

File

BULLDOZERS MAKE AMPHIBIOUS DEBUT

The Twenty-seventh Battalion, accustomed to using bulldozers for building roads and air fields, demolishing trees, hauling disabled trucks, and similar heavy-duty uses, have now branched out to amphibious operations with their powerful tractors.

Lt. Cdr. Allen R. Carmichael CEC, USNR, tells how, when it became necessary to beach a number of tank landing craft, the Seabees employed their versatile bulldozers to jockey the craft to shore.

The repair crew flooded the bow so that the invasion craft's stern would rise, then ran cables from the stern to the bulldozers which had edged in on the beach. The powerful "land tugs" soon hauled each LCT safely high and dry.

The same outfit also demonstrated their resourcefulness when, faced with the problem of removing a damaged propeller from a crippled LST without having the right equipment available, they found the solution in dynamite and sand.

While the LST's skipper covered his eyes and hoped, the Seabees, after methodically cramming in wet sand as a "mud pack", skillfully blasted off the propeller and in triumph carted it off to their island repair shop for a complete overhauling.

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THE PERFECT CRIME--ALMOST

For obvious reasons, names can't be mentioned, but the Executive Officer of a Seabee Battalion in the South Pacific vouches for the truth of the following tale of Seabee ingenuity.

The story involves the efforts of a colonel in the Marines to accumulate an official collection of Japanese souvenirs. His search led him to a Seabee camp where he purchased a fine Jap war flag for \$35.

Now, the colonel was wise to the fact that a good many of the so-called Jap flags are "phonies", and that Seabees are as handy with needle and thread as they are with bulldozers. But this flag he bought appeared to be the genuine article.

Weeks later a couple of Jap interpreters happened to inspect the collection. Startled, they translated the Japanese writing. It was a jumble of such Japanese phrases as: "Handle with Care; Fragile; Made in Yokahama, etc."

Investigation proved that the phrases were copied from Jap packing cases which had been used in constructing a parachute loft where once upon a time had hung a defective 'chute. The conclusions were obvious. The

'chute had been "borrowed" for flag purposes as had the genuine Japanese script on the walls.

And the wrathed colonel is still trying to find the ingenious Seabee-- and his \$35 bucks.

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RIDES "MAGIC CARPET"

Using a large sheet of roofing as a "magic carpet", a Seabee rode an Aleutian "williwaw" wind from a warehouse he was helping to build to the side of a mountain some 150 feet away. Unhurt except for a bump on his head, he gazed dosconsolately about him and told his rescuers:

"The only thing I regret is that it didn't blow me right back home to Montana!"

The Seabee is William J. Fox, CMLc, of Great Falls, Montana. The strange ride occurred when he and three of his mates were nailing asbestos roofing on a warehouse. The "williwaw", an unpredictable gale that strikes with terrifying suddenness, caught the men on the roof. Its force tore loose the holds that Fox's companions had on the sheet, permitting it to go sailing 20 feet off the ground against the mountainside with Fox aboard.

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SALERNO SEABEES USE "DOZER" TO SAVE ENGLISH SOLDIERS--EQUIPMENT

A strongly entrenched German machine gun nest which had prevented English Army engineers from laying down a section of wire mesh roadway on the Salerno beach, failed to stop a Seabee bulldozer from hauling out several English trucks which had bogged down.

The machine gun nest was finally cleared out, and mesh laid. But even while Rangers and Commandos were taking care of the Nazis, the trucks were rumbling their badly needed loads inland, thanks to Seabee resourcefulness and courage.

Moving in on the exploding beaches together with the first wave of assault troops, and working under sever continuous machine gun, plane, and shell fire, the battling builders piled vital supplies ashore, often completely unloading heavily packed LST boats in less than an hour per boat.

Picked Seabee Platoons also unloaded roughly 10,000 vehicles at Salerno and earned unstinted praise for "excellent performance (which) contributed greatly to the success of operations."

SEABEE SPECIAL RECEIVES FOURTH COMMENDATION

A Seabee Special Battalion has been highly commended by Rear Admiral Calvin E. Cobb, USN, Commander of the South Pacific Force Service Squadron, in a letter to the Battalion's O-in-C, Cdr. Francis M. McCarthy, CEC, USNR, for having "helped to eliminate one of the principal bottlenecks in the war effort in the South Pacific."

In his letter, Rear Admiral Cobb also stated:

"This Command has noted with satisfaction the remarkable improvement in cargo unloading and loading at this port since the arrival of the Battalion under your Command.....The marked reduction in damaged cargo and pilfered cargo since you have assumed the important responsibility of representing the Navy's end of cargo unloading."

