

SEABEES ALMOST SHOVELED ME INTO OCEAN, SAYS ADMIRAL HALSEY

"The Seabees were clearing a field and I had to run most of the time to keep from being shoveled into the ocean," recalled Admiral William F. Halsey, Jr., in a recent radio interview during which he spoke of the Fighter Builders' ability to work under pressure.

"How the Navy ever got along without the Seabees before I don't know," Admiral Halsey said in another part of his talk, "...to my mind (they're) one of the outstanding organizations in this war."

Describing Seabee accomplishments, the Commander of the South Pacific Force and South Pacific Area went on, "They go into a mass of jungle and in no time flat turn it into boulevards and airfields and everything of the kind. We have built and are using a number of brand new airfields hacked out of the jungles since the first of July. I don't think you have an airport in the United States that can compare with Munda. This has been accomplished since that place fell."

Admiral Halsey also paid tribute to the Seabees' enlisted personnel. "I ran into one man out there who was a very efficient bulldozer operator," he said, "I watched him operating his machine and asked about him. I was told that he had been a very successful contractor before the war, a man who had come up through the ranks, starting out as a bulldozer operator. When the war came along, he joined the Seabees and there he was shoveling dirt around, clearing the way for our forces to take over a new airstrip."

SEABEES BUILD BOUGAINVILLE AIRFIELDS, ROADS, AHEAD OF ASSAULT TROOPS

"If you guys don't hurry up and take that country we'll have the field finished before you get there," Seabees chided Marines on Bougainville, the Associated Press reports.

The Fighter-Builders were returning from their job of surveying an airfield site well in advance of American front lines. They had been ahead of the assault forces for days.

When the strip, at the base of a fuming volcano, was finally secured, Japanese patrols were still close enough to capture one of the Navy's battling construction men.

(According to an official report, the Seabee bivouac area was so close to the Japanese lines that bulldozer operators and survey parties on the strip had been harassed by snipers and one Seabee killed within the camp.)

The building of Piva Field, named after a river village of that name, was accomplished with heroism and utter disregard of danger, the Associated Press dispatch continued. Once, tractors were leveling ground within a few feet of where a bomb disposal crew was digging up a string of Japanese time bombs.

The 6,500-foot field for light and medium bombers, within less than 250 miles of Rabaul and only 850 miles from Japan's mighty naval base at Truk, was dedicated on Christmas Day and is in operation against the enemy now.

Carved out of the heaviest of jungles, Piva Field was ready for bombers less than six weeks after the Seabees broke ground. The toughest job was in pushing roads through the swamps to the airfield site, often under Japanese fire. The Seabees showed little regard for battle lines. At one time their roads were 700 yards ahead of the combat troops' advance posts.

Piva is the second field the Seabees have completed on Bougainville. The Torokina fighter strip of 4,200 feet, super-imposed on a swamp, has been used since December 12.

The Marines and Seabees on the island share a friendship sealed under fire. "Marine Drive" is a four-lane highway the Seabees built and named in honor of their buddies. A sign along the road reads, "To our very good friends and able protectors, the fighting Marines, we dedicate this highway." It had been erected by the Seabees.

A few days later, another sign appeared. This one read, "So when we reach the isle of Japan, with our caps at a jaunty tilt, we will enter the city of Tokyo on roads the Seabees built." (over)

The salutation was signed by a Marine raider battalion.

AX-PACKING SEABEE GOES ON WARPATH

For shouldering an ax, tramping into the woods, and capturing a Japanese soldier, Seabee Carl E. Hull, 46-year-old former policeman in San Pedro, California, has been awarded the Silver Star by Admiral William F. Halsey.

Admiral Halsey described Hull as "a hatchet-packin' Seabee and a worth member of our South Pacific jungle-hacking, Jap-cracking all-services team."

