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SEABEE DEMOLITION MEN SHARED D-DAY'S HARDEST JOB

What was described by one war correspondent as "perhaps the hardest D-day job" fell to joint Navy-Army demolition teams, many of whose members were Seabees.

Their assignment was to blow fifty-yard gaps with hand-placed charges through the obstacles that obstructed the approaches to the landing barges.

"These obstacles, covered by water at high tide, were exposed or partly exposed at low tide," said the N. Y. Times. "H-hour on D-day was some three hours before high water, but the tide range is so great and the tide races in so quickly in the Bay of the Seine that the demolition men had only a few minutes to "blow" the obstacles before the tide covered them.

"Through the gaps thus made would flow our whole battle effort. If the demolition unit failed in their job the assault might prove much more difficult.

"At H-hour sixteen of these units crowded into LCM's and reached the beaches. Each man had some forty pounds of TNT in one and two pound blocks wrapped around his chest.

"At the eastern American beach it was soon evident that there would be plenty of trouble. The German fire had not been silenced; mortars, machine guns and 88-mm. guns were raking the sands. The landing craft and the tanks that were to support the demolition units were set afire. On the tidal sands, with the water coming in, the few soldiers and sailors who had been able to make the beach were pinned down by enemy fire. For the first hour it was the Army and Navy demolition units that were instrumental in helping to hold the eastern beach, though that had never been considered part of their job.

"The demolition units placed their charges on the obstacles, but unexpected complications arose. The German fire from pillboxes and casements was so intense that the few doughboys of the initial assault wave who were still alive had not been able to advance, they had taken cover behind the obstacles. To blow the obstacles would blow up our own men.

"Yet the tide was rising rapidly; soon the charges would be covered. One naval officer waited, under constant fire, until the water was neck-deep to light his fuse. Another naval officer placed his charge, lit the fuse and yelled at a bunched group of soldiers who were using the obstruction for cover while firing at the enemy: 'See, it's lit. Go forward or be blown up.'

"The first hours were bad hours, but slowly, as the tide swept in, the khaki

line of Americans moved up the beach and inland. By the end of D-day on the eastern American beach a 300-yard lane had been cleared of the obstacles. The job had been done.

Said Captain T. F. Wellings, USN, who had helped train the Navy men, of their D-day performance, "They were really tough potatoes."

CURIOSITY HAD ITS LIMITS

A Seabee survey party at Eniwetok was confident that all resistance on the island had ceased. Landing at a deserted pier at the northern end of the island, they moved toward the southern tip which was being used as a landing point for troops and supplies.

As the Seabees plodded along, they stopped at intervals to inspect Japanese foxholes, supplies, and abandoned equipment. Midway, they met two infantry platoons advancing from the opposite direction. The soldiers were tossing grenades into all foxholes and machine-gunning every bush!

The survey party hurriedly retreated to the beach. There they were confronted by the officer in charge of the infantrymen.

"Where do you think you men are going?" he demanded. "You're parading through unsecured territory! What do you think my mop-up patrols are doing here?"

It was amazing, said one of the Seabees, how quickly the curiosity about Japanese foxholes drained out of the surveyors; "No one," he remarked wryly, "suggested any further stops for investigation!"

ALL OUT FOR VICTORY

An unidentified Seabee who reacted to the news of the French invasion by working in a defense plant while on leave was the subject of an editorial in the Santa Rosa (Calif.) Press-Democrat.

After observing that the "Seabees seem to have the right general idea about their part in the war", the Press-Democrat related the following incident:

"A nineteen-year-old Seabee from Alabama was dancing in the arms of a Hollywood lovely when news of the invasion came through. He was on a fifteen-day leave. As the music stopped and the announcement broke into the radio program the Seabee remarked: "Oh, nuts; I've got to be doing something in this fight." And within an hour he had a job in a defense plant where he is passing the remainder of his leave.

"If all Americans were ruled by this Seabee's spirit of loyalty to his country," the newspaper commented, "the victory would be won much sooner."

MONEY TALKS

A civilian booster of the 114th Battalion has bought \$286,000 in War Bonds as a tribute to the unit.

SEABEES BUILD TOO FAST JAPS CREDIT SECRET METHOD

The speed with which Seabees of the 95th Battalion ripped a 4,000-foot air strip out of the tangled jungles of a Central Pacific island prompted the Japanese to claim that the Americans had discovered a new, secret method of building airfields, it was revealed by Cmdr. W. L. Johnson, CEC, USNR, the battalion's O-in-C.