The Special received its first commendation after arriving at a South Pacific base to find the port in a dangerously congested state, with more than 60 heavily-loaded ships anchored in the harbor and offering tempting targets for the Jap bombers. The Specials went to work and a month later received a commendation from the base commander for their rapid clearance of the port.

Later, under the operational control of the Army, the Specials were commended by the Army commander in a letter which stated, in part: "In every respect the services of the Battalion are considered to be superior."

The third commendation came from a Marine commander, after the Seabees were given a dangerous ship-to-ship transfer of heavy munitions destined for a unit of the Marine amphibious force.

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SEABEE BUYS ANOTHER \$10,000 WORTH OF BONDS

Seabee Thomas C. Sullivan, Jr., CMLc, was revealed as the largest individual purchaser of War Bonds by a member of the Navy in Panama when it was disclosed that he had purchases \$10,000 in Series "G" bonds. Sullivan is already the holder of \$5,000 in series "E"--maximum amount which may be held of this type.

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SEABEE MONGREL BECOMES FOX-HOLE TERRIER

Sheila is a mongrel pup who is making the best of that tiresome Jap bomb situation in the Solomons.

The mascot of a Seabee Battalion, Sheila was carried to a foxhole during those early days of her inexperience. As time passed, she got the general idea that when airplanes sounded overhead she would find her Seabee masters in the foxholes and she would join them for companionship. Finally, a bomb landed fairly close to the leisurely Sheila and she learned why her masters hid in the foxholes.

Today, according to Lt. Cdr. Allen R. Carmichael, CEC, USNR, Sheila not only needs no coaxing to seek the shelter of a foxhole during a raid, but the mere sound of an airplane, regardless of nationality, finds her yards in front of the fastest Seabees.

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ALMOST IMPOSSIBLE--BUT NOT QUITE

"The difficult we do right away; the impossible takes a little longer."

Latest evidence of this Seabee spirit is found in a commendation to the 54th Battalion from Lt. F. P. Peterson, Jr., Commander Landing Craft and Bases, Amphibious Force, in a combat zone.

Read the commendation: ".....this Construction Battalion and all other Seabee Units have turned to in an excellent manner on all types of work and have fulfilled, in many instances, almost impossible schedules."

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54's "BUZZ" ASTOUNDS OLD SALTS

Hammers flew--and eyes opened--when Company C of the 54th Battalion tackled a combat zone repair job on a crippled naval vessel.

"I have seen similar work performed at multifarious Navy and private yards," marveled the C. O., "But never in my experience has a group of men tackled any of these jobs with the enthusiasm and efficiency of these men."

Another front line example of Seabee "can do"...."will do"....."did".

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QUICK-THINKING SEABEES RECEIVE COMMENDATION

Prompt and efficient action by two quick-thinking Seabees saved the life of Richard L. Foster, MM2c, of the 75th Battalion, whose arm was severed at the shoulder in an accident. Donald C. Walters, CM3c, and Millard Oral England, CM2c, aided by Rush J. Thompson, S1c, were the Seabees commended by Cdr. Ernest A. Heckler, CEC-V(S), USNR, whose commendation said in part: "....proven yourself worthy of commendation in accordance with the best traditions of the Navy."

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RESCUER RESCUED

Disregarding the fact that he was a poor swimmer, Max Brezinsky, S2c, dove into the icy Alaskan waters in an attempt to rescue Albert C. Luna, Cox, who had fallen overboard. Both men were saved by Daniel J. Williams, BM2c, and Phillip J. Schmidt, S2c, with the assistance of the Officer-in-Charge of the working party.

Luna had clambered down a net preparatory to boarding a barge which was about to be moored. Misjudging his distance, he found himself hanging from the bottom of the net and the barge still more than five feet away. He soon lost his hold and fell into the sea where his cries for help were answered by Brezinsky. A life ring was thrown to the men as they floundered about in the sea but drifted away before they could reach it. At this point, Williams and Schmidt went over the side and effected the rescue.

Brezinsky, Williams, and Schmidt were commended by Cdr. H. W. Heuer, CEC-V(S), USNR, in his report of their heroic action.

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SEABEES LICK "WILLIWAWS" TO BUILD ALEUTIAN BASES

Meaner than a polar bear and more persistent, the Williwaw is an Aleutian storm world-famed for its fury. But Seabees landing on a barren snow-covered mountain in these isolated islands took everything a whole series of williwaws could throw and then not only completed installations on schedule, but also won the special commendation of inspecting Army officers.