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S.S. "SEABEE ONE" CASUALTY OF WAR; REPORTED "SHELL-SHOCKED"

The Japanese scored their first victory of the war over the Seabees when, on November 9th, the 46th Battalion's dredge, "Seabee One", was forced to withdraw from an engagement with the enemy and report herself "out of action".

The "Seabee One" had been busily at work in an old lagoon when the pump sucked up a Japanese shell, which inconsiderately exploded, wrecking the pump completely and doing considerable other damage to the dredge.

Repair parts have already been ordered, the 46th reports, and the "Seabee One", although presently suffering from shock, will live to fight another day.

CAMP FOR 6,000 BUILT IN 17 DAYS

"Impossible," was the first reaction when a Naval Operating Base received authorization on November 13th to build a 6,000-man camp, with a deadline for completion to useable occupancy set at December 1st.

But "impossible" isn't in the Seabee dictionary. The 62nd and 72nd Battalions took over. In 17 days, the job was done. During this stretch, the Seabees cleared and graded approximately 30 acres; graded and surfaced two miles of roads; laid 8,350 long feet of pipe; built 186 quonset hut barracks and 22 quonset latrine huts, with sewer and water services to all latrines; erected 3 frame C.P.O. quarters, 2 frame Bachelor Officer Quarters, and 6 frame enlisted mens' barracks; a R.C. septic tank and dry wells with a 6,000-man capacity; power services, poles, lines, transformers, etc., for entire area; and installed all miscellaneous completion items, such as man-holes, mess hall and galley, etc.

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JAPS HAVE NIGHTMARES AS SEABEES COMPLETE
THIRD FIELD IN BOUGAINVILLE AREA

Bruised and battered by American planes taking off from newly-built airfields all about them, wobbling Japs at Rabaul dream of pink Seabees when they manage to get a few minutes' sleep between Allied raids.

Latest take-off point for beneful Yank pilots is the Seabee-built airfield on Treasury Island, 30 miles from Bougainville. Won from the Japs in November, and scene of Seabee Aurelio Tassone's now-famous one-man bulldozer attack on an enemy pillbox, Treasury Island is the newest of a string of Seabee bases which, for all practical purposes, are eliminating Rabaul as an enemy stronghold.

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NINTH SPECIAL CLAIMS RECORD

Unloading 7,422 tons of oil drums in 285 hours of continuous operations, an average of 26 tons per hatch hour, including all delays, the Ninth Special has established what is believed to be a new "Island X" record.

To eliminate lost time in shifting trucks, the battalion used specially built platforms, accomodating three trucks at each hatch.

DARING SEABEE FIRE-FIGHTERS AND BOMB DISPOSAL PARTIES
PREVENT SERIOUS DAMAGE BY QUICK ACTION

Quick action by the Officer-in-Charge of the First Special Battalion, and the effectiveness and daring of Seabee fire fighting and bomb disposal parties saved personnel and prevented serious damage to equipment when a fire broke out in an ammunition dump and exploding shells sprayed the camp area with shrapnel and blazing embers.

A smoldering fire in the dump, adjacent to the Seabee camp, suddenly flared out of control and began setting off various caliber ammunitions. When a personal survey by Commander William Yost, USCCR, revealed that there was imminent danger to the camp and personnel, he immediately ordered the Seabees to evacuate after securing emergency rations and drinking water.

That portion of the battalion not on duty aboard various vessels (where they remained all night) were assembled on the beach. Cots and blankets were procured and a medical officer dispatched for mosquito repellent since most of the men were clad only in shorts.

Fourteen hours later, when the explosions had lessened, fire fighting parties under Lieut. F. G. Cameron, (CEC) USNR, Ensign Leon Stein, (CEC) USNR, and Ensign H. L. Jones, (CEC) USNR, quickly extinguished all fires. The fire fighters also helped to combat a huge conflagration in a Marine Depot area nearby.

The Battalion was then returned to camp and a picked detachment, headed by Ensign Jones, removed all duds and unexploded detonators which were apread through the area.

