studies, tried three times to burn their school building....

**AND IT'S STILL MORE NEWS...**...that in CINCINNATI, O., police arrested a man trying to open the door of a parked car. He protested he wasn't criminally bent--"I just wanted to blow the car's horn to attract a taxi," he explained...that in BOSTON, MASS., returning GI S/Sgt. Tommy Carpenter slid down the transport hawser and swam to a tugboat because a WAC aboard a welcoming tug told him to "come on over and get a kiss."...that in COLUMBUS, O., a man who was refused a pack of cigarets on the grounds they were for regular customers, pulled a gun on Mrs. Carmelia Casbarro, confectionery owner, and took a full carton.... that in WENATCHEE, WASH., Ralph St. Loise was sentenced to five years for dynamiting his brother's house, using 46 charges....

## SHOP TALK

**TO GET MORE BATTALION NEWS**, the 117th Review has installed "News Boxes" in every barracks in the battalion's camp, and in the library, sick bay and mess hall. Men are invited, through a feature story in the paper, to submit copy. Material is collected on Mondays, appears in Saturday's issue.

**THE 84TH'S ANNIVERSARY BOOKLET**, first reported in last week's SNS, had an even more unusual history than was first believed.

It was printed on a 60-year-old press, acquired by the battalion in Australia. During its bumpy travels, it required 16 major repair jobs and parts, all handled by the 84th's machinists. In the Netherlands East Indies, the rubber rollers melted like wax on a stove, and had to be caught in a drain and re-cast nightly. Salt air ate at the zinc plates. Ink, short, was augmented by paint, oil and varnish. Type case furniture was made by the 84th's carpenters. The composing stone came from a piece of Jap armor plate.

To feed the sheets through the antique hand-fed press, the printer bent down and up again a total of 225,000 times. Fierce heat during the day made night work necessary. For one stretch of three months the staff worked in a sealed-up hotbox to keep light from showing under constant alerts.

Says the 84th's paper, "Coral Seabee": "Certainly, battalions stationed where modern print shops are available have produced more elaborate and better produced jobs. But on the constant move....with never a peep at civilization, and it ain't bad, fellas."

**DAILY NEWS SHEET** is published by editors of 75th's Seebeecan, distributed in the early A.M. Paper's slogan, carried on the masthead is "News for Breakfast."

"HOME FRONT MEMOS," reverse of "News from Home," is another good idea chalked up to the editors of the 117th Review. Column is meant for the folks at home to whom copies are mailed. It carries the mates' congratulations to their wives and families on wedding anniversaries, birthdays, and the like.

## THE BULLPEN

**FIVE HUNDRED DOLLAR**

**FINE** Mel Ott slapped on pitcher Bill Voiselle for throwing the ball over the plate when he had a two-and-nothing count on Johnny Hopp was returned to the Giant's ace last week on the theory that he had learned his lesson, but the incident recalls a similar episode a few years ago.

Jim Walkup was then a rookie pitcher with the St. Louis Browns. Manager Roger Hornsby told Walkup it was a club rule not to throw a ball the batter could reach when the count was two-and-nothing. The fine for violating the rule was \$100.

A few days later Walkup was pitching against the Yankees and Lefty Gomez, whose batting average was about .018 was in the batter's box. Walkup quickly worked the count to two strikes and no balls. His next pitch was wide of the plate but the umpire called, "Strike three!"

Walkup rushed up to the plate. "No, no!" he screamed. "That wasn't no strike! It was a foot wide. For cripes' sake, call 'em right. You're costing me a hundred bucks!"

**DOESN'T SEEM SO LONG AGO** that Eddie Tolan was known as "the fastest sprinter in the world." This week the 1932 Olympic champion appeared in a Detroit traffic court because he didn't walk fast enough. A policeman said he crossed a street so slowly a motorist was forced to slam on his brakes.

The judge suspended sentence but asked Tolan why he didn't move a little faster.

"I don't know," Tolan said. "Guess I'm getting old."

**PHILADELPHIA BASEBALL FIASCO** has had its effect on the San Francisco peace conference.

A delegation of Philadelphians called on Australia's External Affairs Minister, Herbert Evans, to ask that their city become the seat of the United Nations in the future.

Dr. Evans listened carefully. Then he replied:

"I can't vote for Philadelphia until the Phillies get out of the cellar. I'm afraid it would give the United Nations a defeatist attitude if both Philadelphia baseball teams were at the bottom of their leagues."

**FOOTBALL FEUDS** carried over to Iwo Jima when the Marines took over. It seems that Iwo was infested with quite a few Japs who had been exposed to an education in the States. They were tricky devils who had a habit of yelling at the Leathernecks with true American accents. Any Marines foolish enough to listen paid with their lives.

One such Jap, fully armed, came running toward a line of Marines yelling "Don't shoot. I'm from Ohio State." A Marine drilled the Nip between the eyes and remarked, laconically, "And I'm from Michigan."