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SEABEES RACE TO OPEN CRITICAL INVASION PORT

How soon guns, equipment and supplies pour in to our invasion forces through newly captured Cherbourg depends in large part on how fast the Seabees can repair Nazi demolition work.

Together with a great force of Army construction battalions, the Seabees moved in on the heels of the attacking infantry to commence restoring the wharfs and quays in what is to become one of the busiest Allied harbors in the world.

Whatever damage had not already been done to the port by Allied bombs and naval gunfire undoubtedly was accomplished by the Nazis in the same ways they employed in Italy when Naples fell.

Writing in the New York Times, Leo Cullinane declared: "The American Engineers and Seabees were ready when Cherbourg fell to clear the channels of concrete-laden ships sunk in strategic areas and to repair the dynamited docks to permit the landing of additional Allied forces and supplies to pursue the Germans steadily back through France. The gigantic job is expected to take not more than a few weeks at the most.

"Because of the size and weight of the equipment needed for port repair," Cullinane continued, "much of it has been taken in by water. This includes cranes, pile drivers, power shovels and big concrete mixers.

"Before many days the Allies will have one of the best ports on the continent of Europe cleared and ready for use."

UNDAMAGED ZEROS CLEARED FROM SAIPAN AIRSTRIP

When the Seabees pitched into the job of restoring the Aslito airfield on Saipan, they not only had to fill bomb craters and clear off shrapnel but they also had to wheel off several flyable Zeros lined up before a hangar.

According to a dispatch by Howard Handleman, who was aboard the Joint Expeditionary Flagship off Saipan, the Seabees also found a cache of airplane parts, including many new aircraft engines and a complete stock of spare parts.

"Enemy war material and booty here," he said, "already is greater than in any previous seizure, and the Americans still have to reach the heaviest garrison concentrations.

"The American weight of men and material is overwhelming. The Commanding General particularly praised beach party troops (presumably including Seabees) who

have broken all unloading records to give marine and soldiers their war tools. The main road along the beach has been named 'Dustbowl Boulevard' because the wheels of hundreds of trucks and tractors have churned the coral sand into blinding clouds of silt dust."

According to a New York Times report on the action, the Japanese had been infiltrating to the field at night, trying to sabotage planes and forcing fatigued fliers into an unwilling night-time role of infantrymen. One group of Japanese hid at the edge of the field before dusk one night and fired on planes as they were landing.

SEABEES HELPED LAND NORMANDY BEACHHEAD SUPPLIES

The part the Seabees played in landing men and supplies to bolster the Normandy invasion beachhead is becoming clearer as additional dispatches arrive from Great Britain.

"The most difficult phase of the initial operation against the European Continent -- that of bridging the last few hundred yards between vessels and the beach," said the London "Evening Standard," quoting a United-States-Naval-Forces-in-Europe announcement, was accomplished to a large degree through the use of U. S. Navy pontoons. The pontoons were operated by Seabee-trained British crews and by the Construction Battalion men themselves.

Rough weather made the Seabees' task extremely perilous. "The biggest fight of all," wrote Alan Moorehead from the beachhead, "has been with the sea.

"The scene off these beaches is fantastic," Moorehead said. "Among the breaking waves and the high wind hundreds of boats are tossing about as though they were in a cataract.

"All yesterday, while the battle raged along the beaches, the men in my ship were trying to unload their vehicles into a barge. ...The great cumbersome steel raft came smacking against the sides, making dents in the plates; ...Huge ropes snapped like string. Everything was drenched with flying spray."

Despite the conditions of weather, the supplies got ashore. The secret of Allied success during the first 48 hours of the invasion, Christopher Buckley estimated in the London "Daily Telegraph," was tactical surprise. The most important contributing factor, he said, was "the speed with which we were enabled to 'build up', getting troops and, above all, heavy equipment, ashore during the first few hours at a rate which, according to the evidence of officer prisoners, had simply not been anticipated by the enemy."

