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THE FLEET RULES THE SEAS TO TOKYO

The Jap's sea losses in the Second Battle of the Philippines "are so great as to render his fleet incapable of challenging any sizeable portion of ours for some time to come," said Admiral Chester W. Nimitz on October 27th. As a result, the United States fleet now rules the Pacific right up to the China Seas and within range of Tokyo itself.

Admiral Nimitz said the enemy has "backtracked" faster than "any of us had dared to predict a year ago."

On the same day, Admiral Ernest J. King declared: "The Japanese Navy has been reduced to not more than one-half its maximum strength. As Admiral Halsey has said: 'It is a certainty that the Japanese Navy has been beaten, routed and broken by the Third and Seventh Fleets'."

STEVEDORES SEE COMBAT ACTION

Sent into the front lines on a newly invaded island as a combat unit for approximately ten days, a platoon of Second Special Seabees is believed to be the first unit of "Specialists" to engage in direct action against the enemy.

Company B of the Second Special landed on the beach of the island within a few hours of the first assault waves and assisted in unloading ships of the task force, getting the cargo on the beaches, and carrying ammunition to Marine gunners. The platoon which went into the front line came from this company.

The Seabees suffered three casualties: one man was shot while carrying mortar ammunition to a Marine gun emplacement, another was picked off by a sniper while on patrol, and the third has been missing in action since an enemy shell or mine exploded close to where he was working.

REOPENED TOULON NAVAL BASE

How a Seabee causeway detachment not only completed its scheduled job during the invasion of southern France but also reopened the famous Toulon naval base to ocean-going traffic is told by Ensign I. James Ulak, CEC, USNR, who landed with the Seabees on the French Riviera on D-Day.

The outfit to which Ensign Ulak is attached was the only Seabee unit on the beach on D-Day and for many days thereafter. Over its causeways came much of the tonnage and many of the men who drove back the Germans. The work of the detachment made it possible at one point to land, in a single 24-hour period, the materials and men scheduled to be disembarked over two days.

But it was the job they did in reopening the Toulon base in ten days less than their own schedule that gave the Seabees their greatest satisfaction.

Toulon's five piers, which took ten freighters, or the largest battleships afloat, had been blasted by Allied bombers, French saboteurs, and German demolition men. They had been further blocked by the sinking of old warships and other large vessels at each side of each pier.

The area was torn and wrecked. Over everything lay thousands of tons of debris, ranging from cement rubble and torn steel to ruined French railway cars. Short of blasting, there seemed little chance of opening the docking positions . . . but the military situation was such that the Seabees couldn't take the time that blasting would require.

They decided to try to open one pier first. Then, while Liberty ships could unload at that pier, the Navy construction men would set to work on the others.

Working without tools, cranes, or much heavy equipment, the Seabees had the first dock open in four hours.

In many places it was impossible to bridge the yawning holes at the usual dock level. Ramps were built, over which trucks could make their way to the roofs of the sturdy pier houses. Holes not quite as big were bridged.

To permit large ships to unload alongside the piers, the Seabees started to build right over the vessels sunk by the Germans.

Superstructures melted away ahead of the cutting torch and bulldozers snaked the torn pieces aside. Where the sunken ships lay on their sides, piers built to correspond to the hatch openings in Liberty ships were extended over the rusting steel.

As fast as a pier, or even one side of it, was ready for occupancy, Navy tugs nudged the great transports into place and the materials of war poured ashore.

THE PAYOFF

From William S. Varney, SK2c, comes one of the strangest stories of "Can Do" yet told.

It seems that a veteran Marine and Seabee Joseph Carr, SF3c, were shooting the breeze at a beer garden in the recreation area at a Pacific base. The subject of "Can Do" came up, and the Marine laid a wager he could do anything a Seabee could.

"Wait 'till I finish my beer," said Carr. He took the final swallow, Varney relates, and then to the utter amazement of the onlookers proceeded to eat the bottle!

The Marine took a hesitant bite at his own bottle, then handed over the wager. Carr magnanimously explained that he had learned the trick from a carnival man in White Russia when he was 14 years old, and that he also can eat razor blades and light bulbs.