Working for a good part of the time on the edge of nothing, over a sheer drop of 900 feet, the Seabees hand-chiseled sites from shale rock with pick, shovels, and an occasional charge of dynamite.

Nine days after landing, they were pouring their first concrete, converting a couple of stray hot water heaters, a lone coal stove, and some strips of canvas to emergency use to keep the mixture from freezing right under their implements.

A special commendation from the Army Ordnance Department, for which the work was done, said in part: "Inspector...has checked installations and reports they are far superior to any similar installations that he has seen in his many years of experience."

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SHORT SPORTS SHOTS

Navy, Army, Notre Dame, Pennsylvania, Purdue, and Southern California waded through opposition to top nation's collegiate teams. Biggest upset of the week was Minnesota's 49-6 trouncing by Michigan...Washington Redskin's remained undefeated, untied, nosing out Chicago Cardinals 13-7 and lead Eastern Division. Chicago Bears survived Brooklyn Dodger's late rally to win 33-21...Green Bay Packers trounced Detroit Lions 27-6 and New York Giants walloped Pitts-Phila. Steagles 42-14....

Major League attendance decreased 1,160,119 since 1942, a fact attributable to lack of real pennant competition...biggest loss suffered by the three New York teams....Mickey Vernon, former Washington infielder now a member of the Navy...Military restrictions prevent Sgt. Joe DiMaggio from appearing in court to face alimony claims of his wife....Joe Gordon,

Yankees' star second-baseman, reportedly quitting baseball....Ossie Bluege, veteran American League infielder, signs two-year contract to manage Washington Senators...Cpl. Zeke Bonura, awarded the Legion of Merit for baseball activities in the Mediterranean.

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ARMY GENERAL COMMENDS SEABEES

Brigadier General B. C. Lockwood, Jr., U. S. Army, in a letter of commendation to Captain Andrew G. Bisset, CEC, USN, Commander of the 5th Naval Construction Regiment, paid tribute to the Seabees for "a big job that has been undertaken and is being pushed to rapid completion."

General Lockwood also commended the regiment for "the efficiency shown, excellence of workmanship...and (the) ability to produce results in spite of difficulties...."

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SEABEE RESCUES SIX SOLDIERS FROM SEA

George D. O'Keefe, Ptr2c, 120th Battalion, has been commended by Lt. Cdr. George Rezac, OinC, for bravery in rescuing six U. S. soldiers from drowning.

O'Keefe first spotted the men from shore. He swam out, rescued one, then, with a mate's assistance, rowed a small boat 200 yards in a heavy sea to rescue the other five soldiers.

Ground swells twice capsized the boat, throwing the occupants into a strong undertow. O'Keefe directed the men in righting the craft and helped them to climb aboard. All reached shore safely.

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'RUBE GOLDBERG' DRILL HELPS BLAST ALEUTIAN CLIFFS

Take one discarded steering wheel; some two-inch pipe, welded; one eight-inch spool; one caterpillar brake spring; one ratchet (gears from a Ford transfer case). Lock in the same room with a Seabee mechanic. Now name the tool or implement you need...Presto! You've got it.

Seabees in the Aleutians, started with these ingredients and wound up with a substitute wagon drill which, operated by two men, drilled an average of 130 L. F. per day through ordinary rock. And two of these drills could be operated from a 315 Cu. Ft. compressor!

It's a tough test of construction ability to improvise like that anywhere. The Seabees did it in a remote outpost under the most miserable weather conditions. And, incidentally, at the same time received a commendation from the Army for keeping Aleutians roads in operation without slowing down construction progress.

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COMBOTNECSOLPAC

Whimsical Seabees have named their patched-together South Pacific equipment repair shop, "COMBOTNECSOLPAC",... 'short' for Command Bottle-neck South Pacific.

The repair shop, "baby" of Warrant Officer Dean Works, of San Mateo, California, started with an old English lathe, (broken), a milling machine, drill press, and part of a Jap generator.

Continually expanded by diligent salvage of such miscellany as old pipe, damaged plates from amphibious tanks, parts from captured Jap equipment, and odd bits from their island junk yard, the Seabee shop now is operating day and night, servicing equipment for other islands as well as its own forces.

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SEABEES CRACK ARMY MARK IN SICILIAN ATTACK

Seabees operating with the Amphibious Force in Northwest African Waters broke a long-standing Army engineer record by twenty-four hours in throwing up a 10,000 barrel steel storage tank in six days.