NINE BRONZE STARS FOR RECORD AIRFIELD JOB

Nine Seabees have been awarded the Bronze Star Medal for their outstanding efforts during the occupation of Rendova and New Georgia, Lt. Cmdr. T. H. Butler, their OinC, has announced through their battalion's paper, "C-Breeze".

Lt. Earl. Towlson, CEC, USNR; Carp. Perry McCalum, CEC, USNR; Walter G. Cole, CMM; Wilbur L. Ives, CSF; Charles E. Loebs, CSF; Richard D. Carr, MM1c;

Buster McClelland, MM1c; Clem W. Sharp, MM1c; and Earl G. Taylor were temporarily detached from the Battalion from June 23, 1943, to August 4, 1943, according to "C-Breeze".

They landed at Segi Point, New Georgia, a full week before the Marines, and, working only 28 miles from the Jap-held Munda airstrip, helped complete a fighter strip in the record time of eleven days. The Japs discovered the Navy men only when the strip was almost finished, and didn't bomb them until nine days after the landing. By that time, the Marines were already invading the island.

BUSMENS' HOLIDAY

After a long tour of duty overseas, the First Construction Detachment is home enjoying a thirty-day leave.

Most of the Bobcats come from the District of Columbia, Maryland, Virginia, and other Eastern states. One Washingtonian, Charles F. Garcia, CY, anxious to get in touch with some of his mates during the latter part of his leave, spent hours trying to get some of them on the telephone.

In every case, he was told the Seabee was out of town, vacationing at a summer resort.

Said Garcia, "I can't understand it. For twenty-nine months those guys saw nothing but sand and water. All they talked about was going home. Now they get there and where are they all? On the beach at Atlantic City!"

GEN "HAP" ARNOLD PRAISES WOULD-BE RESCUERS

Four 17th Battalion Seabees who attempted to rescue the pilot of an Army plane which crashed on the field on which they were working have been commended for their bravery by General H. H. Arnold, Commanding General, U. S. Army Air Forces.

The men, Matt A. Larson, SF2c; Vincent H. Larson, SF2c; John H. Gerdes, CCM; and Arthur S. Larsen, CSF; "made a courageous attempt to save a human life at the risk of their own lives," General Arnold said.

"Such heroic performance," his letter of commendation said in part, "which was in keeping with the highest traditions of the service, reflects great credit upon all those who contributed their efforts to a dangerous task in the face of grave emergency."

FOR THE COMMON CAUSE

Teamwork wins wars. On Treasury Island, as at many other advanced bases in the South Pacific, the Seabees are working in close cooperation and harmony with Army units.

A recent letter of commendation from Col. Harry E. Wilson, CO of an Army Bombardment Group on Treasury calls attention to "the fine cooperation and excellent work that has been done for this organization by John E. Yagello, MM1c, and the men working under his direction."

"It is felt," said Col. Wilson, "that the efforts that have been extended by these men have been over and above those required in the ordinary line of duty and is greatly appreciated by all personnel of this organization."

The Army officer had further praise for the Electrical Section of the neighboring Seabee battalion. "The cooperation shown by these men in their relations with the personnel of the -- Bombardment Group," he said, "can only be considered of an exemplary nature and worthy of emulation."

JAP HOMELAND NEXT ON NAVY LIST

The mainland of Japan itself will be among the Navy's next targets, Secretary of the Navy James Forrestal declared at a press conference this week. Other objectives after the occupation of Saipan is completed will be the Philippines and most of the Netherland Indies.

Mr. Forrestal also asserted that Japan's carrier-based air force was "practically annihilated" west of Saipan on June 19th. He said that the enemy has "had no choice other than to give up, at least for the time being, his effort to use his fleet to interfere with our offensive operations in the Marianas."

SUNDAY BEST

The natives in the Solomons have progressed to the point where they drive a shrewd bargain with Seabee souvenir hunters, says James R. Thompson, stationed on one of the islands, but they have a weakness. They're suckers for mattress covers. Their wives, says Thompson, insist the local husbands bring them home so they can be worn as dresses.