WORTHY CONTEST

Seabee battalions on Guam not only are competing in setting construction records but a keen rivalry exists among the outfits in killing Japs, according to Marine PFC Stanley Fink, a combat correspondent.

"Although the 'Can Do' boys are primarily construction workers," Fink wrote, "when necessary they also can handle rifles effectively.

"Between August 22 and October 10, with organized enemy resistance having officially ceased, Seabees have killed 47 Japs and captured three. A score card shows two battalions tied for first place, each with 18 slain Japs to its credit. One of the two, however, claims to have an edge in the standings as it also boasts of capturing two."

The Marine correspondent also described how a four-man Seabee sapper crew, led by Lt. (jg) R. L. Graff, CEC, USNR, fought off an attack by 14 Japs armed with rifles and hand grenades.

"The five battled it out with the Japs," Fink said, "and killed four of them. The others fled. None of the members of the Seabee battalion were wounded."

According to Fink, this same five-man detail has accounted for nine other Japs slain in the last month.

SEABEES REMOVE MINES FROM PIER

Although none of them had ever had any experience or training in mine removal, eight Seabees of a battalion now in France successfully removed 16 two-ton German mines from the underside of a Nantes quay.

The mines had been strapped to the beams under the pier with heavy cables and were visible only at low tide. Each capable of blasting a 35 by 65-foot hole, the explosives, placed throughout the length of the quay, required only 500 pounds of pressure to completely demolish the entire landing.

Six days were spent removing the mines. Once cut free from the cables, they were hoisted and piled onto a truck --- a captured German wrecker --- by means of a gin-pole and carried away. Bill McDougal, S1c, had the unenviable job of carting the mines to the disposal area.

It is expected that the explosives will be used to clear the channel of obstructions left by the Nazis.

The mine-removal detail, working under the direction of Cleve Noland, BM1c, included Hal Love, SF3c, Chet Schultz, SF2c, Jim Truss, CM1c, Ed Lynch, SF2c, Ben Heald, BM2c, Earl Shuman, BM2c, and Cliff Scott, SF3c.

Commenting on the job, Noland said: "We were all a bit wary when we tackled the first mine. We breathed a hell of a lot easier when it was removed. After that, it was simply routine."

HOSPITAL REBUILT IN MIDST OF GUAM BATTLE

When the Japanese had been driven from Agana, capital city of Guam, the least damaged structure was found to be a two-story, pre-Pearl Harbor Navy hospital building, reported Sgt. Harold A. Breard, a Marine Corps Combat Correspondent.

The Third Marine Division hospital corps, which until then had been functioning under tents and hurrying the more seriously wounded to invasion ships off shore, moved in. Battered as it was, the building offered more shelter than canvas.

Then the Seabees went to work.

They devised and improvised. They begged, borrowed, and appropriated what was needed.

They salvaged pipe and repaired the plumbing. They found a 10,000 gallon metal tank and mounted it on the roof of the building to provide a water supply. A pump was produced to lift the water to the tank.

They patched sewer pipes and constructed septic tanks. They rummaged in the rubble of Agana and turned up showers, lavatories, and commodes.

They located Japanese concrete and used it to seal the holes in the roof and wall of the building. They picked up scraps of corrugated sheet metal here and there and utilized them to build canopies over the windows. They partitioned off operating rooms on the first floor.

They rewired the building and provided a generator to supply electric power. They scoured the island and found enough screen wire for all the windows and doors.

And, to top it all, they put together odds and ends from a scrap heap, including a motor from a hopelessly damaged water cooler, to produce a suction device for the surgeons.

Later, a large frame building in the hospital compound that had been knocked askew and otherwise mauled in the bombardment was straightened on its foundation and overhauled inside and out. It provided space for additional patients, a pharmacy and laboratories.

JACK DEMPSEY VISITS 114TH

Drinks are "on the house" for the 114th Battalion whenever the Seabees of that unit are in New York and visit his restaurant, Cmdr. Jack Dempsey, USCGR, told them during a recent visit to their overseas base.