The rush order to build and test the tank came through just after the initial Sicilian assault landing. It had to be ready for filling in time for the LST boats' return for the follow-up landing.

Actual construction began on Saturday, and by the following Thursday evening the bottom ring had been tested....a record time.

When the LST's returned, the Seabees----and the water----were waiting.

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"FIGHTING SEABEES" FILM PREMIERES JANUARY 1

Long-awaited first showing of "THE FIGHTING SEABEES" now is tentatively set for January 1. Seabees at Camp Rousseau, Port Hueneme, California, will comprise the first night audience.

Subsequent special showings are scheduled for other Seabee stations.

Republic's super-production, "shot" at Camp Pendleton and Camp Rousseau with Seabee units figuring prominently in the cast and Lt. Cdr. H. S. Hunter acting as technical advisor, stars John Wayne, Susan Hayward, and Dennis O'Keefe.

Professional film men already are tabbing the \$1,500,000 super-production a sure-thing "box office smash".

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Two teen-age Los Angeles girls engaged in a moonlight hand-to-hand knife duel to win the affections of married man....A Wilmington, Del., woman wiped a tomato on her apron before eating it. Now doctors are looking for the needle which had been stuck in the apron....

38th EARNS COMMENDATION

Disregarding adverse conditions over which they had no control, Seabees of the 38th Battalion prepared a floating drydock for shipment "westward" in five days less than the allotted time.

Given fifteen days for the preparation, the Seabees "turned to" with such vigor that they earned the commendation of Cdr. C. G. Smallwood, CEC, USNR.

The citation said in part: "This accomplishment was due to efficient organization of the work and especially the continuous hard work of all hands assigned to the task."

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HONORED FOR DARING RESCUE

For outstanding heroism in rescuing a civilian from contact with high-tension wires, St. Dalifield Boyd, MM2c, has been presented the Navy and Marine Corps Medal by President Roosevelt.

The accompanying citation read:

"For heroic conduct in rescuing a civilian employee from contact with high-power electric lines at the Naval Air Station, Barber's Point, Territory of Hawaii, on May 8, 1943. Realizing that a man on top of the boom of a back hoe had fouled the high-tension wires and lost consciousness, Boyd, with utter disregard for his own personal safety, ascended the boom, pulled the man free, and carried him down, thereby saving his life. Boyd's courageous initiative was in keeping with the highest traditions of the United States Naval Service."

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UNARMED SEABEES HERD UP ESCAPED PRISONERS OF WAR

They're on our side now, but when this happened, Italian soldiers and Seabees still weren't on good speaking terms. So when Seabees Harry T. Miller, Jr., SF3c, and Charles R. White, CM1c, walking along a quiet Italian road, spotted a wagonful of Italian soldiers rolling along in the wrong direction (seems they'd just escaped from a detention camp), Miller and White said, "No.!!"

Sixteen Italians looked at the two unarmed Seabees. We don't know what they saw in the battling builders' eyes, but the sixteen Italians quickly turned and, under the Seabees' guard, headed back to the detention area.

Mates Miller and White have been individually commended by Lt. Cdr. George Rezac, OinC of the 120th Battalion, for helping to prove that it doesn't pay to argue with the Seabees.

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RUSSIAN FREIGHTER SAVED BY SEABEE SALVAGE CREW

When a Russian transport berthed at an advanced Northern base, threatened to go down during a heavy storm, a Seabee "minute man" squad, including Stephen A. Basso, EMLc, of Lakehurst, N. J., Thomas G. Baxter, MMLc, of Philadelphia, Pa., and Ernest W. Hackett, MMLc, of Overton, Texas, did a salvage job credited with keeping the vessel afloat.

Basso, Baxter, and Hackett maintained pumps in perfect operating condition around the clock and led the Russian-speaking crew in everything from rigging ship to patching holes in waist-deep salt water.

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IT'S AN OLD STORY--"CAN DO"

The Seventy-third Battalion has found a new use for pontoons.

Four aviation gas drum dumping points were installed by using pontoons supported by coconut logs set in such a manner that a road for delivery of loaded drums was built above the pontoons. Gasoline trucks could be driven along another road 30 feet from the pontoons. Gasoline was handled by hand from the trucks to the dumping tanks and flowed by gravity into the trucks. It was found that the capacity of one of these pontoons was 1,500 gallons an hour.