THE REAL McCOY

Green Island will become the commercial metropolis of the South Pacific if the Seabees stay there very much longer, says Feature Writer Howard A. Friedman in the latest issue of "C-Breeze."

Money-making opportunities for venturesome Fighter-Builders are numerous, according to Friedman. Chief Paul Asenjo, for instance, bought a Japanese-English unabridged dictionary for three bottles of beer. After ripping out the pages the Chief sold them at fifty cents each. When interviewed he had already collected \$21.50 and the customers were still coming in.

The Jap flag concession, Friedman observed, is in the capable hands of Seabee John "Turkey" McGuire. For \$10 or more, "Turkey" sells genuine Jap battle flags,

made out of flour sacks, each one containing a brilliantly painted rising sun. "It depends on how much Jap writing is on it," the part-time curio dealer explains, "and also the size of the sack." Later Mr. McGuire confided to the "C-Breeze" reporter, "You know it's hard as hell to get orange paint, and those Jap inscriptions we put on take a hell of a long time."

Another Seabee, Chief Dick Feaster, has improvised a small clam shell. Each day, Friedman writes, the Chief travels out on an LCM to the spot where a Jap barge was once reported to have sunk and comes back with a full sack of genuine Japanese thirty-calibre shells. Those shells which do not bear Jap inscriptions are immediately turned over to one of Feaster's assistants who applies a specially constructed steel stamp, making the necessary Jap markings ... and, incidentally, raising the retail value of the shell.

The firm of DelGuidice and Peterson, Inc. (Seabees Bob Del Guidice and Walt Peterson) purchase assorted Jap shells from the Marines for a slight fee. After cutting them down, spreading them out in various shapes and designs, and soldering on some of their own real Jap Zero aluminum (salvaged during the early days of the island's occupation) the Seabees sell "individually designed souvenir ash trays" back to the Leathernecks. Prices for these start at \$35.00 and continue upward, depending on the amount of aluminum added and the size of the chump.

Another thriving enterprise visited by the "C-Breeze" correspondent was the Bellin Picture Frame Corporation. Al Bellin purchases Jap coins very cheaply, and then salvages some pieces of ordinary wood. After cutting and sandpapering the wood, adding stain or shoe polish, inserting the Jap coins (and throwing in some New Zealand coins for good measure), Bellin sells these fine teakwood mementos back to the Marines for \$15.00 and more.

Reporter Friedman says proudly that he wasn't among the suckers falling for the gaudy bait. When he bought a Japanese flag from "Turkey" McGuire, he asserts, the Seabee assured him it was a real genuine one he had intended saving for himself, but was selling only because he needed the money badly.

SUSPICION VERIFIED

Seabee recruits who would mournfully study their "boot" haircuts in a Camp Bradford mirror and mutter accusingly to barber E. A. Kimbrell, "You butcher!" would draw only a smile and a quick agreement from the busy gent with the clippers. In civilian life, Kimbrell admits, he was a meat cutter.

LONG LINE

When his battalion was ordered to build a pipe line, Jack T. Marshall, PhoM1c, got the job of making a daily check of the number of pipe lengths laid. It was a pleasant change from the confinement of his photo lab. After a few days in the open air the Seabee decided that he'd stumbled onto the easiest job in the South Seas.

One morning he left camp as usual, following the lengthening pipe line over green hills and down into little, creeper entangled ravines. He walked for hours.

But when the sun went down--the pipe line still stretched unending ahead of him.

Despairing of ever finding the end, Marshall struck off on what he hoped was a short-cut back to camp. He was wrong. After being lost in the jungle for hours he finally found the pipe line again, chased it back, and fell exhausted into his bunk.

Next morning he began babbling to the pipe-laying crew about the unbelievable amount of tubing they had put down the preceding day. How had they ever done it?

"Why, we thought you knew," they told him.

"Knew what?"

"The Marines have been working from the other side of the island.