Asked the inevitable question, the ex-champ said he considered Joe Louis one of the greatest fighters of all time..

"I only wish I were still in my prime so that I could get in the ring and tangle with him," Dempsey mused. "What a pile of money we'd make!"

ADMIRAL MOREELL DESCRIBES ARTIFICIAL HARBORS

When the blanket of secrecy was finally lifted on the artificial harbors which enabled Allied forces to land and receive supplies in France, Vice Admiral Ben Moreell, CEC, USN, Chief of the Bureau of Yards and Docks, revealed the important part Seabees played in the operation.

In an article released by one of the national press associations, the Chief gave credit to the British for the conception of portable anchorages, but pointed out that Seabees and CEC officers actively participated in their construction, operation and maintenance.

The full text of Admiral Moreell's article follows:

"Now that the story of the artificial harbors in Normandy has been released, it must be pointed out that the most spectacular portion of the harbors -- the "mulberry" -- was conceived and planned by our British allies. The United States had a part in designing and building the harbor devices and we had full responsibility for assembling the two American roadsteads, but the British deserve the credit for the detailed plans.

"The use of floating cellular concrete caissons was first proposed by Captain E. N. Praeger, USNR, of the Bureau of Yards and Docks, Navy Department, who prepared the complete preliminary plans.

"Brigadier Brice White of the Royal Engineers, supervised the detailed design of the "mulberry" and its construction in England. The great concrete "phoenixes" (breakwater section), the thousands of feet of floating bridges, and the "lobnitz" piers (floating piers to be raised on giant steel columns or "stilts") were built by British civilians, Royal Engineers and American Seabees, all working together. Civil Engineers of the U. S. Navy made several helpful suggestions which were adopted, but the plans were British.

"As Chief of our Navy's Civil Engineers, I visited England on the eve of the campaign and inspected all the devices which were to be used to facilitate the Normandy landings. Brigadier White accompanied me on part of the trip, and it was an inspiring experience for both of us to see Americans and Britons working together so capably on the greatest naval engineering project in history.

"The English Channel is one of the most difficult bodies of water in the world. Both Napoleon and Hitler surveyed the Channel and decided not to accept its challenge. That we could successfully challenge its storms and tides and land five armies across open Channel beaches is a tribute to Yankee-British ingenuity and to the ancient knowledge of the sea possessed by the English-speaking peoples.

"In the water adjacent to the Isle of Wight the Seabees practiced in assembling the "mulberry." They set up a 3000-foot floating bridge, and practiced unloading LSTs at the floating "lobnitz" piers. They sank "phoenixes" and raised them again. In this area most of the devices to be used in both the British and American "mulberries" were assembled. The scene gave the impression of a vast walled city floating on the water.

"Crossing the Channel, the Seabees provided the six-man crews which rode each

of the devices, but the British supplied most of the tugs. About 150 phoenixes, 20 lobnitz piers, and 20,000 feet of floating bridge were towed across the Channel -- easily the largest towing operation ever attempted.

"The 108th Seabee Battalion, led by Comdr. E. T. Collier, USNR, of Miami, Fla., under Captain A. D. Clark, USNR, handled the American "mulberry" to Omaha Beach. Assembly of the floating bridges and piers was under direct supervision of Lieut. Harry Stevens, USNR, of Salem; Ill.

"Operation of the Rhino ferries -- the huge pontoon barges which have brought so much of the cargo ashore -- was the responsibility of the 111th Seabee Battalion at Omaha Beach and the 81st Seabee Battalion at the other American beach. The 111th is led by Comdr. D. C. Jardine, USNR, of Colorado Springs, Colo., and the 81st is led by Comdr. W. P. Greenawalt, USNR, of Chicago.

"The 2100-foot pontoon causeways, spectacularly successful at both beaches, were laid by separate units of the Seabees' famous Ten-O-Six Pontoon Detachment. These veterans of Sicily and Salerno were commanded at Omaha by Lieut. A. M. Zak, USNR, of Franklin, N. H., and at the other beach by Lieut. W. C. Pietz, USNR, of Pittsburgh.