Six days after the first bulldozers ripped into the underbrush, the airstrip was receiving its first plane. One week after that, heavy American bombers were taking off from the runway to blast Japanese positions in the Marshall Islands.

BOUGAINVILLE BALD MEN S HAVEN ?

Last February, reports by jungle grapevine and inter-island steamer began to drift back from Bougainville to relatively civilized Guadalcanal. The reports, according to Tech. Sgt. Theodore C. Link, a Marine Corps Combat Correspondent, were that three totally bald Seabees who had been camped deep in the heart of the Bougainville jungle had miraculously grown new hair.

Scoffing listeners belittled the statement that the three Seabees had grown a full head of hair in three months -- so full they had to get haircuts. Rumors grew that more Seabees suffering from exposed knobs had gone to the growers of hair and, after treatment with the particular mud and water, had gone away with an encouraging start on their topsides.

Then it got so bad, the sergeant vows, that Seabees relieved of duty at Bougainville and returning through Guadalcanal would seek him out and tell him of the miracle of Bougainville, urging an investigation with the usual statement, "Boy, there is a story there that will sweep the bald-headed world. Get on it." Some doffed caps to show fuzz they had accumulated.

"But," laments Link, "the exigencies of war will not permit correspondents to traipse off and run down a cosmetic secret. So the miracle of Bougainville remains undeveloped but is reported for possible investigation in future peacetime days. Who knows but that the energetic Seabees, who build so fast they work themselves out of jobs, have unearthed, in the far-off Solomons, a contribution to the vanity of man?"

QUEEN OF THE HIGHWAYS

New Orleans is the home town of Dorothy Lamour. It also is the birthplace of Seabee Tommy Nichols. And Nichols, whose job is to help lay out new Seabee bases, is an ardent fan of Miss Lamour.

All these facts probably add up to the reason why jungle trails all over the South Pacific are named after the luscious Dorothy. Reports have come in of a Lamour Highway on Guadalcanal, a Lamour Avenue in New Britain, a Lamour Drive in New Guinea, and a Lamour Road of Kavieng. Tommy hasn't found an island yet for Lamour Boulevard.

TRIPLE-PLAY

Three battalions which at one time comprised the 21st Naval Construction Regiment have been commended for their work in converting their "Island X" into a powerful advanced base for the Allies.

The Seabees were praised by Brigadier L. G. Goss, the island's commanding officer. Of the 87th Battalion, Brigadier Goss said, "...by dint of tremendously hard and sustained effort and by working for weeks around the clock and often under enemy bombing attack (they) developed the airfield, dock, and many other facilities in a manner which I can only describe as amazing... (They) have done a splendid job of which they may feel justifiably proud."

The 82nd Battalion, he said, "arrived at this base at a somewhat later stage, but immediately went to work in a most business-like and efficient manner on tasks toward the further development of the airfield as well as the roading... (They) have at all times exhibited most commendable qualities of energy, cheerful effort and ever-ready response to all calls for their assistance."

The third battalion in the regiment, the 88th, later was assigned to another base, but in their short stay, the Brigadier said, they proved themselves "... a well-disciplined, contented and hard-working unit which carried out ... valuable work."

JUNGLE WIRELESS

Natives of a newly-won Southwest Pacific island presented the 15th Battalion with a jungle drum. Anxious to do the polite thing, the Seabees mounted the hollowed-out tree trunk on a pair of wooden saw-horses, then labeled the drum "Fifteenth Battalion Official Air Raid Alarm".

FOURTH SPECIAL CITED FOR UNLOADING RECORD

The Master of a transport carrying approximately 2,500,000 feet of lumber estimated it would take ten working days to fully discharge it at an advance base.

"Instead," the transport Captain, David Van Gieson, later wrote, "up to 0600 this date approximately 4,685 tons, or very nearly all of our cargo, had been discharged; or nearly five and one half days total discharge time.

"The above record," he continued, "is the best I have yet experienced in any island area, and it compares very favorably with the time and work of veteran long-shoremen back in the states.

"(This) remarkable record can be attributed not only to the men actually doing the discharging, but to the efficient supervision of the work by the Fourth Special.

"It is such cooperation and coordination of the several services engaged in the discharging, led by the Fourth Special, that has contributed so much to our victory over the enemy."

