

# A10-7 SEABEE NEWS SERVICE

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## SEABEES AND CEC SPRING D DAY SURPRISE

Unveiling a new "secret weapon", the Rhino Ferry, heroic Seabees maintained a pontoon highway across the English Channel as D-Day sent Allied forces surging into France.

The Rhino, a self-propelled unit developed by the Civil Engineer Corps, is made up of 180 pontoons, grouped six in width and thirty in length. Its overall length is 175 feet; its width, 42 feet. Two large Chrysler Marine outboard motors developing 143 horsepower, each complete with steering apparatus, are mounted on the stern of each ferry. Standard bits, cables, lines and other gear are used to expedite docking, loading and the transfer of supplies from ship to shore.

Displacing approximately 275 long tons, Rhinos have a shallow draft compared with the much greater draft of a loaded LST, making them well suited to long, shallow beaches. The new Ferries develop a speed of approximately three knots.

## SEABEES PREPARED INVASION BASES

Among the most spectacular stories of pre-assault operations in the European War is that of how Seabees in the British Isles constructed the U. S. Naval amphibious bases which now are supporting American forces attacking the continent.

In record time the Fighter-Builders took over thousands of acres of British land and occupied scores of harbors to turn them into advanced amphibious operating bases, supply depots and maintenance units from which U. S. Naval vessels carried the Allied Army to European beaches.

The Seabees first arrived in the British Isles in the fall of 1942, approximately one year after Pearl Harbor. In less than 18 months they constructed and had ready the many bases which were occupied by operational forces carrying out the greatest amphibious operation in all world history.

The tasks that confronted the initial Seabee units and the manner in which they were solved have earned for the Naval Construction Battalions the same fame and respect throughout the British Isles as were gained in the Pacific operations against the Japanese and later against Axis forces in Africa, Sicily and Italy.

Working often ahead of time-table schedules, the Seabees improvised, invented, originated, forged and even created much of the materials with which they threw up bases, docks, warehouses, shops and other units necessary for the smooth running of the Allied onslaught.

The scrap pile often was their treasure store when needed supplies were not available and materials were necessary for the completion of an important job. Plumbers turned discarded oil drums into pipe, labor crews found stone for roads

among the debris of bombed English towns; carpenters made furniture and floors from discarded crates.

### Completed Londonderry Installations

The first Seabee unit to arrive in the United Kingdom, the 29th Battalion, was sent to Londonderry, Northern Ireland, to complete the great U. S. Naval Operating Base which American technicians had been working on for some time.

After completion, traffic increased several fold at the base, making it necessary to install more and larger docking facilities, a need evident long before materials could be made available.

The Seabees set to work with characteristic ingenuity. Plans for the new docks were laid out to fit what supplies were at hand, such as cast-off materials left by civilian workers. A pile driver, partly filled with water and out of use for months, was reclaimed. Pilings were so warped and crooked that officers referred to them as spirals. Each was worried into position, however, and in a matter of weeks the docks were ready for use, constructed, with the exception of concrete, from materials heretofore considered unusable.

As larger units of the base went into operation and it was nearing completion, Seabees left their jobs on land to swarm over ships damaged in the Battle of the Atlantic and others putting in for modernization and overhaul. Many of the original Seabees to arrive in Britain today are still working on vessels putting into the Londonderry Naval Operating Base.

### Built Network Of Bases

As work at Londonderry neared completion other Seabee units began to arrive and with teams already organized departed for other parts of the British Isles to begin construction of the maze of advanced amphibious bases for the current operation.

Among the first of these was one originally designed for the British but later turned over to the U. S. Navy as a supply base and receiving station for the thousands of officers and sailors arriving to take part in the amphibious assault against Europe.

When the Builders went to work they were faced with deep, almost unnavigable mud, which bogged down construction machinery and halted heavy construction.

As usual, the Seabees found the answer to their problem. First they located an ancient stonecrusher that had lain idle for years. Giving it a complete overhaul they took it to the side of one of the hills and opened a stone quarry, hauling hundreds of tons of stone back to the base to make roads and foundations for buildings.