"Other installations at both beaches and Cherbourg were handled by the 146th Seabee Battalion, commanded by Comdr. E. H. Gessner, USNR, of New Orleans.

"Navy rehabilitation at Cherbourg was done by the 28th Seabee Battalion, commanded by Lieut. Comdr. J. H. Knopp, USNR."

BOARDWALK TO JAPAN

The 57th Battalion's "Thick and Thin Lumber Company" is working at capacity production. A short time ago the highest production of the mill was about 6,000 board feet daily. Then an extra shift was added, the goal being upped to 10,000 board feet per day.

The first day the new shift was in operation, the men beat their mark by 200 feet. Two days later, they were sawing 15,400 board feet of lumber out of the roughest kind of logs.

The 57th's 60-horsepower mill is producing all the lumber used for construction on the battalion's "Island X". The wood is going, for the most part, into new facilities for the Fleet --and that, say the Seabees, is just the same as building a boardwalk to Japan.

LANDING IN JAPAN WOULD INVOLVE VAST SUPPLY PROBLEMS

To underline the immense amount of preparation that must be made before a final, all-out offensive can be launched against the Japanese homeland, Vice Admiral J. K. Taussig, USN, (Ret.), cites this example:

"Suppose - and this supposition is made only for purposes of the illustration -

he United States must send 2,000,000 men to the Far East in order to conduct a successful campaign against Japan.

“And suppose we disregard for the present the immense amount of shipping required to get these 2,000,000 men and their equipment, food, ammunition, mechanized parts, oil, etc., to their destination.

“In this original tonnage must be included one mechanized vehicle for each five men, which means 400,000 automobiles varying in size from jeeps to the largest tanks. In order to keep this expeditionary force operating, we must transport across the Pacific not less than two tons of stores per man per month. For 2,000,000 men this means 4,000,000 tons. If each vessel used can carry 5,000 tons, then every month not less than 800 vessels must leave the United States for the sole purpose of supporting these troops. As the round trip time will be at least three months, and as we expect a certain amount of losses due to enemy action and to other delays, there would be required for this service alone, not less than 3,000 ships, and possibly more.”

PONTOON OFFICERS DECORATED

Two CEC officers who personally directed the construction and operation of pontoon causeways which helped bridge the vital yards between ship and shore during amphibious operations against Hitler's once-vaunted “European Fortress” have been decorated for their outstanding achievements.

Lt. (j.g.) Andrew J. Riley, CEC, USNR, received the Legion of Merit for his work in the Anzio-Nettuno area where, his citation said, “he efficiently directed the assembly and operation of his causeway in the unloading of landing ships and craft over the assault beaches..(and) skillfully developed improvement in operating technique.”

Lt. Wesley C. Pietz, CEC, USNR, Officer-in-Charge of the famous Ten-O-Six Detachment, was decorated with the Bronze Star as a result of action on one of the D-Day beaches at Normandy.

Lt. Pietz' citation said, in part: “. . .with skill, initiative and leadership, Lt. Pietz directed the construction and operation of three causeways in his section of beach despite intermittent shell fire and bad weather.”

SEABEES MAKE JAPS PAY TWENTY TO ONE

A Seabee regiment on Guam reports the following box score after contact with the enemy:

Japs killed 20
Japs captured 1

Seabee casualties were one dead and two wounded.

YACHTMEN

Scraps, rejected lumber, salvaged aerial tow-targets and two months' part time Seabee labor and ingenuity have provided the 50th Seabees with the finest -- and probably, only -- sailboat to be carried with a battalion as part of its recreational and educational facilities.

Although Owen N. Bertelson, CM2c, and Raymond P. Michael, CM1c, are natives of the Dakotas and neither had ever done any small boat sailing previously, they felt that the smooth calm waters of the Pacific surrounding their advanced base were going to waste without a boat of some kind that they could sail during their infrequent hours of leisure.

