

# SEABEE NEWS SERVICE

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## "HAND PICK" IWO AIRFIELD

Ironically, the Seabees, who have developed advance base construction to a science of mass and speed, had to revert to the most primitive methods on one of their first important jobs on Iwo Jima.

To clear a still-disputed landing strip for use by Marine artillery planes, a volunteer party which included cooks, butchers and bakers crawled on their stomachs to the field and tortuously dragged off armfuls of shrapnel and other debris. During the slow, risk-fraught operation, the men crept on and off the strip under a continuous hail of mortar and gun fire. Whenever the fire got too heavy, they flattened out, then moved on again.

The Seabee galley men, who landed early because they remembered Napoleon's dictum that an Army moves on its stomach, didn't expect the kind of abdominal progress in which they eventually participated. But when the beach proved too "hot" for them to set up shop, William J. McBride, Bkr1c, Charleston, W. Va., Daniel Milan, SC1c, Portland, Oregon, and Lawrence G. Lukehart, Bkr2c, Marshalltown, Iowa, chose the airfield job instead.

They completed their mission, professed no regrets at having volunteered, but swore "never again". Sweating over a hot stove, they said, was bad enough; "nuts to this business of sweating it out on a hot spot!"

## GUNNERS, FIRST CLASS, TEMPORARY APPOINTMENT

It's a long cry from Broadway to Iwo Jima, but Jimmy Durante's classic comment, "Ev'rybody wants ta get inta da act!" well describes the activities of Seabees Frederick E. Althaus, SF2c, of Lowell, Michigan, and Earl R. Elliott, F1c, of Akron, Ohio, who were bored with what they considered a routine construction assignment.

They had been working in front of a Marine battery which had been lobbing howitzer shells over the Seabee project into the Jap positions. Every few minutes, they cast envious eyes over their shoulders as they watched the guns blast at the Nips. After all, the two reasoned, they'd learned how to use howitzers during their training period in the States, and now whathehell were they doing with a couple of shovels while there was action to be had for the asking!

They found a break in their work, cornered Marine Corporal John Sidor, and poured out their troubles.

"So you wanta win the war!" said the Leatherneck. "Okay, gents, here's your chance." So saying, he put the men to work on the howitzer, checking them as they loaded and fired.

Observation reports showed that Althaus, Elliott, and their Marine instructor received partial credit for destroying an enemy pillbox besides inflicting casualties on Jap personnel.

The two Seabees now claim honors as the first Naval Construction artillery team in World War II.

### SPLIT DECISION

In the blacked-out confusion of a night raid, Forrest E. Parker, CM3c, of Los Angeles, Cal., and another Seabee claim that they grabbed for the same pair of pants.

"I had a leg in," Parker said, "and this fellow had his foot in the other half of the trousers. We were about to slug it out when someone yelled for us to hit our foxholes. We didn't argue any more. We each dived for different trenches, splitting the pants fifty-fifty."

Had the pants really belonged to Parker? Or were they the property of his temporary partner?

"Neither," the Seabee admitted. "We learned later they belonged to another guy in the same tent!"

### EVERY AMERICAN PLANE TO HIT JAPAN

What American air power has done to Germany it will do to Japan, General H. H. Arnold, commander of the Army Air Force, declared in a recent interview in which he promised that, if advantageous, "every airplane we are now using in Europe" will be thrown against the Japanese. His statement implied a great proportion of the American air fleets which participated in the Battle of Germany soon will be moved to the Pacific theater.

"The pay-off will be the same," General Arnold predicted. "We are going to use the same overwhelming air power. The Japs, now reeling back, will get no rest."

The air chief indicated the number of Superfortresses now attacking Japan will be doubled or tripled before the summer months are over. At present, fleets of 300 of the B-29's go about every fourth day.

"The Twentieth Air Force," General Arnold said, "has not yet grown up -- it's just a young lad. But it will be fully grown up before the end of summer. So if the Japs are unhappy now they will soon be two or three times as unhappy."

The General termed the performance of the B-29's as constantly "better and better." He said the big ships in the Pacific zones now can cover 8,000,000 square miles, or one-twentieth of the earth's surface -- "practically three times as big as the United States."

## FOXHOLE ART PAYS OFF

A former San Antonio, Texas, free-lance artist, now a Seabee, combined his sketching ability with sharp observation to help an Army shore battery knock out enemy gun emplacements on Iwo Jima.

The artist, Arthur Anderson, CM1c, witnessed the shelling of an American transport. From his foxhole, he observed puffs of smoke coming from a rocky outpost about a thousand yards off the island shore. He assumed it was the source of the enemy fire.

Early the next morning, the guns on the rock opened up on American shore installations. Anderson made a comprehensive sketch of the enemy position, showing the location of each gun as indicated by the flashes.

Army guns later hammered the rock at random and the Seabee decided to offer his sketch as a guide. The officer-in-charge of the battery welcomed Anderson with open arms and ordered his guns to concentrate on the marked areas. The accuracy of the resultant fire was such that, later in the day, cargo ships which had been standing by were able to unload their vital supplies from the west side of Iwo Jima for the first time.