MASS PRODUCTION METHODS

In a recent landing operation the 110th Battalion used the production-line technique to erect tents at the rate of one 16x16 unit every twenty minutes. One crew set floors, another did the framing, and a third added the canvas. A crew of eight men was able to erect a 16x50 mess hall tent, wired and ready for use, in less than four hours.

The 110th prepared for the assignment by partially prefabricating the structures at a staging area.

NO TROUBLE AT ALL

For some time the city of Waterloo, Iowa, has been hoping to build a municipal airport.

"Perhaps the city should obtain a contingent of Seabees," the 'Courier', local newspaper, suggested. "They could doubtless do it between train stops.

SOLVE SANITATION PROBLEM

Disease-carrying flies which had plagued the inhabitants of a Central Pacific island for years were eradicated by the sanitation detail of the 110th Battalion in less than two months.

Reports indicated the problem had existed for at least ten years and recently became worse. Heavy shelling and bombardment of the island which littered the island with decaying Jap bodies and carcasses of animals, ripped fly-breeding scars on palm trees; and inadequate garbage disposal and latrine facilities all had tremendously increased the fly population.

Taking over, the Seabees squad sprayed Japanese dead with penite solution before burial, then set up a regular schedule for spraying palm trees, slit trenches, all messing sectors, garbage disposal pits, latrines and other fly-breeding areas.

As a further precaution, screened mess halls and galley were erected and all servicemen on the island were invited to eat with the Seabees.

The effectiveness of the disease-prevention methods adopted by the Seabees is indicated by the fact that there has been no epidemic of dysentery on the island, and only minor and infrequent cases of diarrhea.

REMEMBERED

Men who were serving with Thomas Bowen when the Seabee was killed in the Marshalls have sent \$1,325 in War Bonds to Mrs. Bowen for the education of the couple's infant son. Bowen had seen the youngster but once.

Mrs. Kay Voris, the widow of Chief Petty Officer Robert M. Voris, who also lost his life in the Marshalls, has received a \$500 War Bond for herself and her little son from the 57 other chief petty officers in Voris' battalion.

SOUTH SEA DERBY

"Here they come they're at the turn and going into the back stretch now, they're almost overhead!"

What to a casual listener might have sounded like Sports Announcer Clem McCarthy gone beserk was an unknown member of a Seabee battalion giving a play-by-play description of a South Pacific air raid, according to Sgt. Bill Allen, Marine Corps Combat Correspondent.

"Listen, folks, to that anti-aircraft fire," continued the Seabee, who scoffed at his foxhole and boomed forth in a large voice, "there go the searchlights now he is in the cross beams bomb bay doors open and here it comes the bomb is whistling toward the earth listen to that roar, folks don't know just where it'll land just yet but wait, I'll be back in a flash with the blast."

This sort of thing continued through countless raids and the Seabee never got a scratch, says Allen, but when the commanding officer heard of the affair, "South Sea Island Clem" was shooed off to his foxhole and servicemen had to wait until the all-clear in order to get a look at the bombed area and wreckage of Jap bombers.

HARDY VETERAN

"It was up to us World War I veterans to get back into uniform again and help clean up our unfinished job of 1918," explained 52-year-old Charles E. Austrow, SF2c, a 45th Battalion veteran who has just added sixteen months of service in the Aleutians to a record which already included participation in the St. Michiel and the

Meuse-Argonne offensives of the last war.

"I wasn't the only one in our battalion with that idea," Austrow said. "Out of 1,000 men in the 45th Seabees, 52 were veterans of World War I."

Proud of his part in building Aleutian airstrips, the Seabee pointed out that the 45th was stationed on four different islands. In each case, he said, his mates were the first American servicemen to set foot on the bleak outpost. Only one of the islands, he added, had even been inhabited.

CUT RATE

Ideal shopping center for thrifty housekeepers would be the island of Emirau in the Southwest Pacific, says the "Camp Parks Log".

"Ceiling prices are lower than a hand-woven sleeping mat, which you can buy for 50¢. A bunch of bananas are a dime, a chicken is a quarter, and apples and eggs are a cent a piece," reports the "Log".

"Marines, who participated in the occupation of Emirau in the St. Matthias group, can buy pineapples for 10¢; sweet potatoes, 10¢ a dozen; limes, 20 for 5¢; coconuts, 1¢; pumpkins, 5¢; and hand-woven belts for 20¢."

