

SEABEE NEWS SERVICE

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FIGHTING FORTIETH WINS ARMY BATTLE HONORS

In the name of the President, the War Department has announced award of battle honors to the 40th Naval Construction Battalion for outstanding performance of duty on Los Negros Island where its members fought as they built and employed "their few hours of leisure off duty" to attack the enemy wherever they could find him.

The "Fighting Fortieth" thus becomes the first Naval Construction Battalion to earn the Presidential Unit Citation on the basis of recommendation by U. S. Army Officers.

The unit's citation follows:

"The 40th Construction Battalion, United States Navy, is cited for outstanding performance of duty in action against the enemy on Los Negros Island, Admiralty Group, on March 2, 1944. This unit landed during a critical situation when the holding of the harbor and airstrip against overwhelming enemy forces was precarious. Notwithstanding the fact that the area was still under enemy fire, the battalion immediately on landing assumed its assigned work in clearing and repairing the airstrip. During the progress of their work it became common-place for the operators to be fired upon by snipers, and for the operators to return the fire while continuing their work. It soon became evident that Cavalry patrols operating against the enemy required fire lanes into the jungle to permit concentration of automatic weapons fire against the enemy, and the 40th Construction Battalion had no sooner learned of this need than they turned their bulldozers into the jungle, cut the required fire lanes in superb disregard of the enemy fire, and established adequate areas for the control of the enemy. During the hours of darkness the members of the battalion were continuously harassed by infiltrating enemy patrols, and for their own preservation operated effectively as combat troops. After working all day and fighting all night, small parties of the Construction Battalion personnel still found time during their few hours of leisure off duty to rout out small bands of the enemy, locate and report pillboxes and otherwise carry the offensive to the enemy's positions. The cheerful and uncomplaining attitude of these engineers and the outstanding esprit was noticeable to all associated with the unit and gave great encouragement to the troops in contact. In particular, the operation of the bulldozers into the teeth of the enemy's positions was most inspiring and heartening, and created an immediate resurgence of the offensive spirit in weary troops.

DOZER OPENED PATH FOR TANKS ON SAIPAN

A bulldozer-riding Seabee, clearing the way for tanks and infantry, led American assault forces into Laulau Peninsula on Saipan Island, Marine Corps

Combat Correspondent Sgt. David Dempsey revealed in an eye-witness account.

"Marines advancing into Laulau Peninsula on this island yesterday met unexpected resistance in the form of tanks, pillboxes, and dugouts," Dempsey wired from Saipan. "The infantry requested tank support.

"When the tanks arrived, they were unable to negotiate a particular strip of terrain leading from the beach onto the high ground of the peninsula. The tanks requested engineer support.

"The engineers sent a bulldozer. Manned by a lone, exposed Seabee, it scooped out a passageway for the tanks and became officially the first American vehicle to enter the peninsula.

FOUR NAVY MEN TAKE 15 GERMAN PRISONERS

Four Navy men, four bullets, 12 pounds of dynamite and a five dollar bet spelled defeat for 15 German soldiers holding a powerfully armed advance post near the Normandy beach during the first 24 hours of the assault on France, a Navy announcement has revealed.

All members of a special Navy beach unit, three of the four were Seabees Gene Wirwahn, CMM, L. A. Prewitt, CEM, and Jack Modesett, GM1c, who started on a souvenir hunt during an off watch.

Besides the 15 live and heavily armed Nazis, the expedition also produced these "mementos": ten days' supply of food and water for the Germans; three machine guns; two machine pistols, four automatic pistols; several cases of hand grenades; 15,000 rounds of assorted ammunition; a two-way radio; a telephone; artillery charts and maps of German mines and other beach obstacles. The souvenir hunters also staked a claim on a German 88 battery for which the captured pillbox had been the forward observation post.

Their exploit began on D plus One when Wirwahn and Lewis Dube, S2c, the other member of the detail, went inland a few hundred yards from the beach. Both were unarmed.