Investigation showed eleven tents, the supply area, laundry and garage completely destroyed, and approximately 150 tents damaged beyond repair by tracers and shrapnel. However, no casualties were suffered by any of the Seabee personnel.

ADMIRAL BYRD COMMENDS TWO SEABEES

Two Seabees of the 1012th Detachment have received the commendation of Rear Admiral Richard E. Byrd, USN (RET), Senior Member, Special Navy Mission, for their "extraordinary performance" of duty in connection with an expeditionary force to the South Pacific.

Lester K. Bernard, CCM, and Felix J. Rabito, CCM, were the men cited by Admiral Byrd, famed Antarctic explorer, whose commendation noted that "hazards and difficulties were encountered that would not normally have been met with in the execution of (their) regular duties."

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TIP FOR LETTER WRITERS

Try closing the next letter home with "I'll Seabeeing you". The phrase was first used by Commander Victor W. Buhr of the Tenth Construction Regiment.

SEABEES JOY-RIDE IN SEA-GOING JALLOPY

Detachment 1007 is enjoying the ocean breezes in a motor launch which had been scrapped and was rebuilt by the Seabees from salvaged materials.

SEABEES ON GLOUCESTER AIRFIELDS AS MARINES ROUT JAPS

Dauntless Seabee battalions moved into the Cape Gloucester area of New Britain Island to rebuild two captured airfields immediately after the Marines had won them earlier in the day, the United Press reports from Advanced Allied Headquarters in New Guinea.

The Seabees patched up the battered landing fields while the Marines established defensive perimeters around their positions, and abortive enemy attacks were repulsed, the dispatch continues.

More than 700 Japanese dead were counted. Remnants of the enemy force fled toward Tauali, four miles south of the airfields.

Reconstruction of the Cape Gloucester landing strips gives the Allies important air bases only 275 miles southwest of the enemy stronghold of Rabaul.

SEABEES WHIP WILLIWAW TO SAVE SHIP AND CARGO

Seabees of the 45th Battalion defied the fury of an Aleutian "williwaw" to salvage more than 700 tons of urgently-needed supplies and 50,000 gallons of fuel oil from a grounded LST and then, after the furious storm had subsided, made sufficient emergency repairs to refloat the battered vessel.

The sea was calm and the day bright when the LST, heavily laden with food, coal and construction equipment and material, nosed onto the beach, opened her huge doors and dropped her ramp.

But the Aleutians, notorious for their changeable weather, lived up to their reputation. Almost before the first piece of equipment had splashed through the surf, the skies darkened and the "williwaw" struck. Less than 100 of the 800 tons aboard had been removed when the increasing fury of the storm necessitated the closing of the LST's doors.

A few hours later, the lines securing the ship to the beach parted and the vessel, her engines useless from the steady pounding of the heavy seas, drifted helplessly, parallel to the shore, until the roaring breakers washed her aground.

Swinging into action immediately, the Seabees ran a cable--secured to a power shovel on the shore end--to the ship. They rigged a pulley and a box, about four by five feet and a foot and one-half deep, to the cable. A dozen Seabees piled aboard and rode over the crashing breakers to the vessel where they started to unload the cargo by hand; stowing it into the box and then hauling the box to shore.

At low tide, a motorized crane plunged into the surf alongside the LST and reached its boom up for the deck cargo which it loaded aboard trucks--standing hub-deep in the pounding surf.

In 88 hours--less time than it took to load the ship at its home port--all the remaining cargo had been removed by block and tackle and the sea-going "cherry-picker".

While the storm raged and the huge waves broke mast-high over the battered LST, other Seabees continuously repaired damage to the ship--patching bulkheads, repairing engines and generators and welding sections of the damaged hull.