SEABEES HELPED BUILD WORLD-WIDE AIRWAYS

The world-wide airways system now serving wartime traffic is the result of the joint efforts of the Navy Seabees, the Army Air Force, the Signal Corps and the Civil Aeronautics Administration, Thomas W. Bourne, director of the Federal Airways, disclosed recently.

BUILD FIGHT BUY BONDS TOO

In a jungle clearing on an island which only a few months ago was the scene of some of the bloodiest fighting of the Southwest Pacific campaign, Seabees, Fleet sailors, soldiers and pilots bid vociferously for prizes during a War Bond Auction sponsored by the 46th Battalion.

Approximately 2,000 servicemen jammed the open-air "theater" to purchase about \$20,000 in War Bonds. Items auctioned included several cases of beer and soda, boxes of cigars, cigarette lighters, chits for two gallons of ice cream and dates on a moonlight sail with Red Cross workers. The latter caused the most spirited bidding of the evening but, as usual, the Seabees won out. Harold C. Miller, MM1c and Joseph P. Kelly, CM2c, topped all bidders with purchases of \$1,000 bonds each and won the right to escort Miss Laura Sheehan, of New York

and Miss Elizabeth Walker, of Kentucky, to the party.

The appearance of the latter, the first white women to appear on the 46th Seabee Theater Stage, was due to the "salesmanship" of two Seabee officers, Ensign Norman J. Grieser, SC, USNR, and Warrant Officer Clayton H. Barrows, CEC, USNR, who persuaded a Naval aviator (a full commander whose name is omitted for diplomatic reasons) to fly them in his four-engined bomber to New Guinea and return to bring the girls to the show.

Music for the two and a half hour program was provided by an Army Artillery Division Band.

"FOLKS WILL TAKE OFF THEIR HATS . . ."

"When the war is over and the details become known," the Charleston, West Virginia, 'Gazette' said in a recent editorial, "folks will take off their hats to the construction forces."

The 'Gazette' quoted a Seabee home on furlough who had said, "The biggest surprise I have gotten out of this war had been the things we do that would have been considered utterly impossible in civilian life. There is no such expression as 'it can't be done.' We get an order and we do it."

QUITE A SPREAD

The versatility of Seabee machinists in the field is nicely put by the elaborately lettered sign, in the best jewelry shop tradition, which hangs over the cubby-hole shop of William G. Webb, MM2c, CBMU 561's watch and instrument repairman. The sign reads:

**"WEBB'S - FROM LONGINES TO
BULLDOZERS"**

SALVAGED DUMP TRUCKS REBUILT FOR PIPE HAULAGE

With some 200 miles of pipe to transport and no equipment to haul it, the 146th Battalion set about making its own transportation equipment.

A scouting party reclaimed eleven five-cubic-yard Chevrolet dump trucks from the island's scrap yards. The dump bodies were removed from these trucks and a fifth wheel mounting installed on each chassis in such a manner that it might be removed and the dump body installation returned to the truck.

"In building the tractor-trucks so that the pipe could be carried in 20 to 60-foot lengths," said Irving Keosowitz, M1c, of the transportation crew, "We found it best to put the fifth wheel eight inches forward of the center of the center point

between the tandem axles.

"The bolster on the truck was free to turn 360 degrees, as the pole linking the semi-trailer to the truck was merely fastened to the rear end of the Chevrolet chassis.

"To eliminate movement of the load on the two bolsters on sharp curves, a goose-neck pole was made and installed. This proved satisfactory except that the binder chains and stakes on the ends of the bolster would hit the fifth wheel frame and bend the coupling pole. This was overcome by putting bottoms in the brackets on the ends of the bolsters for the side stakes.

"Brackets were welded near the ends of each bolster for the load chain so that nothing extended below the bottom of the bolster, thus allowing complete freedom of the bolster to swing above the fifth wheel installation."

The trucks have proved invaluable, the 146th reports, for hauling pipe, pontoon angles, ramps and brows, and other items too long for ordinary trucks.

Men engaged in the conversion job were A. L. Grant, SF1c; M. M. Fleming, BM2c; E. D. Hood, CMM; S. L. Vinski, SF2c; A. B. Biuso, CM2c; D. H. Atwood, MM1c; M. E. Henley, SF2c; I. Kosowitz, M1c; and M. B. Phillips, MM1c.

DOUBLE-O

Shipmates of Russell Kettle, BM1c, of the 12th Special, had to look twice to make sure they weren't seeing double. The confusion was caused by the visit of Kettle's twin brother, Ray, whose ship had stopped at the 12th's "Island X".