"We found two big pillboxes," Wirwahn related. "One had been smashed by Naval gunfire and the other seemed deserted, although unharmed. I looked into the tiny port of the steel door and found myself eye to eye with a German. He shut the port and Dube and I cleared out as fast as we could.

The pair picked up a dead man's rifle and went back toward the beach for reinforcements. En route they met two Army Officers and a soldier and told them of the discovery. Prewitt and Modesett joined the group and they returned to the pillbox.

"Everything was quiet when we got there and the Army guys refused to believe me," Wirwahn continued. "They fired a couple of shots down the ventilator. Nothing happened. One of the soldiers bet me five bucks that the place was abandoned and they shoved off for other duties."

Deciding to get into the strong point, the Navy men checked their arms. Modesett had a jammed pistol with one shell in the chamber. Prewitt's carbine was full of sand and useless. Wirwahn had three bullets in the magazine of his rifle.

The quartet beat on the steel door, calling on the occupants to come out. There was no response. Modesett, an ex-copper miner, prowled through another pillbox and found a German demolition kit containing explosives, fuses and caps. Familiar with blasting technique, he decided to blow down the door.

His mates covered him as he crept to the door, placed six two-pound blocks of explosive against it and called vainly on the enemy to surrender before he touched off the fuse.

"The blast was terrific," Prewitt declared. "There were three doors of two-inch armor plated steel. The charge tore a hole in the outer door and blew the other two open.

"When the smoke cleared a meek voice squealed 'Kamerad' and a dazed Nazi officer stepped out.

"We told him to order the others out," Prewitt went on, "but he said there were no more. We picked up more dynamite and explained that we would do more blasting. He shouted and 14 more Jerries walked out."

Disarming the Nazis, the Bluejackets marched them two miles to a stockade and presented them to astonished M.P.'s.

Two days later, Wirwahn met the Army officer with whom he made the five dollar wager.

"Here's your dough, Sailor," said the officer. "I never was so glad to lose a bet in my life. It was worth it."

JAP ENGINEERS TERMED HUNDRED YEARS BEHIND SEABEES

"The methods of the Japs were about 100 years old compared with ours," states Dr. Nathan A. Bowers, a leading engineering writer who had just returned from a tour of Seabee bases in the South and Southwest Pacific.

Dr. Bowers called the Seabees "the construction industry's greatest contribution to the war effort."

CONEY ISLAND

The shoreline of a harbor in the Admiralties was dark except for the muzzle flashes of the guns through the palms. Finally, even these quit flashing and all was blackness. A commercial vessel dropped her anchor in the harbor.

Twenty-five days later, the ship's unbelieving officers looked out at what they described as "Coney Island." The Seabees had built a city and lighted it.

The Master of the vessel stated that during those three weeks, he had an opportunity to see the fighting side of the Seabees. "One day," he said, "while ashore near the airstrip, one of the Seabees yelled, 'Japs!' The men immediately ceased their work and gave a remarkable exhibition of teamwork which wiped out the Japanese. Then, after the fight the men nonchalantly returned to their work, while a few were detailed to dig a trench and dispose of the bodies."

The Captain also described how the Seabees had erected a camp, built roads, brought three docks nearly to completion, and widened and improved the airstrip -- "getting on with their job with an efficiency and speed that would have been a credit to them had they been doing the same work in a non-combat area."

He summed up his opinion of the Seabees as follows:

"They are the fightingest, hardworkingest men I have ever seen any place in the world, and even the Marines down there admit it."

SEABEES HELPED REMOVE NORMANDY BEACH OBSTACLES

Three Seabees--Stanley Dracy, GM2c, Milton W. Bard, BM1c, and Ray H. Glasco, SF1c--were members of a party which landed in France with the express purpose of removing mines and booby traps set by the enemy on beach obstacles.