While one group eliminated the mud threat, others, formed according to skills and trades, began other phases of construction. Within two months they had constructed two marine railways, installed a tank farm, built a series of large warehouses to serve as a supply base and completed construction of hundreds of buildings for base personnel and the receiving station.

## Vast Amphibious Supply Depot

In October, 1943, all Seabee units were recalled from some dozen projects scattered throughout the British Isles and regrouped for transfer to begin construction of one of the largest U. S. Naval Amphibious Supply Depots in the European theater.

This base today is a great teeming community, a city within itself which is serving as one of the main sparkplugs of the operations against the continent.

Within one week after construction began, Seabees had filled in gullies, erected scores of huts for living quarters, started work on several warehouses and laid several thousands of feet of railroad sidings.

Confronted with mud again, they borrowed 75 trucks from the U. S. Army and went miles away to open six stone quarries. They hauled 75,000 tons of rock for roads and foundations.

Within two weeks the base resembled a roaring boom town. Scores of bulldozers, cranes, derricks, tractors and trucks crawled, puffed, screamed with loads of dirt, sand, steel and concrete as buildings came into being almost overnight. Construction and design went on simultaneously, reversing standard construction procedure.

Carpenters, steel workers, concrete men, plumbers and electricians all but tumbled over each other in haste. Painters went to work before the echoes of pounding hammers had died away.

### Original Plan Doubled

On Christmas Day, 1943, with 70 per cent of the base completed under original plans, the Seabees learned that new plans had been approved and that it was to be twice its size. Christmas dinner was served the men in shifts as they set to work on the new section.

All major Seabee construction jobs at U. S. Naval amphibious bases were completed except for minor odds and ends weeks before Allied forces launched their attacks.

### Have Big Role In Continental Operations

The part the Fighter-Builders are playing in the actual operation will be an even greater credit to their fame, stretching from Attu and Kiska to Tarawa and the Marshalls, from Casablanca to Oran, Palermo and Salerno.

The Seabees made their name in construction -- today they are operating with U. S. Naval units making a new name in destruction.

### SPECIALS DO IT AGAIN

Said the commanding officer of a transport unloaded at an advanced base by the 17th Special, "Your cargo handling detail has given us the best service I have seen during the past twenty months' operations down here."

### THIRTY ONE AWARDS FOR COMBAT SERVICE TO 121st

Two Navy and Marine Corps Medals and twenty-nine Purple Hearts have been awarded officers and men of the 121st Battalion, which served with a Marine division in a recent landing operation in the Pacific.

Eugene E. Atkins, PhM2c, was awarded the Navy and Marine Corps Medal by Admiral Chester W. Nimitz, Commander in Chief, U. S. Pacific Fleet, for "conspicuous gallantry and intrepidity."

Muriel S. Woodward, S2c, was the other recipient of the Navy and Marine Corps Medal, also presented by Admiral Nimitz.

Details of the incidents for which Atkins and Woodward have been cited have not yet been made public.

### FIRST EYEWITNESS STORY OF SEABEES AT ANZIO

How three pontoon causeway crews participating in the Allied landing at Anzio operated an improvised ferry system under fire when sand bars prevented LSTs from coming into the beach now has been revealed by Lt. Harry Dobbs, CEC USNR, OinC of the detachment.

Three CEC officers received the commendation of Cmdr. H. H. Jalbert, USN, Deputy Chief of Staff of the Amphibious Force, for "successfully executing the shuttle and ferry plan and the subsequent successful causeway operations under extremely hazardous and trying conditions."

Vice Admiral H. K. Hewitt; Commander U. S. Naval Forces, Northwest African Waters, praised all Seabee officers and men who took active part in the operation, saying, "The performance of these crews has been outstanding."

In addition, fifty-two enlisted men were singled out by Lt. Dobbs and other Seabee officers for special recognition of their services.