"Yesterday morning they reached our end and joined them together. You must have walked damn near across the island!"

Marshall went back to photography.

MYSTERIOUS AFRICA

In North Africa, Thomas M. Higgins, Sp(M) 1c, was confused by that country's strange economy which resulted in his paying only a penny's worth of centimes to ride a mile in a street car to pay \$80 for a woman's purse which, he said, "sells for about fifteen bucks in the States."

SLICK JOB

Boom Town in the Mediterranean has a new daily paper, published by a Seabee Petroleum Division. The news sheet is aptly titled "The Oily Rag", and the issues we've seen read as well as the name. The modest editors don't reveal their names on the masthead, but whoever they are, our congratulations.

GOTTA WATCH THOSE GUYS!

One of the easiest conquests of the war was made by Joseph A. Gall, MM3c, while the Seabee, then stationed in the Mediterranean area, was guarding a prisoner-of-war work detail.

The air raid alert sounded and Gall hustled his nine charges into a truck and headed back to his base. After the 'all clear', he drew up along side of the road and counted noses to make sure none of his captives had escaped.

That turned out to be no problem at all. Instead of nine prisoners, Gall found, he now had fifteen! And no one could account for the other five.

Said the Seabee, "I guess I should be credited with capturing five men."

WINS MEDAL FOR RESCUE

For rescuing a partially-unconscious mate from drowning, Clarence Perkins, S1c, of the 9th Special Battalion, has been awarded the Navy and Marine Corps Medal by Admiral Chester W. Nimitz.

Working aboard ship when a shipmate, Henry T. Jacobs, was struck on the head by a crate and knocked into the water, Perkins immediately dived overboard and held the helpless Seabee above water until help came.

ALEUTIAN BEAUTY SALON FEATURES "SUGAR WAVE"

Ward A. Ketchum, S1c, Fifth Special barber, welcomed the change in clipper routine when one of the nurses at the Seabee station asked him if he could set hair.

Shampooing presented no difficulties, and re-styling the hair was easy for Ketchum, a hair-dresser in civilian life. But when it came to setting the waves, he was stumped temporarily.

Using the nurse's bobby pins to anchor the hair, Ketchum whipped up a gooey wave-set lotion from sugar and water. He explained that the sugar would brush out easily after the hair had dried.

Other nurses anywhere within travelling distance apparently were convinced. Ketchum now, not only operated a Seabee barbershop but he is also the proprietor of the Aleutians' only beauty salon.

His greatest difficulty, he says, has been in regulating the flow of customers to his joint enterprise. Whenever a pretty nurse shows up for a wave-set, a record horde of Seabees appear -- demanding haircuts, of course.

EASY DOES IT

Not all prisoners are taken as a result of ferocious combat, Seabee veterans relate.

Leslie E. Sammons, CEM, of the 77th Battalion, recalls how he brought in a Jap whom he flushed out while uprooting coconut trees with a bulldozer. The enemy soldier, who had been hiding in a tree top, surrendered meekly when the Chief waved a wrench at him.

Clarence L. Hodgkins, CCM, of the 42nd, tells of a similar episode. One night on a lonely road, says Hodgkins, a truck driver while trying to locate trouble in his engine felt a hand on his shoulder. Turning, he heard an unfamiliar voice say, "Me prisoner." The dim figure, dressed in G. I. work clothes, proved to be a hungry Jap. He was obliged with a ride back to camp and captivity.

A third yarn is added by George O. Johnson, CY, of the 28th, who relates how the lone survivor of a Nazi reconnaissance plane shot down over Iceland walked five miles over rough terrain to reach the road, only to be passed up temporarily by his

captor. The U. S. officer returned a friendly wave to the green-clad soldier on the roadside and continued in his jeep for half a mile before suddenly realizing that he had waved to a German uniform. Turning the jeep around, he sped back along the road to where the figure was still waiting ... to be captured.