After the week-long storm had blown itself out, the skipper of the ship decided it would be necessary to lighten his vessel by dumping his cargo of fuel oil into the sea since no oil tanks were available. The Seabees, realizing the value of the fuel oil, hurriedly constructed four 4,000 gallon tanks of plywood, caulked with cotton. The fuel oil was pumped from the ship into the improvised tanks and then into steel drums. The lumber used as "whaling" was left uncut, so it could be used again in regular construction. (over)

Work continued unabated on the battalion's base-building job during the entire salvage operation and despite the adverse weather and the extra work load, the first main phase of the job was finished six days ahead of schedule.

The salvage work of the Seabees was under the direction of Carpenter F. H. Simon, (CEC) USNR, the battalion's waterfront officer.

HEROISM IN SHIP SINKING EARNS LEGION OF MERIT FOR SEABEE OFFICER

For swimming to the rescue of a drowning sailor, despite his own severe wounds, suffered when an LST on which he was aboard was torpedoed in the Mediterranean, Carpenter George G. Bethune, (CEC) USNR, has been awarded the Legion of Merit in a personal presentation by Navy Secretary Frank Knox.

The citation presented to Bethune read: "For exceptionally meritorious conduct in the performance of outstanding services while assisting in the rescue of survivors of an LST after that vessel had been torpedoed in the Mediterranean Sea. Thrown from the ship into the sea by the terrific impact of the explosion, Carpenter Bethune observed nearby another crew member who was struggling to remain above water. Realizing that the man was about to drown, he unhesitatingly swam to the rescue despite his own severe injuries and kept the distressed survivor afloat by by sharing a life jacket. His heroic spirit of self-sacrifice in saving the life of another at great risk to himself was in keeping with the highest traditions of the United States Naval Service."

NAVY ADOPTS NEW PAY SYSTEM

A new pay plan, devised to assure payment promptly on pay day of all monies due every officer and enlisted man and woman, will be initiated by the Navy soon after January 1, 1944 and will become effective for the entire Navy on July 1, 1944,

With the rapid and enormous expansion of the Navy, the old system had become ponderous. Sudden transfers of personnel and the possibility of records becoming lost in transit through combat areas multiplied the likelihood that more and more Navy men would be one or more moves ahead of their pay accounts.

Under the old system, when a man was detached from one station or ship, a transfer pay account was prepared and sent to his new station or ship. Before it arrived, the man might be ordered to still another place, and so on. To tide him over, he could draw a temporary or emergency allowance. This procedure usually left the man in doubt about his true financial status, and disbursing officers were unable to act with finality.

Under the new system, a card record will be issued for each officer and enlisted man, carrying his name, identification, rank or rating, duty pay for himself and allotment and allowances for his family and all other information which the disbursing officer needs to establish the man's exact pay status.

This pay record remains in the custody of the disbursing officer or the commanding officer at the man's duty station. When the man is detached, the record goes with him. The disbursing officer makes a notation on the record to show what he has paid the man, who gives a signed receipt in return.

No matter where the man is--at his station, enroute, or newly rescued and not yet assigned to duty--he can present his card and get paid on pay day.

Every six months, a new pay record will be issued for each man. Any change in pay commensurate with new rating, rank or duties is sent promptly to the disbursing officer at the man's station, and is noted on the record. With the proper proof that a decree of divorce has been entered, a man may have the disbursing officer withhold marital allotment without waiting for the change to clear through the Field Branch, Bureau of Supplies and Accounts, in Cleveland.

If the record is lost or destroyed, he can get a temporary duplicate from the nearest disbursing officer and in a short time he will receive a permanent replacement.

VOLUNTEER RESCUE PARTY SAVES LIFE OF STRICKEN SEABEE

Fighting a 70 m.p.h. gale and crawling long distances on hands and knees in temperatures so low that water in their canteens turned to solid ice and their foul weather gear froze stiff, a Seabee rescue party crossed Unalaska Bay in the Aleutians and battered its way through a mountain pass to reach a mate stricken with acute appendicitis at a remote Army outpost.