Because of their work under the most hazardous of conditions, said a Navy Department announcement, the landing craft and troops which followed them suffered only minor casualties.

CAPTAIN BISSET SHARES LEGION OF MERIT WITH EVERY SEABEE

Awarded the Legion of Merit by Admiral William F. Halsey, then Commander South Pacific Force, Captain A. G. Bisset, CEC, USN, requested "that every Seabee know that the decoration awarded to me was earned by the Seabees and represents an appreciation of their accomplishments. I am proud to share it with them as my associates."

Captain Bisset was cited by Admiral Halsey "For exceptionally meritorious conduct in the performance of outstanding services ...", says the "Dynamo," 47th Battalion newspaper which scooped the field on the award.

"It was only through the enthusiastic and untiring efforts of every officer and man of the Naval Construction Battalions, Detachments and Units in this area," "Dynamo" further quoted Captain Bisset, "that the many South Pacific bases and airfields were built in record time."

COMMUTERS

With a record of having worked on two continents at the same time, with its two extreme detachments 2,000 air miles apart, the 120th Battalion felt it had just about sewed up the Seabee record for being scattered.

The Tenth Special Battalion, particularly in the person of Thomas R. Drinkwater, BM2c, Managing Editor of the battalion's newspaper, "The Stevezette," has other ideas on the subject.

Writes Editor Drinkwater:

"It has been called to our attention that the 120th think they have travelled around. Well, the Tenth Special has units in three countries, two possessions, and not two, but three continents. Our extreme outposts are a little over 11,000 miles apart. You can readily see that the sun never sets on the pace setting Tenth Special, and we aren't kidding.

"In closing we would like to quote the 120th: 'The 120th's situation would be a Tenth Special homecoming.'"

18TH REGIMENT'S TEAMWORK BUILDS MIGHTY BASE

Stressing the fact that "no one battalion was more outstanding in the performance of its work than any other", Captain E. R. Wilkinson, USN, Commander Naval Advanced Base, has commended the 18th Construction Regiment, comprised of the 27th, 61st, 63rd, 77th and 88th Construction Battalions, for their "excellent teamwork" in speedily transforming a recently-occupied South Pacific island into one of the finest Naval and Air bases in that area.

"The accomplishment of such a great construction program so successfully indicates excellent planning for the movement and utilization of materials, and indicates close coordination and cooperation of the battalions comprising the regiment," Captain Wilkinson said in his letter to Cmdr. W. W. Studdert, CEC, USNR, OinC of the Regiment.

"For their work, all battalions...are commended for their driving efforts and successful accomplishments," the commendation continued. "There is much satisfaction to this command in serving with construction personnel such as yours who are effective doers. Please pass this word to all under your command -- another real Seabee job -- well done to the 18th Regiment!.."

Another commendation for the 18th Regiment came from Cmdr. C.S. Alexander, USN, Commander Air Center on the island, for the "outstanding performance they have made in the construction of airfields and aviation facilities.

"The...Naval Construction Battalions...as units of the 18th Naval Construction

Regiment have through their conscientious efforts and untiring attention to the various tasks assigned them, contributed to the rapid progress which has been made at this advance base," the Commander wrote.

For their work on a previous "Island X", the 88th Battalion also received a letter of appreciation from the Commanding Officer of the base, praising the Seabees as a "very efficient hard-working and well disciplined Battalion which combined with the excellent spirit of cooperation so evident in all ranks are matters of which you may all be proud."

SAIPAN AIRFIELD CALLED CENTRAL PACIFIC'S BEST

Isely Airfield, great Saipan base already in use by American planes after high-speed Seabee reconstruction, offers the best possibilities for airfield development in the Central Pacific in the opinion of Vice Admiral John H. Hoover.

Admiral Hoover, commander of the forward area in the Central Pacific, told press association reporters, after an inspection of Saipan, that Isely airdrome is far better than any other enemy air strip taken by Central Pacific forces.