STATISTICS

During a ten and a half hour shift, an eight man gang of the 8th Special (second section) loaded and stowed 480,000 pounds of cargo, reports the battalion's publication, "The Cargo-ers".

"Each man handled a little more than two and three-quarters ton per hour," said "Cargo-ers" statistically. "If you figure that it took two men to handle each piece of this uniform cargo, stoop down, pick it up, stow it under the combing, and stoop down to put it in place again, it adds up to an equivalent of 798 squats with seventy-five pounds each time, per man."

CROONERS

Veteran Bobcats, making a D-day landing with the Marines in the Marshalls, poured down cargo nets into landing crafts singing "I Love You Truly" and other lush lyrics, it was revealed today by Charles F. Garcia, CY, a First Detachment veteran.

"Pinky" White, CPhM, apparently was the man who started the Seabees off on their Sinatra-like assault, Garcia said.

The night before the landing, White put his tongue in his cheek and told his mates that combat veterans had assured him that singing a love song while going over the side of a ship was a sure good luck charm. Superstitious as most servicemen, the veteran Seabees took the Chief at his word. At "H-hour", to the amazement of accompanying Marines, most of them hummed tunelessly or sung softly to themselves as they maneuvered down the swaying ropes.

Whether because of the "charm" or for some other reason, Garcia related, the Seabees did all right. Casualties were extremely low and, performing the duties of a Marine supply unit, the Bobcats won a Marine C. O.'s praise for "a job that couldn't be done better."

IN A LATHER

Cutting hair for a thousand Seabees made "Montana Ed" Dowd, proprietor of the Second Battalion's South Sea Island Barbershop, more than a little absent-minded, but he managed to get by until the day a Seabee got into the chair with a request to "Take it all off."

Dowd obligingly ran the clippers over the man's head, and then shaved his skull. The Seabee left, and the next customer, the battalion's Executive Officer, sat down in his place.

Completely preoccupied, the Seabee barber went to work. A few minutes later roars of rage brought him face to face with the terrible truth: he had unconsciously shaved the "Exec" as bald as a cocoanut!

CLEAR FIELD QUICKLY

An Army bomber crashed and exploded on an Argentinian airfield, strewing the strip with metal fragments. The possibility of the fragments puncturing tires on incoming planes threatened to put the strip out of service for at least 24 hours. Seabees assigned to the repair job pressed three drag-brooms into service. They had the field completely cleared and ready for use five hours after the crash.

HAD 'EM COMING AND GOING

A Seabee detachment assigned the job of installing a new-type catapult at a Naval Air Station lacked the equipment to haul the arresting gear.

The gear, with its crate, weighed 4 1/2 tons and extended 35 feet. The Seabees borrowed two 1 1/2 ton flat-bed trucks, placed them back to back and the required distance apart, and centered the crate on six-inch wooden blocks on the truck beds. Using half-inch wire cable to keep the trucks at the correct distance, the Navy construction men then moved the load 2 1/2 miles to the site by driving one truck in forward gear and the other in reverse.

RESCUERS HONORED

Three men of the 45th Battalion who rescued a sailor from icy Aleutian waters today are entitled to wear the Navy and Marine Corps Medal, reports the "Forty-Fiver," the battalion's newspaper.

The Seabees, James A. Clifton, CBM; Paul R. Grace, CCM; and James J. Donohue, SF1c, saved an LST crew member who was thrown into the sea when a breeches buoy on which he was being removed from his stricken ship snapped.

CHERRY-PICKER FROM DUMP TRUCK

The loss of the unit's two cherry-pickers only stimulated CBMU 503 to build its own.

The Seabees replaced the body of a seldom-used dump truck with an eighteen-foot, inverted "V" boom, shop-made from four-inch pipe and powered by the truck's hydraulic dump body lift.

Cable for the hook was rigged and geared by a series of sheaves to the truck's front-end winch. Dual cylinder and winch controls placed at the rear of the cab

provided direct view and permitted greater facility in operation. Tested in actual operation, the home-made cherry-picker proved highly satisfactory in capacity and maneuverability, particularly where space was limited.