Anticipating that sand bars might prevent proper beaching of the LSTs and successful use of the causeways, Allied strategists provided for the possible use of a ferry system. The plan was to shuttle causeway from ship to shore by a cable running from the inshore end of the causeway to a bulldozer on shore, and a cable from the offshore end of the causeway to the LST anchor winch.

The LST to which the first causeway crew was assigned ground 630 feet from the water's edge -- within thirty feet of the estimate -- and the causeways were placed in operation as previously planned.

## Bombed And Strafed

The LST had been almost completely unloaded -- the last load was ready to be ferried shoreward -- when the causeways were attacked by Focke-Wulfe 190 fighter-bombers. One Seabee was killed and one officer and twelve enlisted men wounded.

The disabled officer, Lt. (jg) John R. Herbert, CEC USNR, had been in charge of the causeway crew. In an official report written after the action, he said:

"The reporting officer cannot commend too highly the excellent work, initiative, and ability of S. H. Heberlein, CCM, who assumed all responsibilities when the reporting officer was unable to do so due to injuries received.

"The successful beachhead operation and handling of the pontoon causeways after the initial landing," continued Lt. Herbert, "was due mainly to the untiring efforts and splendid work of Lt. (jg) Cecil L. Moyes, CEC USNR, and Lt. (jg) Andrew J. Riley, CEC USNR, (OinC's of the two other causeway crews) who, between themselves, took over the work of this reporting officer, thus depriving themselves of necessary sleep and rest in order to maintain the causeways, and adding great credit to the ability and reputation of the Seabees for 'Can Do'."

## Assembled pontoons By Touch

The second causeway crew, under the command of Lt. Moyes, received orders to start work on the pontoons at 0130. Working in complete darkness, the Seabees had the pontoons rigged and ready to make a beaching at 0430.

While their LST was being unloaded after beaching, the ship and causeways twice were severely bombed and strafed by German planes. Fortunately this unit escaped with only a few minor injuries.

Third causeway crew also was attacked by a squadron of enemy planes while its LST was being unloaded. Some of the men were injured by the concussion of the bombs, but all remained on the job.

"James R. Einfeldt, S1c," reported Lt. Riley, OinC of this detachment, "had his back injured from concussion after the attack, but he did not report it for five days. While working on salvaging a pontoon, he fell over and had to be carried to Sick Bay. He is now in a naval hospital.

## Stayed On Beachhead

After the initial landing, the causeway men, many of them veterans of Sicily and Salerno, remained at Anzio salvaging gear. While they were on the beach, the Seabees "sweated out" forty bombing and strafing attacks.

A reporter for "Stars and Stripes", William Brinkley, wrote from the beachhead:

"Working with bulldozers, ducks, welding equipment and strong muscles, these men have been day after long day at this job. They work all day in the water and mud, often quite close to the German lines and in the harbor area, which is one of Jerry's favorite targets."

Besides ducking German shells and working on the edge of huge mine fields, Brinkley said, the Seabees' salvage work was further complicated by a few 'ticklish items' such as torpedoes which had been washed up on the beach between pontoons.

The causeway men didn't take the air raids lying down, Brinkley observed. One of them scared up a .50 caliber machine gun and mounted it in his foxhole, from which he and his trench mate peppered away at the enemy planes.

### MANY AWARDS TO CEC OFFICERS

Since December 1941, approximately 180 Civil Engineer Corps Officers have been decorated for gallantry in battle, construction skill, technical contributions to the war effort, and outstanding organizational and leadership abilities.

Twelve have been awarded the Legion of Merit; three wear the Silver Star, and two have received Navy and Marine Corps Medals.

Many others have been recommended for awards and hold temporary citations but as yet have not been officially decorated.

More than a score of CEC officers have been presented with the Purple Heart, several awards being made posthumously. Among the officers to receive the latter were Lt. Irwin W. Lee, USNR, of Peoria, Ill., and Lt. (j.g.) George W. Stephenson, USNR, of Klamath Falls, Ore., the first two Seabee officers to be killed in action, both falling at Rendova; and Lt. Carl M. Olson, USNR, of St. Paul, Minn., one of the first Allied officers to die at Salerno.