The island itself offers additional advantages because of its size, which will enable our Air Force to disperse planes over a wider area.

THOUSAND MAN CAKE

To celebrate the battalion's first anniversary overseas, bakers of the Seventh Special (Second Section) conjured up a four tier birthday cake, so big that after a thousand men were served some still was left over.

The bakers' masterpiece, 51 inches long and 24 inches high, involved the use of 92 pounds of sugar, 20 1/2 pounds of shortening, 21 dozen eggs, 39 pounds of flour, one pound of salt, one pint of vanilla, 19 quarts of milk, ten pounds of cocoa, and one pound, ten ounces, of baking powder.

Added exhausted Baker Nelville Samples: "It also involved a heck of a lot of baking!"

TONNAGE FIGURES CHALLENGE SPECIALS

The 17th Special, having compared notes on its own performance with reports published in SNS of tonnage discharged by other battalions, submits a few statistics by way of challenge to other units in the field.

Working hours in the 17th Special's port are from 0700 to 1800. There are six working berths for LCT's with a total of twelve LCT's. Allowing one LCT for

repair at all times gives the battalion the equivalent of a ship at the dock with five hatches. As the 17th Special works six-hour shifts and handles the cargo until it is delivered into the truck, for maximum efficiency the battalion's capacity is five gangs.

"On June 19th," reports Lt. Comdr. Moses E. Berry, DM, USNR, the 17th Special's OinC, "working general cargo, gasoline and perishables, such as eggs, meat and vegetables, we discharged 1580 tons, 48 gang hours. On June 20th, working general cargo and gasoline, we discharged 1577 tons, 50 gang hours. On June 21st, which we consider an all-time record, the total discharge was 2044 tons of gasoline in 46 1/2 gang hours, making an average of 44.4 tons per hour, and loaded 36 tons during the same operation, making a total of 2080 tons handled for the day. The 36 tons is not included in the average because an extra gang was used for the one hour's work."

Lt. Comdr. Beery concludes, "We invite attention to the fact that we discharged a ship of 6000 tons of general cargo, of which 2200 tons were bombs, in five days working the usual hours."

EARNs NAVY AND MARINE CORP MEDAL FOR HEROISM

A Seabee who plunged into the wintry waters of an Alaskan bay to rescue four injured airmen from a crashed plane has been awarded the Navy and Marine Corps Medal by Vice Admiral Frank J. Fletcher, USN, Chief of the Northwestern Sea Frontier.

Seeing a Royal Canadian Air Force plane crash into the sea, Louis Marino, Jr., CM2c, voluntarily helped man a Navy barge which went to the rescue.

"Unhesitatingly and with complete disregard for his own safety," Admiral Fletcher's citation said, "Marino plunged into the rough icy water and aided in hauling four injured crew members into the barge."

OPERATIONS AS USUAL

The matter-of-fact entry, "Operations as usual," in the monthly log of the 138th (Maintenance) Battalion is, in its own way, a testimonial to the skill and efficiency of these Seabees stationed at a Northwestern Sea Frontier Naval Air Base.

Behind the three word notation is a story familiar to all men of the Maintenance Units -- one that is repeated time and time again.

With their job completed, the Construction Battalions move onward and the Maintenance Units take over. Twenty-four hours a day, fair weather or foul, they maintain and operate the many facilities which are part of the modern Naval Base.

It was a 138th maintenance man who answered the phone early in the pre-dawn hours of the day to hear an excited voice shout, "The whole west end of the runway at the airport has settled!" Quick inspection showed that the sub-grade beneath the steel matting had settled from six to 24 inches through the runway's entire 800-foot width, leaving portions of the unsupported matted area bridging the depressed zones. Unless repairs could be made immediately, it appeared,

the entire airstrip would have to be closed.