FORTUNE SMILES

The 73rd has had its share of mud, rain, bombings, etc., but it has also had its share of good-luck, philosophizes the battalion's publication, "Chatter Box."

On one occasion Lt. Charles Freegard, ChC, USNR, battalion chaplain, decided to move from his foxhole to one at a higher location because water was seeping into the former. The next night a Japanese bomb made a direct hit on the abandoned foxhole.

Another time, Chief H. E. Brown and several of his mates spent more than an hour clearing jungle before deciding to pitch their tent under two trees nearby. That night, a Nip "egg" landed in the clearing and although the concussion flattened the newly-erected tent, none of the occupants were injured.

On still another occasion a plane heavily laden with bombs, caught fire and exploded. Although several 73rds were working nearby, none were injured. One of the bombs struck a tree in the center of a company area and showered the neighborhood with shrapnel. Beds, pillows, chairs, tables, and seabags were filled with holes, but everyone escaped without injury.

VERSATILE CRAFTSMAN RESTORES VIOLIN

On the inside of an old violin, under the only remaining legible inscription, "Repaired, E. Brooks, North Stratford, N.H., Feb. 23, 1889", Frank Knauer of CBMU 571 will engrave his name, the date and the name of 571's "Island X" to mark another repair job.

Owned by another CBMUer, the violin came apart in the heat and humidity of the tropics after withstanding untold years of use. Glue that had held fast for more than half a century dissolved and strings tightened until the neck pulled away from the body of the instrument, breaking two small but vital pieces of wood.

Knauer duplicated the broken pieces with mahogany, but reglueing the violin proved a headache. After many tests and experiments, a combination of mixtures finally did the trick.

The venerable instrument is said to still retain its full mellow tone.

BUILDS LAUNDRY WITHOUT EQUIPMENT

When 1100 Seabees saw their laundry equipment go up in smoke shortly after their battalion landed on a bleak Aleutian Island, Clarence V. Borregard, CCM, -- a laundry expert from way back -- took charge.

After damming a stream to build up his water supply, Borregard ran a pipe line from the stream to a 1000-gallon tank set on a nearby hill. Then he laid another pipe line from the tank down into the laundry.

With the water supply assured, the Seabee then built the laundry --two tents pitched directly over the stream. Scrub-boards and rinsing tubs built from scrap lumber and oil-drums, were installed along the sides--and the laundry was ready for operation.

The Seabees washed their clothes with the reddish-colored water dipped from the stream. Clear water for rinsing was prepared by boiling. Since the laundered clothes refused to dry in the ever-damp open air, the Seabees set up several tents for this purpose. "And then it took three or four days to dry anything," said Borregard.

At another base, Borregard set up and operated a laundry that serviced thousands of fighting men and even civilians. "But that was easy," said the Seabee. "I had the equipment."

PIPELINE AND WATER TANK COMPLETED IN LESS THAN WEEK

In less than a week's time, two CBMU 571 crews laid a water pipe line through difficult jungle terrain and constructed a 15,000-gallon wooden water tank to service two new camp areas.

Three of their working days, the seven-man pipe-laying detail worked in the muck and mire of a swamp. Undergrowth was so thick the men often had to cut paths

with axes.

When completed the pipe line spanned 110 feet of open water by means of oil drum pontoons, then twisted through the swamp and over ravines and hills to the water tank erected by the nine-man tower detail.

The pipe-laying crew, working under Chief Cohn, consisted of Wilbur Mesler, Morrie Weinberg, Don Howard, Jim Garrett, Dick Kennedy and Chod Burns. The tower detail, Glenn Jones, Rex Pearce, Virgil Mishler, Ray Ingalls, Greg Bucciarelli, Al Hawkinson, Eric Nelson and Paul Fanelli, were directed by Chief Smith.

SEABEE'S FATHER INVENTS LIFE SAVER

Anxiety over the safety of his son, James L. Muirhead, Jr., S2c of Detachment 1045, spurred J. L. Muirhead, of Dallas, Texas, to invent a device which, experts agree, may be responsible for saving the lives of servicemen forced to abandon ships surrounded by blazing oil.

The device is an "underwater lifesaver," a nonheat conducting shaft which allows its user to stay many feet under the burning oil while breathing from an oxygen tank held on the surface by a small buoy.

DECORATED FOR SAVING SERVICEMAN

A Bougainville Seabee who risked his life to rescue an Australian from drowning has been awarded the Navy and Marine Corps Medal.