### MASQUERADE

A recent issue of SNS told about a Navy man who claimed he had seen a "disappearing island" in the Aleutians. Since reading a testimonial to the skill of Seabee camouflage specialists, however, we've been wondering if he wasn't slightly confused.

The testimonial, from the commanding officer of a combat vessel to the OinC of Detachment 1019, read:

If we are mistaken for an island, will blame you --  
but still with our thanks.

### BIGGEST SOUVENIR YET

A midget two-man Japanese submarine scuttled by her crew during the second battle of Savo Island has been raised at Guadalcanal by eight enterprising Seabees.

The Seabees made their discovery while clearing an old Japanese ammunition dump near Cape Esperance, reports Staff Sgt. Solomon Blechman, a Marine Corps Combat Correspondent. Probing for an easy passage through coral for their Higgins boat, they scraped what they feared was a floating mine. Investigation by John C. Harmon,

EM1c, proved that they had run over the periscope of a small submarine.

Robert E. Mitchell, CMM, directed salvage operations. The sub was first examined under water by Everett A. Post, MM1c, and Chester C. Castle, SF2c, who wore diving masks made from old gas masks into which a rubber tube from an air compressor carried on a boat had been fitted.

Special one-inch cable rigging was spliced together by Ralph D. Andrews, CM1c, and George U. Ainsworth, BM2c, and hooked to tractors driven by Marine engineers. These two men then donned the diving masks and attached two lines to the stern, one to the bow. The Marines started their tractors and pulled hard, but failed to move the sub.

Another diving examination showed the sub was wedged fast in the sand bottom. Everyone was cleared from the area and eight sticks of dynamite were planted and set off by Harlow S. Ballard, CM2c, and Edward R. Cabana, CM3c. The wreck was blown free and the tractors then pulled it ashore.

### RAISE THE ROOF

Civilian engineers called in to estimate on the conversion of single-story barracks into two-story buildings assumed it would be necessary to dismantle the 127 to 160-ft. roofs and figured at least three weeks for each structure.

When the Navy ultimately turned the job over to the 117th Battalion, the Seabees set their pace at two barracks in one week.

Here's how the Navy construction men handled the job:

Lt. A. E. Strausser, CEC USNR, had supervised a similar job for a stateside hospital several years ago. Under his direction, a Seabee jacking-crew bracketed eight by eight timbers to the bottom roof trusses. The roof was broken loose by unloosening knee braces and splitting the plates. Cribbing, or elevating the roof, was begun on eight-foot horses, using jacks and uprights, with four-inch by six-inch blocking used to maintain the weight of the roof. As the roof was raised, a twelve-foot horse was substituted. When the desired height was obtained, four-inch by four-inch studding and joists were installed for the second deck and the roof lowered onto the studding.

The jacking crew then moved on to the next building, leaving the carpenters and electricians to install floors, sidings, windows, screening and stairways, and complete the necessary wiring.

### GETS SHIP BACK INTO ACTION

A single Seabee recently represented the difference between a combat ship being laid up for repairs a week or more, and its going back into service immediately.

When a PC (Patrol Craft) reported at an advanced Pacific base as "out of action", E. H. Fleming, SF1c, of CBMU 543 was called in to see what he could do.

"The job was to correct bad welding that was previously done, and it was extremely difficult," the PC skipper later reported. "(Fleming) came aboard and worked almost continuously for 18 hours to complete the necessary repairs. -- We have just completed tests showing that his work was perfect. -- This accomplishment has permitted us to go back into service immediately instead of being held up for probably a week or more. This certainly increases my previous admiration and respect for all Seabees everywhere.

### **TOKYO SAYS IT S ONLY THEIR IMAGINATION**

Lieut. General A. A. Vandegrift, Commandant of the Marine Corps, tells a story about the Japs at Rabaul who for months have been taking an awful pounding from Allied planes operating from Seabee-built fields on Bougainville and Treasury Islands, and throughout the Solomons area.