Partial failure of the supporting fill had been anticipated. At the time the runway was constructed, its use had been so urgent that materials had been placed in the fill over snowfall. As a result, thin snow and ice layers had formed between the layers of frozen gravel. Subsequent melting of the snow and ice layers had saturated the fill material which had become fluid and unstable.

The 138th put day and night crews on the job. Men under Frank Russo, CCM, and Robert German, CCM, removed the mat while other Seabees excavated soupy fill and replaced it with a satisfactory compacted material.

"The job was not spectacular from the standpoint of quantity of fill, materials, or speed with which it was accomplished," the 138th later reported. "However ... programming of work permitted the use of one-third of the runway width at all times, even while excavation, french drains, back fill compaction and mat re-laying took place.

"The airstrip remained open and air operations were continued uninterrupted throughout the work."

The entire repair job was performed under the supervision of C.C. McRoy, CCM.

THE HARD WAY

Experienced fishermen the world over say it can't be done, but two Seabee veterans of the Aleutians saw it happen: trout -- wariest of all game fish -- snagged with a wire noose!

The rare trick was executed soon after L. J. Mader, BM1c, and L. D. Kesterson, Cox, discovered a virgin stream, never before touched by sportsmen.

"The stream was teeming with fish," said Mader, "I'd hardly call myself an amateur fisherman but, brother, I was so excited my hands shook. The others had to help me bait my hook."

One Seabee made himself a spear, native fashion. "On his first thrust," recalled Kesterson, "he wounded a large salmon which sank slowly to the bottom, emitting a steady stream of eggs. The salmon eggs must have attracted every trout on the island. We were catching so many fish we didn't know what to do with them. We just went crazy."

It was then that Seabee inventiveness went into play. One of the men lay face down upon a plank thrown across the stream, calmly dropped salmon eggs into the water, and "roped" the trout with a wire lariat he had lying in the stream.

A line loaded with fish so heavy two men couldn't carry it was brought back to camp. That night the Seabees held a fish fry that kept their mess cooks working until the early hours of the following morning.

PASS THE VERMICELLI

Lack of native Italian foods on the 62nd Battalion's "Island X" didn't halt Carpenter's Mate Valentino Massaroni's plans to treat forty of his shipmates and the battalion's OinC to a specially-prepared Italian dinner.

Massaroni manufactured his spaghetti with a machine of his own design. But even Seabee ingenuity has its limits, he lamented, as he substituted beer for the traditional vino rosa.

JAPS ABANDONED EQUIPMENT RICH BOOTY FOR SEABEES

Despite the terrific devastation wrought on Jap bases in the Gilberts and Marshalls by American fleet and aerial bombardment, considerable enemy equipment was found in salvagable condition and has been put to excellent use by the Seabees, says Lt. Comdr. A. W. Van Leer, CEC, USNR, in a report based both on his personal observation and on information obtained from OinC's of Battalions and CBMU s in the area.

One battalion repaired some Jap trucks and motorcycles at Tarawa, the CEC officer observed, and liked them so well they moved them with their regular gear when they went forward to Kwajalein. Another outfit, now at Roi-Namur, will when it moves, want to take with it the Jap lathe, drill press and power hack saw it is using to such good advantage.

"At nearly every base Jap buildings, vehicles, tools or materials have been used advantageously, he continued. "At Kwajalein some 25,000 bags of Jap cement were found to be as good as ours and of higher early strength. It has all been used.

"Hundreds of tons of reinforcing steel (smooth), pipe, galvanized flat sheets of about 28 gauge which the Japs corrugated at the site with wooden rollers, quantities of nuts and bolts, bar stock, plates, tool steel, etc., were found and salvaged from the debris at Kwajalein and neighboring islands to the north.

"A two-sack Jap concrete mixer has been fitted with a new engine and has been serving the Seabees as a central mixing plant at Ebeye. Salvaged and repaired wooden launches about 35 feet long also have come in handy, and the Jap piers, usually made of large precast hollow blocks filled with coral and laid like bricks, are serving as the main piers for handling of our cargoes. Some rebuilding has been necessary and extensions with pontoon structures have in some cases provided deep enough water for large ships to unload directly at the pier."