While walking along Torokina Beach, Edley G. Scott, S1c of the Sixth Special, saw a swimmer about 100 yards offshore wildly wave his arms and then disappear beneath the surface. Scott plunged into the heavy surf and swam toward the man who had been caught in a dangerous cross rip and undertow.

The Seabee towed the Australian through the cross-current. Then realizing the limited possibility of bringing the Australian through the 12 foot high breakers without taking more water in his lungs and perhaps causing his death, Scott placed both hands over the man's nose and mouth and allowed the huge waves to carry them to shore.

After 10 minutes, Scott brought the Australian through the breaking surf. Medical officers were able to revive the near-casualty.

SHORT SPORT SHOTS

BASEBALL:..Yankees' pennant chances brightened considerably with return of Frankie Crosetti, veteran shortstop..Crosetti, spark of Yankees' drive in '43, had been working at West Coast shipyard but received release from draft board..Senators, hard hit by loss of Gilberto Torres, regular third baseman; Roberto Ortiz, outfielder; and Fermin (Mike) Guerra, relief catcher, who returned to Cuba after being ordered to register for draft, signed semi-pro outfielder Eddie Boland to one-month contract.. Boland, member of NYC Dept. of Sanitation nine, on vacation leave, refused season contract..Jim Bagby, resigned from Merchant Marine, was rejected by Army and will rejoin Indians..In 40 innings this season, Reds' Bucky Walters has allowed Cardinals but one run..Bucky has chalked up three shutouts against Red Birds..Comedy of Errors saw Senators make 6, and Athletics make 4, errors in one game..Three Brownie pitchers issued 15 walks in one game but still managed to win..After dropping 11 out of 11 games this season to Red Sox, White Sox eked out 5-4 victory..Dodgers failed to win single game on latest Western trip and lost next three in East to run losing streak to 15, not including 8/9s of game at Pittsburgh which was called because of Penn. Sunday law..now reposing in sixth place..Eastern League leaders, Hartford Senators, tied all-time scoring record for one inning by tallying 18 runs.. won seven inning game by score of 28-3..Baltimore Orioles' Righthander Stan West tossed no-hit, no-run game against Jersey City..West issued five passes but faced only 29 men as timely double-plays erased runners..Pirates' Bob Elliot, third baseman, rejected for military service..American Associations' tenth annual All-Star game will be played at Milwaukee July 26..George Munger, Cardinals' hurler chosen for All-Stars, pitched and won for Jefferson Barracks team same night..was inducted that morning.

BOXING:..Pvt. Bob Montgomery and Pvt. Sidney Walker (Beau Jack) agreed to meet for fourth time for benefit of War Bond drive..Henry Armstrong held to draw by Slugger White in 10-rounder at Hollywood..Lee Oma beat Lou Nova in 10 at Detroit..Willie Pep, recognized as featherweight titleholder, punched out 10-round decision over batamweight champ Manuel Ortiz in non-title bout..Cpl. Melio Bettina took 10-round decision over Curtis Sheppard.

RACING:...Calumet Farm's filly, Twilight Tear, won tenth straight with one length victory over Pensive, Derby and Preakness winner..win increased Tear's earnings in two years to over \$100,000..Volo Song, world champion trotting stallion and winner of last year's Hambletonian, broke leg in \$400 race at Elkhorn, (Wisc.)..Vets trying to save him for stud..John Marsch's 2-year-old, Free For All, walked away with \$61,425 Arlington Futurity..called best juvenile in past decade..First Fiddle took \$50,000 Mass. Handicap at Suffolk Down.

SIDELINES:..Arne Anderson cracked world's mile record..ran distance in 4:01.6, full second under his previous world record..Total of 146 candidates turned out for opening session of football practice at Notre Dame..Boston Football Yankees bought Dave Smukler from Detroit Lions.

SERVICEMENS' SPORTS:..Braves eked out 1-0 victory over Camp Endicott Seabees after trimming Camp Thomas nine 7-1..Lt. Walter Mehl overcame agony of pulled tendon to win grueling 1500-meter race in the 1944 Allied track and field championships held in the Italian Forum, formerly known as "Mussolini Stadium" ..Joe Louis and Billy Conn narrowly escaped crash in England when landing gear of bomber, in which they were riding, stuck..plane circled field 45 minutes before landing safely.. Great Lakes took 20-1 victory over Kansas City nine for 27th victory in 28 games.