Crouching in their dugouts, the enemy soldiers listened to Radio Tokyo explain to the civilian population that the reason Japanese planes no longer rose to meet American bombers was the simple fact that American bombers never hit the target anyway -- and so it was a waste of energy.

The beleaguered garrison hastily wired headquarters. "If Americans not hitting target, their message read, "please ascertain who else we are fighting. Somebody is blowing honorable devil out of us.

### **SEABEE ARMY COOPERATION MAKES ENEMY UNHAPPY**

"Your arduous effort was largely responsible for the efficiency of the movement and the meeting of unit schedules in a remarkably short period of time," wrote Brigadier General George McCoy, Jr., USA, in a letter of appreciation to the Ninth Special Battalion.

Thanking the Seabees for their "splendid cooperation and assistance" prior to a forward movement by his unit, General McCoy said, "Such demonstration of harmony between units of the Army and Navy....is....effectively bringing discomfort to the enemy."

### **HOW TO MAKE YOUR OWN SOUVENIRS**

Brooches and necklaces of sea shells, rank high on the list of souvenirs Seabees like to send home.

The biggest problem for the Seabee craftsmen who prefer to make the trinkets themselves has been to devise a workable method of attaching the shells to the cords or chains. A practical solution is offered by Walter Alaveckis, S1c, of the 112th Battalion. Alaveckis says the trick is to dissolve plexi-glass with acetane, and, with the resultant glue, to coat the chain and shell at the point of contact. A clear strong jacket will form as the glue hardens, he promises.

## HUMDINGERS!

A hive of bees so intelligent and discerning they would sting only chief petty officers and once in a while a lieutenant, j.g., have been adopted as mascots by a group of Seabees in the Central Pacific.

Marshall B. Smith, EM2c, who forwarded the news, relates as proof the fact that the hive disappeared one night and reappeared a couple of nights later. Coincident with this came word that a CPO of a neighboring outfit was covered with lumps and indisposed.

## HELPED IMPROVE MARINE CORPS WEAPON

Six 17th Battalion Seabees whose technical abilities contributed to the improvement of an extremely important combat device for the U. S. Marine Corps, have been commended by Lieutenant General Holland M. Smith, USMC.

The commendations to Arthur A. Reichle, MMS2c; Roy E. Forseth, SF2c; John T. Patterson, SF3c; Dale W. Reid, SF1c; Edward V. Riley, WT1c; and Charles Schwab, MMS1c, also were endorsed by Captain W. C. Porter, CEC USN, OinC, Second Naval Construction Brigade; Cmdr. R. Y. Taggart, CEC USNR, OinC, Eighth Naval Construction Regiment; and Cmdr. M. J. Burke, CEC USNR, OinC of the 117th.

Because of wartime security, full details of their accomplishments can not be revealed.

## MAGIC CARPET WILL DO

Latest evidence that while necessity may be the mother of invention, aversion to manual labor is the father, is furnished by Owen W. Simms, SF2c, of the 79th.

Simms "likes to do what he can the easiest way possible," the 79th's publication, "Maintainer," explains, telling how the Seabee happened to construct an electric hammer. For raw materials he used an old jeep differential, the motor from an old dough-mixer, a few rusty boiler plates, pulleys and belting, and the inevitable junk-pile odds-and-ends.

The "Maintainer" expresses a fervent hope that Simms eventually will figure out some way to transport the 79th back to the States by conveyor belt.

## SAYS ESPRIT DE CORPS MAKES SEABEES OUTSTANDING

Seabees of CBMU 555 possess "the esprit de corps which dominates and makes the Construction Battalions outstanding in conduct and performance throughout the world," Lt. (jg) F. A. Wallace, USNR, engineering officer at an advanced naval base, wrote in a letter of commendation to the unit's OinC.