The Japs destroyed beyond possibility of salvage most of the diesel locomotives, rail cars and track they had used for hauling equipment about the atolls, the Commander said, but the Seabees still have been able to use a good part of the rail. "It can be seen supporting telephone wire, reinforcing small piers, serving as guy stakes for radio masts, anchors for submarine cable, and in scores of similarly improvised but practical applications," he said.

Lt. Comdr. Van Leer told of other uses the Seabees have found for Jap equipment taken in the Gilbert and Marshalls campaigns. He described how a battalion has removed one of the two diesel-driven 250 KVA generators from the captured Jap submarine base and radio station on one of the small islands just across from Roi-Namur and has assembled it on new foundations at Roi-Namur to furnish power for our base there. If the first unit operates satisfactorily, as preliminary tests indicate it will, the second one will be brought over and connected with the first to furnish all power at the base, the Commander added.

At Tarawa, he said, a Jap generator of about the same size and a smaller one of about 75 KVA capacity are being rehabilitated by a Seabee maintenance unit to furnish the main block of power there.

Considerable quantities of Jap electric wire have been put to good use at several Central Pacific bases, he continued. And, again at Tarawa, the Seabees have connected up the old Jap well and water cisterns to serve as a source of brackish water for showers, laundry and miscellaneous water supply.

A Jap winch has been rigged to operate the stiff leg derrick at Tarawa's pier. A light Jap tandem roller has been heavily weighted and, after originally having been used by the Seabees in the construction of the airstrip, is still serving the field's maintenance crews.

RECORD

Lieut. W. I. Riu, (CEC), USNR, of the 73rd, landed a 14 1/2 pound Red Snapper, which battalion fishermen claim is the "world's largest", breaking the old record by two and a half pounds.

SABOTEURS

H. B. Douglas, MM1c, helped set up a motor transport shop beside a small Aleutian stream. When he came to work next morning he found that either the stream or the shop had moved during the night, for the stream was running right smack through the middle of the shop.

Upon investigation, Douglas and his mates discovered that during the night, beavers had dammed the stream above the shop, diverting the stream's course. The Seabees then tore down the dam allowing the stream to resume its normal way.

The next morning, the shop was again under water and again the Seabees destroyed the beaver-made dam.

"And that's the way it went," said Douglass, "each night the beavers would build a dam, and each morning we'd tear it down."

Some of the Seabees, tiring of the unending struggle, were in favor of drastic action. They figured a few well placed shots would give the decision to the Seabees. But Uncle Sam, through the Alaskan game laws, gave the beavers full protection.

"And they must have known all about those laws," concluded Douglass, "Brother, if those beavers worked with us instead of against us, we would have finished our job in no time flat."

PIN UP BOY!

Arthur Fleischman of the 105th Battalion has been officially elected "Pin-Up Boy" of the Girl's Commercial High School in Brooklyn. Four thousand copies of his photo are to be made and distributed to the girls.

ARMY OFFICERS LAUD SEABEES SUPERIOR SERVICES

For overcoming adverse conditions of acute personnel and equipment shortages in the construction of an airfield during a critical period of operations in the Southwest Pacific, Comdr. Jule C. Tate, CEC, USNR, at that time OinC of the 60th Construction Battalion and presently OinC of the 24th Construction Regiment, has received the commendation of Colonel Bradford A. Shaw, USA, Commanding an Advanced Echelon of a Bombardment Wing.

Colonel Shaw also paid tribute to the "superior services" and "whole hearted cooperation of Commander Tate and his Battalion (which) greatly enhanced the value and effectiveness of this work and has proven to be of great value."