Layout work, machining, cutting, welding, blacksmithing and assembling was done by O. J. Phillip, MM1c; J. J. McAuliffe, SF1c; A. Kose, SF2c; L. A. Wright, MM2c; and W. R. Hyde, M2c, under the direction of D. G. Barr, M1c. The cherry-picker was designed by Lt. (jg) R. L. Green, CEC, USNR.

EX-HILL

One way to level a hill, the 17th Battalion has discovered, is simply to back a truck under it and cart it away.

The Seabees worked out this solution when a detachment under the command of Lt. H. L. Chamberlain, CEC, USNR, was sent to an outlying point on a construction project. A hill had to be levelled, but no earth-loading equipment was available. Rather than load dump trucks by hand, the Seabees built a timber and rip-rap crib against the hillside. They mounted a chute on the crib, then ran trucks under the chute. One of the men, mounted on a bulldozer, loaded the trucks by pushing the hill-top into the chute. Loading time per truck, the Seabees estimate, was cut from 45 minutes to 45 seconds.

SWEAT ON HIS BROW

It may be hot in the tropics but it never gets as hot as it did one day in the Aleutians, for William M. Potts, Jr., MM1c.

"That was the day I dug up an unexploded bomb with a power shovel," Potts said. "Boy - was it hot!"

PRESIDENT ROOSEVELT SIGNS G. I. BILL OF RIGHTS

The Veteran Benefits Bill which will assure America's servicemen and women the best postwar treatment a Nation has ever given its war veterans has been signed by President Roosevelt.

Popularly known as the G. I. Bill of Rights, the measure will provide:

1. Unemployment benefits - \$20 a week unemployment benefits for a period up to 52 weeks during the first two years after discharge.

2. Educational opportunities - \$500 a year tuition; \$50 per month for laboratory fees, books. Subsistence allowance (plus \$25 for dependents) for veterans who were under 25 years of age when they joined the armed forces. Available for from one year up to length of time veteran served since passage of Draft Act.

3. Business loans--Private loans at 4 percent interest with the Government guaranteeing up to 50 percent of the loan, up to a maximum of \$2,000.

4. Job placement--Special provisions will be made for arranging employment of veterans by the United States Employment Service.

5. Hospitalization--Free hospital care provided in Veterans Administration hospitals--with \$500,000,000 authorized for construction of hospital facilities.

SURE CURE

A 32nd Battalion Seabee was assisting in the building of a dock when he slipped and fell into the icy waters of an Aleutian bay. His mates, among them W. D. Hathaway, Plc, sprang to the rescue. They hauled him out and rushed him to the sickbay. There the corpsmen covered the shivering Seabee with blankets, dried his G.I.'s and, while a nurse held his hand, gave him a shot of whiskey.

Two hours later, Hathaway observed, the Seabee was back on the dock. But he hadn't worked five minutes when he tripped over a pile of lumber and toppled back into the freezing Pacific. Again the rescue squad went into action, and the corpsmen broke out a bottle of spirits.

The Seabee spent the rest of the day recuperating from his ordeal, but early the next morning went back to work on the dock and in no time at all had plopped again into the bay. By this time, said Hathaway, the Seabees good samaritans were functioning like a well-oiled machine. They pulled him out and sped him to sickbay.

But this time, the cynical corpsmen gave him a big dose of castor oil.

From that day forward the Seabee not only was cured of his affliction but, maintains Hathaway, he has never since even set foot upon a dock.

SIGHT FOR SORE FEET

What would you expect a Seabee stranded in a foreign port to look at when a pretty American girl with a trim ankle strolled by?

James M. Hallowes, Jr., SK2c, is the one in 240,000 who looked at her shoes. And he's still glad he did.