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DEVISE CUTTING TOOL

Typical Seabee ingenuity was displayed by C. E. Smith, Chief Machinist's Mate of the 64th Battalion and C. P. Miller, MM2c, of the 17th Battalion, in developing an improved device to speed up deck construction.

The customary method of nesting shear developers in the grooved surfaces of laminated wood decking consisted of cutting the slots with a chipping tool in an air hammer. Such equipment induces counter vibrations in the decking which will frequently break chipping hammers.

To correct this, Chief Smith and Machinist Miller evolved a method of cutting shear developer slots by employing a small circular saw. By sliding this saw along the deck, slots can be cut as needed, with a minimum of wear and tear on machinery.

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COMMANDER AND EXECUTIVE OFFICER RECEIVE LEGION OF MERIT

In recognition of exceptionally meritorious work during the construction of a fighter air-strip on Guadalcanal, the Legion of Merit has been awarded to Cdr. Lawrence E. Tull, CEC, USNR, and Lt. Cdr. Robert E. Clausen, CEC, USNR, by Rear Admiral Ben Moreell, CEC, USN, Chief of the Bureau of Yards and Docks.

Cdr. Tull's citation, which accompanied the award, said in part:

"For exceptionally meritorious conduct...as Commanding Officer of a Construction Battalion, during installation of an airdrome in the South Pacific area. Although hampered by extremely adverse weather and heavy enemy bombings, Cdr. Tull, by his steadfast determination and outstanding professional skill, surmounted all obstacles... while supervising the building of this important landing field.... (his) inspiring leadership and splendid technical knowledge...enabled them..in speedily accomplishing this vital task."

Lt. Cdr. Clausen, serving as Executive Officer of the Battalion was cited for....."his steadfast determination and outstanding professional skill, (which) surmounted all obstacles which confronted him....."

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PLAUDITS FOR THE 35th

Add the 35th Construction Battalion to the fast-growing list of Seabee units which have earned special recognition.

The commendation of the area's Commander of Naval Bases, said in part:

"(Your) part in the speedy and efficient completion of the vital airfield project assigned to you has the fullest commendation of Commander Naval Bases.....Your enthusiastic co-operation and attention to duty under adverse conditions of weather and enemy action has won the admiration and acclaim of all concerned in the project."

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An unusual weekly news letter which can be mailed home to the folks, has been launched by CBMU 537 somewhere in the South Pacific.

The first issue notes: "Space is also provided for personal comments, such as love and kisses. No attempt will be made to carry out love affairs of single men."

Lt. R. V. Hodgson, CEC, USNR, is editor-in-chief with Corp. J. L. Sherwood, CEC, USNR, as managing editor and B. L. Russell, CM3c, reporting.

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HOT WATER AND COCOANUTS

Twenty-five Seabees of the 15th Battalion had to live on coconuts and hot water for two days.

Landed on an island to get things squared away for the rest of the Battalion still aboard ship, the men under C. C. Poland, CCM, were surprised to see the vessel hoist anchor and head out to sea. The men didn't know that the ship was moving out to avoid a Jap convoy reported moving toward the island. They did know, however, that their emergency rations were still aboard ship and they were hungry.

"We looked around, and the only food in sight was coconuts," said Poland, "we cut them open and then started to look for water. We found some in an old well, but we were scared to drink it without boiling it to kill the germs."

Until the ship returned, the Seabees supplemented the "monkey diet" by "bumming" one sandwich each from another Battalion.

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A shortage of metal clips threatened the publication schedule of "The Scoop", the 102nd's enterprising newspaper. Editor H. M. Sharkey took a "sew what" attitude--decided to stitch the pages together on a sewing machine. Turned out to be a neat way of tying up a knotty problem.

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"CAN DO--WILL DO--DID"

The graphic story of how the 120th Battalion licked a tough job and carried on the "Can Do" tradition of the Seabees is told in the following article prepared by Lieutenant H. S. Dutcher, CEC-V(S), USNR.

It seemed a bad day indeed when one of the 120th Battalion heavy equipment operators crawled out of his overturned crawler crane and surveyed the damage. But to start at the beginning, one of the Battalion functions had been the operation and maintenance of hoisting equipment brought over by Naval forces for use at an advance base. This arrangement was to continue for such time as would be necessary for the training of permanent operators.

On this particular day, anchor chain was being unloaded from a truck. Protesting that the crane would not pick up the load, the operator left the cab. He went back in, however, when an officer from the operating unit ordered him to try it. The riggers made the hook up and about two-thirds of the chain was in mid-air before the machine began to tilt. Just at this point, the truck driver elected to pull out from under the load and before it could be dropped the two or three additional tons suddenly applied had done the inevitable.