In an endorsement of the commendation, Brigadier General Frayne Baker, G.S.C. USA, GHQ Coordinator, added: "The work of the Naval Construction Battalions at this port has been the outstanding example of the highest efficiency of work coupled with the greatest speed of production, and Commander Tate and his Battalion deserve our commendation and thanks."

IT'S UNANIMOUS NOW

A Stockholm dispatch says that the Germans have cancelled an order for hundreds of thousands of granite blocks which were to have been used in construction of a 1,000-foot-high victory monument designed by Adolph Hitler.

SEEKS VENGEANCE

William James, QM2c, with the 118th Battalion, has a personal score to settle with the Nips. James was a civilian heavy-equipment operator working on fortifications at Midway Island when the Japs followed up their sneak attack at Pearl Harbor by attacking the tiny American outpost.

SHORT SPORT SHOTS

BASEBALL:..National League's 7 to 1 victory over American Leaguers was most lop-sided score in All-Star history..Triumph gave NL record of four victories against eight defeats..Red Sox Tex Hughson, rated as best AL hurler and victim of four-run uprising which produced NL's biggest scoring inning in 12 games played, was charged with loss..Phillies' Southpaw Ken Rattensberger, pitched two innings, received credit for win..Cub Bill Nicholson's pinch-hit double which sent in tying run was big blow of big inning..Phil Cavarretta, Cubs' first baseman, reached base five times via triple, single, three walks..scored only one run, being cut down twice at home plate..AL's lone run scored off Reds' Bucky Walters on infield hit by Yankee pitcher Hank Borowy..In conference before game, major leagues voted to permit unlimited after dark games every day except Sunday..Dodgers failed to win single game on recent Western trip..dropped 13 in a row and was losing in 14th when game was called because of Sunday law..Despite recent rulings by several local draft boards deferring ball players as "essentials", players still being inducted..Browns will lose third baseman Mark Christman to Army and relief pitcher George Caster to Navy..Dodgers' hurler, Ed Head, and Cardinals pitcher George Munger inducted by Army while Luman Harris, Athletics' pitcher, and shortstop Ray Hamarick of Phillies, slated for Navy..Dick Wakefield, discharged by Navy, signed with Tigers..Jim Bagby, resigned from Merchant Marine, ordered to report for Army physical.

BOXING:..Willie Pep, amazing Hartford (Conn.) lightweight, chalked up victory number 74 out of 75 ring battles, defeating Willie Joyce, of Gary (Ind.) in 10 rounder..In one of biggest upsets of year, Holman Williams, 155-pound duration middleweight champ beat Lloyd Marshall, 164-pounder, light-heavy duration titleholder, in 10.

FOOTBALL:..18 colleges will resume football in '44, eight may come back and only three will drop sport according to recent UP survey..Frankie Sinkwich, former U. of Ga. All-American, discharged by Marine Corps and Maritime Service for physical reasons, rejected for military service by Army..Bob Seymour signed contract with Washington Redskins.

SIDELINES:..Recent Jamaica daily double paid \$3,663.80 for \$2..Gunder Hagg clipped two seconds off 1500-meter world record..raced distance in 3:43..Gotters Bryon Nelson and Jug McSpaden set all-time team record in first round of Golden Valley (Minn.) invitation tournament..shaved 12 strokes off par to post 61..went on to win championship..Volo Song broke world's record for trotting stallions..traveled second mile of Championship Stallion Stakes at Cleveland in 1:57 3/4..Oriole Park, home of Baltimore Int. League club, destroyed by fire..all home games shifted to other league parks.

SERVICEMENS' SPORTS:..CBMU 513 won 14 of 15 games to win Navy League softball championship on "Island X"..Trailing 32-26 in island championship game with but two minutes to play, 7th Special basketballers held opponents scoreless while bagging seven points to win 33-32..Pvt. Irving Mondschein, Bklyn, Army Base, scored 5,743 points in two-day competition to win NAAU decathlon..Sgt. Vic Ghezzi won NJ State Open with 36-hole total of 143.