The Seabees were praised for the "high proficiency" with which they had made electrical installations at the base. The working party, the commendation said, was under the direct supervision of Edward J. Hahn, EM1c.

### PRACTICAL SEABEE

The resourcefulness of W. C. Stephens, CEM, has provided the 25th Battalion with a homemade but efficient bake shop.

Stephens first fitted a pontoon unit with shelves and doors, for use as an oven. Next, he had a "dutch oven" built alongside the pontoon unit. (The fire brick for this outside heat retainer came from an ancient plantation back in the jungle.) A salvaged distillation unit motor provided the power to operate the pump and a forced draft blower. And a water coil placed inside the "dutch oven" furnished hot water for the galley.

Although the Seabee won't admit it, his mates suggest Stephens was motivated by reasons other than his appetite when he planned the bakery. When the bakers aren't around, they report, the CEM uses the oven for drying out dampened electric motors.

### SWEARS OFF SOUVENIRS

Back from sixteen months in the Aleutians, Seabee Charles L. Brown, SF1c, of Arroyo Grande, California, is forever cured of hunting Jap souvenirs.

Here's his story:

"Two days after landing at Kiska, I was looking for souvenirs. I found an enemy installation that looked like it never had been touched. It was a small hill that was flat on top and fortified so it could be defended from all directions. While standing in the middle of the flat spot, I noticed that all the dirt looked like it had been dug up.

I thought, 'Oh, boy, maybe they have hid some souvenirs!' So, I got on my hands and knees and began to dig. Just under the surface I felt something. Hot damn! The Jack Pot! Then, I pulled it up through the dirt. It was a souvenir all right, but I'll be damned if I wanted it. It was a Jap booby trap, about eight inches across and two inches thick.

"It was cold as hell up there, but I began sweating like a jitterbug at midnight. Sitting there holding the land mine, I felt as happy as a guy with a handful of raw oysters. Then I thought it over and really got scared.

"I didn't know how many more there were around, and it was about fifty feet to some rocks where I thought I would be safe. So I started digging my way there. It took about two hours. (I wasn't in any hurry.) On the way I found four more.

"I guess my number wasn't up, so going back to camp I reported it to the bomb disposal officer. After listening to my story in which I mentioned, I wasn't a damn bit afraid, he mumbled something about angels fear to tread. He said there wasn't a chance in a hundred I could do it again.

"In the mirror I got a look at myself, and I looked like a healthy mushroom.

"He also said I used my head. So, I was beginning to feel as much like a hero as I ever will and said, 'Oh, really nothing sir.'

"The next day we started walking. It was about ten miles away and damned tough going. We finally arrived, and I showed him the spot and the nearest mine. He followed the trench that I had dug with my hands and picked up the mine and looked disgusted. He said, 'This damn thing won't explode. The Japs forgot to put in the detonator.'

"We found 10 others in the same way, and I don't know whose face was the reddest -- mine or the Jap that buried them.

#### CAME EARLY

How long does it take a Seabee to check in his GI gear, pack his clothing, have his pay account, health, and personnel records checked and closed out, drop by for a short chat with the Chaplain, pick up a set of orders and get aboard an outward bound transport?

A Fighter-Builder, formerly with the 99th Battalion, has the answer.

At 1655, a Regimental order was received at the Battalion's Personnel Office, detaching the Seabee and ordering him aboard the transport at 1730, or in exactly thirty-five minutes.

When the dust settled, the Seabee and all his gear were aboard ship at 1729 -- with a whole minute left to do as he pleased.

#### SOAP GETS IN THEIR EYES

A "Goldbergian" water-heater is paying off Third Special Seabees for five weeks' effort by providing the men with their first warm showers since leaving the states fourteen months ago.

Materials, obtained where they could be had, often had to be salvaged, repaired, or remade. The original pontoon section intended for the tank was too large; it was cut in two and rewelded. The firebox, made of firebrick to burn dung, was converted to diesel fuel when burners became available. The mortar wouldn't set, so a shed was erected over the firebox. Other gadgets, too wound up performing satisfactorily after starting out as something else entirely. The main thing, say the Seabees, is that they have the hot water.