Lt. A. B. Carson, (M.C.) USNR, Medical Officer attached to a Seabee Battalion, selected five men with mountaineering experience to accompany him. With the wind at "williwaw" force, driving sleet reducing visibility almost to zero, and savage waves rolling in from the Bering Sea, the doctor and his party crossed the bay in a 50-ft. open motor sailboat. Then, in total darkness, and harassed by the wind-whipped sleet, the men floundered up the mountain pass through waist-deep snow.

Meanwhile Lt. (j.g.) E. G. Beard, Officer-in-Charge of Seabees stationed at a near-by base, had started up the mountain accompanied by another party of volunteers. Lt. Beard's group hoped to be able to break trail and locate the pass.

At midnight the two parties met. Some of the Seabees who had come with Lt. Beard and who were originally scheduled to turn back after reaching the pass, asked and were granted permission to go on with the Doctor and his original group.

The reinforced rescue party pushed on, but soon after midnight lost its way in the bleak arctic wastes. The Seabees' goggles were covered with layers of frozen sleet. Tearing off the glasses in order to see, the men were nearly blinded by the stinging particles. Even the Very pistols carried for signalling purposes were useless; they could not be set off.

Hours later, the Seabees fought their way through the mountain pass, down the farther side of the mountain, then across a narrow, tapering spit of land dividing a fresh water lake from the Bering Sea. At the end of the spit, they floundered across a crude bridge of slippery logs and found themselves at Cape Wislow, the Army outpost where their fellow builder lay writhing in pain.

The Doctor rested for an hour, unpacked his surgical equipment, all of which had been carried over the pass, and performed the operation.

Today another Seabee owes his life to the courage and self-sacrifice of his mates.

TAKE IT FROM THE MARINES!

On "Island X" in the Caribbean, a young Marine, just out of boot, tossed off some remarks about "those crummy looking Seabees."

A couple of Fighter Builders, standing within hearing, were about to go into action, when a Marine Sergeant beat them to it.

"Listen, boot," he took down the recruit, "you are pretty new in this outfit and you don't know what these 'crummy Seabees' have done around here, so you had better keep your trap shut! They are friends of ours and we respect them as good workers and good guys!"

"Thanks, Sarge," wrote "Buzzin' Briefs", the Seabee newspaper which first reported the story, "a compliment from a Marine is worth three from almost anybody else."

MUNDA SEABEES USE MINE DETECTOR IN SAWMILL

Disgusted at continual breakdowns in the sawmill because shrapnel in the timber had been jamming the works, a Seabee logging and lumber crew at Munda is now using a mine detector on all logs to locate metal before the wood is fed to the saw.

THOUGHT FOR RETIRED SEABEES

We've just heard about the two old sailors who retired after 30 years of service, and bought a small saloon in a country town. The place was being painted inside and was closed for that purpose. After a few days the villagers gathered outside the place and one of them knocked at the door. A window opened. A sailor leaned out and asked them what they wanted.

"We want to know when you're going to open up."

"Open up?" replied the sailor, "What do you mean open up? We bought the saloon for ourselves!"

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"JOIN JUNIOR SEABEES," MARINES INVITED BY 20TH

Men of the 20th Battalion erected a sign inviting Leatherneck neighbors to "Climb on the 20th Bandwagon" and "Get your Junior Seabee Badge Today". The Marines, who receive chow at the Seabees' mess hall, were advised that after serving with the the battalion for three months they were entitled to wear a "Junior Seabee Badge".

The Fighter Builders had a picture of the badge on the sign too. It was similar to the "Junior G-Man Badge" youngsters in the States get for saving box-tops.

SEABEE COOK FILLS IN FOR CHAPLAIN

The old 'Can Do' spirit continues to turn up in the most amazing ways. With the 88th Battalion's Chaplain away from camp one Sunday recently, Seabee Marvin W. Lantz, SC3c, conducted the complete Protestant Services. Before he joined the Seabees, Lantz was minister of the Green Valley Methodist Church, Bridgeport, West Virginia. An energetic individual, he managed to hold down another job at the same time as a crane operator and graphite loader of electrical furnaces for the Clarksburg works of the National Carbon Company.