Procuring the materials did not worry them. The real problem was to find someone with a previous knowledge of boats and sailing, someone that could act as a sort of "technical" advisor.

The job was a natural for Jerry J. Hickey, QM1c, the one man in the battalion who had learned to sail about the same time he learned to walk. Hickey, who is well known throughout Wisconsin's inland lakes and Lake Michigan as a boat fan and sailing enthusiast, decided on a precisely built, standard type of boat and selected the semi-round bottomed Cub class boat, 16 feet in length and with a 6 foot beam.

Actual construction posed quite a few problems. It had to be a strictly spare time proposition although the Seabees were working up to 14 hours a day on regular assignments. The available lumber was a pile of two-inch mahogany and oak that had been rejected because of checks and other imperfections. Before it could be used it required tedious hours of "dressing down" to the required thickness and to remove the blemishes. For two months the boatbuilders had little sleep as the boat took shape and grew to resemble the plan.

While the hull still was under construction, the hunt for the sails and fittings began. By pure luck the Seabees ran across a sail that had seen its first use on another boat. It was cut down and sewed on a rickety machine to provide the jib sail. The mainsail was sewed of mercerized cotton originally earmarked for the covering of tail and fuselage surfaces on old types of planes. A wrecked boat on the beach provided the tiller while a submarine crew were glad to donate turnbuckles. Cables for the shrouds and some of the fittings were salvaged from sleeve targets shot down by Marines in anti-aircraft practice firing.

And so it went until the boatmen, after a final assembly job, had the boat they were looking for. It had been built according to, and within one-eighth of an inch of, the accepted design, and was acclaimed by local yachtsmen as the finest of its type they have ever seen.

Then came orders for the 50th to move to another base. There was no time for launching or a trial run. So the boat was crated and rode to its new destination without hitting the water.

Since then, however, it has been in constant use. Bertleson and Michael are not the battalion's only sailing enthusiasts now. Under the expert tutelage of Hickey, more than a dozen other Seabees are learning the "ropes" of sail-boating.

The part-time boatbuilders and their technical advisor now have visions of a small fleet of identical boats to promote seamanship and competitive sport in "one design" racing.

RIGGING LOFT

The 28th Special has used empty ammunition scows to form the walls of its rigging loft. Built by the rigging loft crew in two days to fill a temporary need, the structure is now a permanent work shop.

BUS LINE COMPETITION

Seabees of the 86th Battalion soon will be riding around their "Island X" base in the latest in modern transportation -- a Seabee-built 90-passenger trailer, described as a "beautiful streamlined and super deluxe" bus, equal to any factory-made stateside carrier and complete in every detail--except for the toothpaste and shaving-cream ads.

Unable to "beg, borrow or steal" any sort of transportation facilities, the battalion's Equipment Officer, Lt. R. E. Driessen, CEC, USNR, went into a huddle with several of his assistants and then set about to procure a 40-foot lowboy trailer.

Big piles of sheet steel, angle irons, plywood, glass, electrical equipment, etc., were assembled and the work began. Welders and mechanics welded and mechanized; carpenters fabricated automatic folding doors, windows and safety exits. Electricians installed wiring and lighting; heavy equipment shop men installed the airbrakes. After the interior trimmings and woodworking have been completed, the painters will put on the finishing touches and the bus will be ready to roll.

Total weight of the bus and its cargo is expected to approximate eleven tons.

AWARDS FOR HEROISM ON BOUGANVILLE

Five Bronze Star Medals and two Commendation Ribbons have been awarded to Seabees of the 25th Battalion for their accomplishments while the unit participated in the Bougainville campaign as part of a Marine regiment.

Bronze Star Medals went to Arthur J. Leach, PhM1c; Franklin C. Drumm, CSF; Edward P. Asbury, CCM; Winthrop I. Robertson, EM1c; and Samuel R. Davis, MM2c.

Herbert C. Browning, CM3c, and Lonnie F. Suder, Jr., WT1c, were the men who earned the Commendation Ribbon, along with commendations signed by Admiral Chester W. Nimitz.