#### PREPARED

Military training for CBMU 554 includes practice in manning six M3 tanks. Apparently the boys aren't taking any chances of being left out of the fight if one should turn up.

## SHORT SPORT SHOTS

BASEBALL:..D-Day quieted sports world on all-fronts..Major leagues, many minor leagues, all but two of larger tracks, and boxing arenas cancelled programs..Sports is "important recreational item" to servicemen said Lt. Cmdr. James (Jim) Crowley, recently returned from SoPac to take over football coaching duties at Sampson NTS.. "As soon as we take over an island," he recounted, "the Seabees move in with their bulldozers, build the air strips and then the athletic fields. ..Bill Dickey, ex-Yankee back-stop, commissioned Naval lieutenant..Pirates registered NL's first triple play of season against Giants..Same day, Newark Bears of IL pulled triple killing against Baltimore Orioles..Pirates Babe Dahlgren hit six homers in seven days..Dodger fans resented umpires' decision..threw pop-bottles, etc..Leo Durocher thumbed out of game, slapped with \$50 fine for using "profane" language..Danny Litwhiler, Cardinals outfielder, reclassified 2-A..Draft board regards baseball as "essential" industry contributing to public welfare, health and interest. ..Veteran hurler Johnny Allen finally signed contract with Giants..Cubs after Stan Hack to leave ranch and return to club as third baseman..Ex-major leaguer, Joe Vosmik, will get tryout with Senators..Senators also trying to sign Harland Clift, third baseman..Dodgers traded pitcher Bob Chipman for Cubs infielder, Eddie Stankey..Second Baseman Bobby Doerr, Catcher Roy Partee and Centerfielder Leon Culberson of Red Sox, temporarily rejected for military service..Undeclared Sampson NTS nine trounced Red Sox, 20 to 7.

BOXING:..Sgt. Billy Conn reported talking to military authorities about fighting S/Sgt. Joe Louis for heavyweight crown..no one to get paid, only GIs to see fight..Tippy Larkin, veteran welterweight, scored 8 round TKO over Freddie Archer, recently discharged from Seabees..Willie Joyce, Gary (Ind.) up-and-coming boxer, took unpopular 10 round decision over Henry Armstrong..defeat ended Armstrong's comeback winning streak of ten straight..Veteran Chalky Wright scored 3 round KO over Vince Dell Orto..Young Ike Williams decisioned former lightweight titleholder, Sammy Angott, in 10..Oklahoma City Boxing Commission reversed officials' decision which gave Lou Nova 10 round win over Buddy Scott..ruled bout a draw..Beau Jack and Bob Montgomery, both one-time holders of light-weight crowns (NY version), inducted into Army as privates.

RACING:..Pensive's bid for turf's triple crown (Kentucky Derby, Preakness, and Belmont Stakes) failed when outsider, Bounding Home, took \$50,000-added Belmont Stakes..winner paid \$34.70 to win..Fans in near riot at Suffolk Downs, stormed track, pushed starting gate into infield..trouble started after stewards allowed jockey's claim that winning horse had fouled by cutting in.

TRACK:..Army won tenth Heptagonal Games..scored 82 points to 68 for second place Dartmouth... Illinois won second successive Central Collegiate Conference championships with Claude (Bud) Young winning three events, running lap on victorious mile relay team..Young took 100, 220 and broad jump titles..Michigan's twin-milers, Bob and Ross Hume, locked arms, finished in tie for first place for eighth time this season.

SIDELINES:..Amateur athletics now in service will retain status..under agreement with AAU, amateurs may compete against professionals as members of Navy teams with authorization of Commanding Officer..Jim Thorpe, famous Indian athlete, appearing in rodeos in Canada..First fight movies ever filmed under artificial lights was Jim Jefferies-Tom Sharkey bout at Coney Island in 1889..terrific heat from lamp suspended over ring resulted in premature baldness for both..