The 88th also boasts a Machinist's Mate 2c who doubles as a radio announcer. Seabee Bill Beard, who broadcasts the news at the camp theatre, was for twenty months a full time announcer for WLBK, a Mutual station at Bowling Green, Kentucky. Beard is a public figure in his home state, having served three sessions in the Kentucky legislature. He volunteered for service with the Seabees in the middle of a term that doesn't expire until next January.

JACKPOT!

When announcement of the new family allowance scale was made recently, William S. Tripp, Flc, of the 53rd Battalion started counting up the chips and didn't stop until he reached \$311.60, his new monthly wage from Uncle Sam. Tripp has a wife and nine children.

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CBMU 516 --"JACKS OF ALL TRADES"

Engaged primarily in the maintenance of a South Atlantic base, the Seabees of CBMU 516 often have been called upon to provide assistance to our allies and have answered always in true Seabee fashion,

Three Seabees were flown to another island and using more than 6000 pounds of explosives, with equipment they were forced to devise themselves, blasted coral reefs in the bay which had been endangering the pontoons of seaplanes and amphibious aircraft.

When an allied aircraft carrier developed engine trouble after leaving its drydocks, and civilian workers were not available, Seabees went aboard to make repairs. Four machinists and one interpreter remained on the ship as it sailed towards its "Island X" to assure emergency repairs if necessary.

SEABEES QUICK REPAIR WORK SAVES LIFE OF COAST GUARDSMAN

A Coast Guardsman, so critically injured he could not be moved out of an oxygen tent in a civilian hospital near CBMU 516's South Atlantic base, is alive today through the quick work of two Seabees-I. F. Fredrickson, WTLt, Waukesha, Wisc., and Henry Itzkow, EMLt, Albany, N. Y.

The men answered an emergency call which came to the base when the oxygen tent's cooling and electrical apparatus failed. Although neither of the men had ever seen a tent of its type before, they repaired it quickly and hospital attendants had the Coast Guardsman back in the tent within an hour.

SEABEES EMERGENCY REPAIRS SAVES SEAPLANE TENDER

A United States seaplane tender which was beached after sustaining a Japanese torpedo hit, has been returned to service largely through the effective emergency repairs and ingenuity of Seabees on duty in Alaska.

The warship took the torpedo in the stern while lying in an Alaskan bay and was beached when its motor failed. Seabees, flown to the scene from shore installations, patched up the ship and floated her to an Alaskan naval base.

Here the Seabees went to work in earnest. Working 24 hours a day, they welded and riveted, installed beams and stiffeners and plugged the gaping holes with parts of a dismantled hangar and pieces of oil drums.

After the emergency repairs were completed, the tender headed south and, after weathering a severe storm, arrived safely at a mainland base where it was fully repaired and returned to duty.

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SEABEE BAKER ASKS ADVICE

The "News Service" ordinarily doesn't run a question and answer department, but a recent query from a Seabee baker is too good to keep. The story goes that C. N. Zawacki, Bkr. 3c, of the 129th, reported that he was going to bake a cake for a mate in the brig, but had lost the recipe. What puzzled him was whether he should put in the flour and saw after the flour or before the eggs.

"ISLAND X" BARBERS PROMISE SEABEES "GOOD CLIPPING"

Open for business after a hectic beginning, the Seabee tonsorial parlor on a South Pacific "Island X" offers de luxe service complete even to after-shave lotion and "Lucky Tiger" hair tonic.

When barbers C. R. Rudolph, Slc, and M. M. Middleton, Slc, first offered their services they had only two wooden barber chairs, hastily built from specifications based on an estimated average Seabee waist-to-head measurement. The scissors-snappers soon discovered their anatomic calculations did not fit their clientele, for most of them were not average. Two months of assuming the posture of Russian ballet dancers when cutting the hair of tall men, and that of a hunchback on the short, called for drastic action.