The Bronze Star won by Leach was for heroism in a skirmish with Japanese troops. The Seabee voluntarily proceeded to a front line first-aid station where, despite intense enemy fire, he assisted in treating and evacuating wounded men. He stuck to his post until all the injured had been cared for.

Drumm's Bronze Star was awarded in recognition of his work in establishing an automotive and truck repair shop in the combat area after landing with the first wave of assault troops. "He worked for long hours with outstanding energy and skill and succeeded in returning to service a large number of vehicles vital to our operations," his citation read. "Although subjected to repeated enemy aerial and artillery bombardments, he remained at his post and ably directed the work of his repair force, thereby contributing materially to the successful establishment of the beachhead."

Asbury won his Bronze Star for combat road construction. He supervised the construction of a road from the beach to the front lines. Despite the lack of adequate equipment, he completed two miles of road in twenty days. In doing so, he also established a drainage system which carried off water from swamps and made ground adjacent to the road available for bivouac areas.

Robertson went ashore in the first wave of tank lighters. He drove a tractor up the beach under Japanese artillery and machine gun fire and helped salvage another tractor from a lighter which had been sunk. When anti-aircraft guns had been landed, he towed two guns to positions from which they could bear on the enemy, despite continued fire. "Later," his citation said, "he volunteered to evacuate the wounded and deliver ammunition to the front lines, driving his tractor through areas impassable to other vehicles and where he was further exposed to enemy sniper and rifle fire."

The fifth Bronze Star was awarded to Samuel R. Davis, who landed with the first wave of assault troops, salvaged a tractor, towed a gun to its assigned position, and later evacuated wounded Marines and delivered ammunition to the front lines.

Browning was cited by Admiral Nimitz for evacuating battle casualties from particularly difficult jungle terrain. He assisted in removing the wounded from their positions in the front lines to a place of comparative safety on the beach. Making numerous trips, he succeeded in evacuating 31 men and in carrying vitally needed medical supplies to the battle area.

Suder was commended for setting up a water purification system and delivering water to the troops on the afternoon of the invasion. Later in the operation, he procured a large mobile plant which, under his direction, provided water for all Army, Navy and Marine establishments at the beachhead and to several ships nearby.

SHEARING MACHINE FROM SCRAP

A shearing machine heavy enough to cut reinforcing steel and bolt stock up to one inch in diameter has been built from scrap parts by CCM M. H. Palm; L. W. Patterson, MoMM1c; and R. W. Shaw, SF2c, of the 23rd Battalion.

Palm, a civil engineer, drew a working sketch of a stateside shearing machine from memory. Patterson raided the scrap heaps for parts from wrecked trucks, sheet steel, and the base of an anti-aircraft gun mount, and was responsible for the mechanical assembly. Shaw, a welder, did much of the actual "manufacturing."

The cutter is described by Palm as "a 200-power multiple machine with a lever operating pressure of 18,000 pounds.

"Its principal feature," the CPO says, "is the position of the operating handle. Simply by changing the position of the ratchet (chain on sprocket) the handle can be reduced from the usual 180-degree arc to one of 90-degrees or less. The size of the stock predetermines the opening between the cutting jaws.

"The first reduction is obtained by the use of a spur gear and pinion from a truck differential; the second reduction is made by the use of an AC Mack truck chain and drive sprocket which, in turn, is transmitted to a first class lever, or cutting arm.

"This ratchet is used without affecting the mechanical features of the machine. The moving parts and frame are designed with a large safety factor to failure. Allowances for wear and misalignment are taken care of by the use of shims and spacing bolts.

"The bits are inserts, made of No. 3 carbon steel, 1" x 1 1/4" x 5", which can easily be changed or re-shaped. Capacity of the machine is 1" bolt stock or 3/8x5" flat stock."

RECIPE FOR REPAIR

When the voltage divider of the sound amplifier burned out during a showing at the 130th Battalion's theater, the battalion's projectionist and soundman rigged up a temporary substitute with a fruit jar, two spoons, and a half pound of table salt.

The wires from the amplifier were fastened to the two spoons which were inserted in the salt in the jar. The voltage was raised or lowered by moving one of the spoons up or down.