The most serious injury was to the drive gear where the hub was entirely broken away from the rim. No replacement could be obtained. Made of cast iron, this gear had six spokes. In all, nine breaks occurred, three of the spokes being broken in two places. The first thought occurring to the repair crew under Chief Machinist Mate Frank C. Diem was to take the work to one of the French machine shops located in the port. If the workers there could not do the welding, it was thought that the facilities might be made available to his men. After making the rounds and being told that the repair was impossible; the gear was taken to the heavy ordnance repair division of the American Army.

Expressing doubt that the cast iron would stand welding without cracking in other places, the Army men asked that the piece be left there for examination by other mechanics. It was still untouched three days later. No one wanted to take the responsibility for this tricky job. It was finally decided that if the job was to be completed the work would have to be undertaken by our own men. First, the broken ends of the spokes had to be cut down and ground down to the "V" shape, a place to work had to be arranged, and the materials collected.

A pit was constructed by scooping out a hole in the ground approximately four feet in diameter and lining with refractory. This was located in the camp as constant attendance would be necessary once the heating was started. After spot welding the parts in place the whole gear assembly was tacked to a 5/8" steel plate. Two refractories were broken in half and used to block up the plate and gear some five inches above the bottom of the pit.

All was in readiness at around 1500 the next day. Charcoal was packed into the pit with dry kindling and the heating process started. Men were detailed to keep the fire going all night and to shield the glow in conformance with blackout regulations. At 1000 the following morning, the heating had been completed and the welding started.

Uncovering one of the breaks, C. H. Miller, SF2c, started the first weld. Five-sixteenth cast iron rods and an acetylene torch were used throughout. The first one was taken very slowly and took nearly half an hour to complete. Thereafter Chief Diem and Miller alternated, gaining confidence as they completed break after break. In a little over three hours the last one had been joined together and fresh charcoal banked over all. Replacing the steel cover plate, earth was shoveled on top until there was approximately a foot coverage.

It was now only a matter of waiting. Twenty-four hours was decided upon for the cooling process but this was lengthened to forty-eight hours subsequently. The dirt on top was then removed and the cover plate exposed for six or eight additional hours. Fifty-six hours after the welding had been completed, the repaired gear was lifted from the dead ashes all in one piece again.

All that remained now was mere routine. Chipping away the welds that held the gear to the steel plate, checking the bore and wheel alignment were quickly accomplished. The alignment was found to be true within one-thirty second of an inch. As a matter of interest, two days after the crane was back in operation, it was ordered loaded aboard ship for its ultimate destination and is now doing its share in speeding the handling of Naval stores close behind the front lines.

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W. E. Sprinkman, QM2c, of Milwaukee, Wisconsin, attached to the 60th Construction Battalion has sold an article on the Seabees entitled "From Boots to Builders" to the United States Navy Magazine, for publication in the near future.

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SEABEES SIDETRACK SUPERMAN

Seabee exploits are fast making them favorite comic-strip heroes of kids all over the country.

This month, the battling builders are featured with "Don Winslow of the Navy" and "Navy Bob Steele". Wait until you get a look at the "Island X" these boys have dreamed up!

Incidentally, creator of "Navy Bob Steele" is Wilson Starbuck, now a Commander stationed at NOB, Norfolk, Virginia.

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A 37-year-old Providence man was re-classified 1-A the same day he became a grandfather.

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OUT OF UNIFORM

A Pharmacist's Mate assigned to the Seabees discovered recently that wearing whites is a fine idea in a dispensary but not so advisable aboard a destroyer in action. He found out the "hard way" when an officer--acting quickly in the emergency--shoved him into some oil and coal nearby.

"At the end of five minutes, I couldn't be spotted five feet on our own deck, much less from the submarine we had spotted," explained Ben Lapidus, PhM2c, of Washington, D. C. "That gave me a special reason for wanting to get that submarine, and I think we did. Anyhow, I know I spent the rest of the trip trying to get my uniform clean."

JAP MASCOT PREFERS SEABEE COMPANY

New mascot of the 23rd Battalion is Tojo, a massive combination of husky and shepherd, who resigned his position with the Japs to take a job with a future.

Quickly making friends with the Seabees, Tojo now wants only to take a nip out of the Nipponese. The Battalion's choicest "souvenir", Tojo, believes he is the first Jap survivor to join the Seabees.

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