The frantic barbers, rummaging through salvage depots, found two hydraulic jacks, a seat from a jeep, and one from a plane. Also, plenty of scrap iron.

Then D. A. Conrad, SFlc, bent, twisted and welded the junk collection into comfortable, adjustable chairs. Rudolph and Middleton say they intentionally omitted headrests and chrome trim on the chairs just so their customers wouldn't forget they still were on "Island X".

ANOTHER SEABEE GREET'S SON ON "ISLAND X"

"Quit your kidding", laughed Seabee Louis Crow, CM3c, of the 120th Battalion, when a mate told him that Crow's son, Ronald, was looking for him outside.

But Ronald, 22, a Yeoman lc on board the U.S.S. ----, was really there. His ship had dropped anchor and he had been sent ashore on a special mission. When he learned that his dad's battalion was stationed at the port, he started looking. The reunion was the first time Crow, Sr., had seen his son since February, 1941.

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BIRTHDAY CAKES GREET 63RD SEABEES

Birthdays do not go unnoticed on the 63rd Battalion's "Island X". At the request of Commander Frank Highleyman, Officer-in-Charge, every Seabee receives a luscious cake, covered with icing and inscribed with his name and a "Happy Birthday" greeting.

The idea is a real morale-booster for the Seabees. The spirit of comradeship the cake carries with it goes a long way toward making up for a birthday spent far from home.

The battalion's bakers already have already placed 258 cakes on the special birthday rack in the chow hall and now are averaging three a day.

34TH PACKS BIG PUNCH IN FIGHT AGAINST MALARIA

In World War I, the British and German armies in Macedonia faced each other for three years, unable to advance because of malaria.

The same health-shattering malady threatened the men of the 34th Battalion when they landed on their "Island X".

With the island's swamps and jungles breeding places of disease-carrying mosquitoes, the battalion's malaria-control men swung into action. They dug and dynamited ditches, cleared the jungle of undergrowth, and burned off marshes.

Deep drainage canals, flushed daily by the tides, were dug in the swamps. Educational bill-board campaigns were placed throughout the camp. And disciplinary action was taken against men found with their sleeves rolled up after dark, or not sleeping under a mosquito net.

The Seabees' anti-malaria campaign got results; the number of new cases reported in November was 50% less than for the preceding thirty days.

BUILDERS MAKE BEELINE FOR FELINES

"They're the cat's whiskers," was more than an idle phrase when used to describe the Christmas toys made by 120th Battalion Seabees for tots on "Island X".

The industrious toymakers, short of paint brushes, corralled three cats and systematically sheared off enough hair from their backs to provide tips for the number of brushes needed. Unmoved by the Christmas spirit, the cats have been avoiding Seabees ever since.

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10TH BATTALION MARKSMEN TOP MARINES

Seabee pistol experts are winning regularly over big league competition. Latest victors are the 10th Battalion's marksmen, who report a decision over the Marine team stationed on their "Island X".

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WAR REUNITES ORPHAN BROTHERS

Separated seven years ago in an Ohio orphanage, Philip and Robert Baker, now serving in different branches of the armed services, were resigned to waiting until after the war for a reunion. But when Robert, a Technical Sergeant in the Army, arrived at his overseas destination, brother Philip, S1c, attached to the 10th Seabees, was waiting to greet him.

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MATES IN THE SOUTH PACIFIC PLEASE NOTE!

Seabees at Dutch Harbor, Alaska, are receiving training in snowshoe and ski tactics. The Army has provided a number of expert instructors.

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MARINES "CITE" SEABEE MESS CHIEF

In a humorous imitation of an official commendation, a "bunch of U.S. Marines" have "cited" Chief Gerry Shaw, "OinC" of the enlisted man's mess of a Seabee battalion serving with the Marines at Bougainville, for the "many delicious meals prepared by your galley under the most difficult circumstances..and consumed by us in your mess hall".