"The day was saved," said the battalion's 'Pilot'. "The hero got the heroine, and 1000 Seabees went to their sacks, happy."

INVESTIGATOR

Pinning the goods on an Oklahoma bad man was simple compared with his present job of investigating title claims to real estate in the Hawaiian Islands, says Truman Harrison, former Pomtoto County, Oklahoma, prosecuting attorney.

Now a Seaman first class in the Seabees, Harrison is attached to the Navy's Real Estate Division in the Pearl Harbor area. His assignment is to locate the owners of property the government wants to take over for additional naval shore facilities. The difficult part is that much of the land was presented more than a century ago by the local king to his chiefs and by them to their followers. Boundaries, Harrison explains, often were identified only by local landmarks and sometimes no written records of the owners were kept. Neither circumstance, he adds, is especially helpful when the time comes for a legal transfer of title.

SHORT SPORT SHOTS

FOOTBALL: .. Arrangements completed for world-wide broadcast of Army-Navy game direct from Annapolis stadium on December 2..Broadcast will reach servicemen in all theaters via short-wave facilities provided by Army..Navy regarded as nation's potential No. 1 powerhouse despite losses..Going into final month of play, Notre Dame and Army still lead grid parade..other top teams still undefeated include Randolph Field, Ohio State, Georgia Tech, Mississippi State, Tulsa, U. of Washington, Bainbridge Naval, Oklahoma A & M, Michigan State, and Drake.. College games drawing larger crowds than in 1943..Kansas broke a 48-year jinx by 20-0 victory over Nebraska..Four Pro teams still unbeaten..Green Bay Packers practically assured of Western Division title by dumping Cleveland Rams..New York Giants lead Eastern Division but threatened by once-tied Philly Eagles..Once-tied Washington Redskins remained in running with disputed victory over Brooklyn Tigers..Latter claim motion pictures prove referee erred in calling touchdown play off-side..Detroit's Frankie Sinkwich got out of hospital to take over pro league's lead in ground gaining..Green Bay's veteran Don Hutson tops among pass receivers and scorers..Bonus system reported spurring Eagles to title..players receive \$10 for tackle inside rival 20-yard line, \$5 for pass interception and \$10 for pass interception on which Eagles score without losing ball, \$10 for blocked kick, \$5 to each player in game when punt or kickoff is run back for touchdown.

BASEBALL: .. Although Cardinals have won five of eight World Series since 1926, Red Birds have less than .500 average in series competition with 23 wins against 24 losses..Boris (Babe) Martin, rookie outfielder of Browns, who played most of season with Toledo, named American Assn's most valuable player by Sporting News..Pepper Martin asked for release from Cardinals; signed as manager of Pacific Coast League's San Diego team..Boston teams have been involved in longest games played in major leagues..Braves and Dodgers of 1920 established record with 26-inning 1-1 tie..same teams played second longest contest in NL in 1939 when they played 23-inning 2-2 tie..other Boston teams participated in 22, 21, 19, 18, and 17 inning games..oddly no Boston team ever won one of the overtime contests.

SERVICEMEN'S SPORTS: .. S/Sgt. Joe Louis refused to discuss championship bouts until war's end..Joe says "let's get war over first" to inquiries concerning proposed Louis-Conn bout next summer..Jack Dempsey met Georges Carpentier for the first time in more than a decade..reunion took place in Paris..Carpentier cleared of "collaborationist" brand..Art Keller, former Brownie catcher killed in action in France..Paul (Daffy) Dean, younger half of famous "Me and Paul" team, and Jim Tabor, Boston Red Sox' third baseman, inducted into Army.

SIDELINES: .. Twilight Tear, called horse of year, ran out of money for first time in career..finished fourth in Maryland 'Cap..Danny Webb, Montreal Negro, scored wartime Britain's greatest boxing upset by stopping world's flyweight champ Jackie Paterson, in third round of scheduled eight-round non-title bout in London..Francisco Segura won Pan American tennis tournament singles championship for third straight year.