Hallowes has small feet, so small that as long as he's been in the service he's been unable to get shoes that fit. When he arrived in French Morocco, he had to bargain for a pair of native-made shoes to continue working. In Oran, he talked the Army out of a ration coupon to buy a pair he describes as "only a little too wide." Then, while on liberty, he saw the WAC walking down the street, -and an idea was born. For the rest of his tour of duty, Hallowes got around very nicely -- on WAC shoes.

SHORT SPORT SHOTS

BASEBALL: . Boston Red Sox have number of Chicago's White Sox. . . have taken all nine of games two teams have played. . . Giants expect Swede Hansen, rescued from Jersey City, to aid sorely-tired pitching staff. Johnny Gee, picked up from Pirates last week, on sideline, undergoing X-ray treatment for an arm complaint. Yanks, with worst outfield in years, trying out Russ Derry, farmer-outfielder, who's been on retired list since beginning of season. Derry was "frozen" to his Maryland farm. Hit .314 in 40 games with Newark last year. . . Injuries affecting several ball clubs; Yanks have Don Savage on sidelines with torn knee tendon; Giants lost slugging Phil Weintraub indefinitely with recurrence of knee ailment; A's big gun, Dick Seibert, carried off field with severe spike wound. . . American League batting leader is Tucker of White Sox, hitting .373. Followed by Fox, Boston .341, and Hockett, Cleveland, .333. National League pace-setter is Dodgers' Dixie Walker, swinging at .378. Musial, Cards, in runner-up spot with .374. Weintraub of Giants, third, .337. Mel Ott pacing National League home-run hitters with 18. American League has none with more than 8.

Sign of baseball times: Best player in minors said to be Pete Gray, Memphis' one-armed outfielder, who's due for chance in big show. Gray currently is hitting .354, has stolen 20 bases, batted in 26 runs and scored 47.

GOLF: . Babe Didrikson Zaharias, one-time women's Olympic champ, won Women's West open golf. Beat Dorothy Germain, 7-5 in finals. In biggest upset in 15-yr. history of event, Lt. Patty Berg, USMCWR, former national champ, was beaten in quarter-finals by an 18 year-old St. Louis girl, Betty Jane Haermerle. . . . All top-flight pro's, including old-time Yankee ballhawk Sam Byrd, defending champ, competing in Chicago Victory Tourney at Edgewater course. Proceeds go to wounded service men's fund.

TRACK: . In his first race of season, Gundar Hagg, Swedish track star, set world mark, 8:46.4, for two mile run. Running in Stockholm Swede bettered his own 8:47.8 '42 mark and his American mark, 8:51.3, made at Cinc. last August. Few days later, Hagg bowed to countryman Arne Anderson in 1,500 meter run. . . . Ensign William F. Hulse, new American 1,500 champion, stepped fastest mile of U. S. outdoor season, winning NYAC event in 4:14.2.

BOXING: . Corp. Billy Conn, now in England, indicates prospects for all-service heavyweight championship match with Sgt. Joe Louis getting slimmer by the day. . . Henry Armstrong still going strong in comeback effort, getting ten-round decision over Nick Latsios in Washington this week. . . . Ike Williams, 20 year old Trenton, N.J., lightweight, knocked out Cleo Shans, Los Angeles, in 10-round star attraction at Madison Square Garden.

SERVICEMEN'S SPORTS: . . Chief Specialist Gus Sonnenberg, former heavyweight wrestling champion, in serious condition at Bethesda, Md., Naval Hospital. No diagnosis of his illness made at this writing. . . Capt. John K. (Buddy) Lewis, ex-Wash, Senator 3rd baseman, cited for distinguished service in air over Burma, receiving D.S.C. . . . Sgt. Joe DiMaggio, ex-Yank, arrived in Hawaii, played game same day, cracked longest homer ever seen at Honolulu Stadium, 435 ft. . . . "Somewhere in South Pacific, Ch. Spec. Bob Feller, ex-Indian, struck out 12, allowed 2 hits, and made two-bagger, two singles himself in game between his ship and another. . . . Ch. Specialist Phil Rizzuto, ex-Yank shortstop, visited Seabees at South Pacific base. . . .