Describing the Chief as a "man with capabilities, an imagination, and the knack for preparing food in such a manner that it pleases a "bunch of hungry marines", the "commendation" was signed by the Marine "customers" who "patronized" the mess.

SEABEE INTERPRETERS AID NAVAL INTELLIGENCE

The Fighter Builders, who will tackle any assignment, took on another unusual job recently. When Base Naval Headquarters on "Island X" called for volunteers who could speak Russian, the two men who stepped to the front were Seabees Mike Salonsen and Myroslau Motluck. The men were temporarily assigned to a warship on a scouting cruise.

SHORT SPORT SHOTS

Football favorites had tough going in New Year's Day Bowl games. Approximately 272,000 spectators, in seven stadiums, watched the 1944 sports season launched on a trend of upsets. Biggest upset occurred in the Rose Bowl where University of Washington, $3\frac{1}{2}$ to 1 pre-game favorite, was overwhelmed by University of Southern California, 29 to 0. Victory preserved Trojans record of never having been beaten in seven Rose Bowl games, and held Huskies victoryless in four starts in Pasadena classic..Louisiana State provided upset at Orange Bowl by scoring 19-14 victory over Texas A. & M..Georgia Tech came from behind in last quarter to score 20-18 triumph over Tulsa University in Sugar Bowl.. University of Texas and Randolph Flyers battled to 7-7 deadlock at Cotton Bowl..East West Shrine game also ended in tie with 2 to 1 favored West team lucky to hold East to 13-13 score. East-West game, incidentally, founded and orginated by Commander E. J. Spaulding, CEC, Bureau of Yards and Docks, formerly head of Seabee recruiting..Southwestern University of Texas defeated New Mexico University, 7-0 at Sun Bowl.. First Oil Bowl game at Houston saw Southwestern Louisiana Institute bowl over Arkansas A. & M., 24-7..More than 10,000 American and British servicemen, civilians watched Strong Navy eleven whip Army 19-0 in Lily Bowl game at Bermuda..National Football league reportedly ready to push westward to Los Angeles and San Francisco..Captain John E. Whelchel replaced by Captain Charles O. Humphreys as director of athletics at Naval Academy..Fred Apostoli, EMLc, honored as "Boxer of the Year" in annual ratings of the The Ring magazine..Charley Keller, New York Yankees' outfielder commissioned Ensign in U.S. Maritime Service..Lonnie Frey, Cincinnati Reds, set new National League fielding mark leading all second baseman with .974 average..Danny Litwhiler, with Phillies and Cardinals, set new all-time record for outfielders, running his consecutive errorless chances streak to 189 games..also led outfielders for second straight year with .996..Howie Pollet, Cardinals, inducted in Mid-July, headed hurlers with earned run average of 1.75, lowest mark since 1933..Ace Adams of New York Giants set new league record by appearing in seventy games..Mort Cooper, Cards; Elmer Riddle, Reds; and Truett Sewell, Pittsburgh shared honors for most games won with twenty one victories apiece..Sewell also hurled the most complete games, twenty-five..Johnny Vander Meer, Reds, fanned 174 to retain league's strike-out crown..also gave most bases on balls, 162..Lightweight Champion Beau Jack won easy 10 rounder over Lulu Costantino at Madison Square Garden..Bob Montgomery won his second victory over Joey Peralta in fast 10 round bout at Detroit..Johnny Rucker, outfielder agreed to terms with Giants..Hal White, Detroit, inducted in Navy..Babe Dahlgren of Phillies traded to Pirates for Catcher Babe Phelps and cash..Vern Stephens, St. Louis Brown's shortstop, classified 1-A..Emil "Dutch" Leonard, Washington knuckle-baller, also 1-A..First Lieut. Alan Grant, 1941 captain of Illinois baseball team, killed in plane crash.