## KEPT AIRPLANE FUEL SUPPLY OPERATING

To "keep 'em flying" over the South Pacific, Seabee divers had to keep on diving. Except for the Seabees' maintenance of underwater fuel lines, hundreds of American planes would have been grounded without gas.

The story of one of these hazardous excursions to the ocean floor was told by H. A. Kornegay, BM1c of Birmingham, Ala.

"The six-inch submarine hose line, used for unloading tankers of aviation gasoline, had been severed by a ship's anchor," said Kornegay. "A large tanker lay at anchor beside the pipeline, waiting to discharge her 100-octane gasoline as soon as the line was repaired.

"The flow of gasoline had been shut off on shore, but there was still a large accumulation inside the pipe. It was seeping from the break, rising and floating on the surface of the water. Discovering this, we decided to use our shallow water gear, which we had made from gas masks. With these, we could get up quickly in case of trouble.

"When the necessary blocks, tackles and lines had been rigged, another Seabee and I hit the water, adjusted our masks and started for the bottom. We found the break in the pipeline -- 65 feet below the surface. This was a little deep for our shallow water apparatus, but there was no danger as long as we had the proper air supply.

"The job was coming along nicely. But when we had been down about 25 minutes, my wrench suddenly became terribly heavy. I knew something was drastically wrong!

"We had been diving for several months but had never had an experience like that. We were falling. While struggling back to the pipeline, my mate signalled

that we should go up. He, too, was having difficulty remaining on the line.

"Then we realized what was the trouble. We were getting plenty of air, but the wrong kind. Gasoline fumes, rising from the surface of the water directly below the air intake of the compressor, were being shot down to us on the bottom. Sensing the danger at the same time, both of us feebly gave the emergency signal.

"Next thing we remembered was being topside on stretchers. Our boat was almost to the beach. Terrible pains were shooting through our bodies. We were jumping and jerking so badly it took four men to hold us on the stretchers.

"We were unconscious for 20 minutes, despite the fact that we were given oxygen. For three days both of us had mild attacks of the bends."

#### "DRAFTED!!"

Tinian's "haul road" was in high gear and the MP's and SP's were on duty to see that nothing moved on it except vehicles in the coral-hauling business.

Three Army Negro truck drivers, empty and bound anywhere save a coral pit, moved off a side lane into the haul road traffic pattern by mistake--and hauled coral for half a day before they could get out.

Shortly before noon, an MP waved them to a stop after deciding that the white-starred Army trucks looked like strangers in the line.

"You Seabees?" the MP asked.

"No sah," one of the hapless "volunteers" replied. "Ah'm in de Ahmy, but it sho looks like ah'm workin' fo de Seabees this day."

#### CLEARED SAIPAN FIELD WITH HOMEMADE BROOMS

The conquest of Saipan is history, but the story of how the Seabees first cleared the shell-pocked Japanese airfield has not appeared in print until now.

A Seabee unit which had come ashore with the Marines and had acted as beach security battalion during the first stages of the action was assigned the job of getting the strip in good enough shape so that American planes could land.

Because of the nature of the invasion, the Seabees had been unable to bring their heavy construction equipment with them when they first landed. Unable to use American mechanized methods, they temporarily adopted the Japanese airfield maintenance system -- such as it was.

Using abandoned Jap pushcarts and two-wheeled, ox-less ox-carts, they filled the bomb craters with coral and soil. A captured Jap roller pressed down the fill. And, in the meantime, the Seabees made heavy brooms from the trees and brush surrounding the field and used them to sweep away smaller debris.

All this was done under machine gun and mortar fire which frequently sent the construction men scampering for shelter. But within two days, they had cleared a 150-foot swath the entire length of the runway -- more than 4,000 feet -- and just in time for a crippled Navy plane to be able to make a forced but safe landing.

### HUMAN WINCH

The reason for the Seabees' success in their overseas construction assignments, according to CEM Thelin, R. Fettis of Portland, Ore., is contained in three terse words: "We pull together."

Fettis illustrates his point with one of his own experiences overseas.

In charge of a detail stringing heavy telephone cable over a steep razor-backed ridge, the chief found that each section of cable weighed about four tons -- and there were no winches available to pull the sections up the slope.

The ridge was steep and high. The sections couldn't go under. They couldn't go around. They had to go over the top.

Mounting the first reel at the starting point, a Seabee grasped the cable with a rope sling and started up the incline. As the big spool unwound a second man moved in behind until eventually there were about 500 men heaving on the line.

To coordinate the effort Fettis would blow a short blast on a whistle and the men would heave in unison on the line. Slowly the big snake inched its way to the crest -- 12 tons of cable moved by nothing more than the muscles of men pulling together.

### COMMENDED FOR READYING LANDING CRAFT

Six Seabees who contributed "an outstanding piece of work" in helping to maintain landing craft while en route to Iwo Jima have been commended by the transport's commanding officer for their help in keeping the ship in fighting trim.

The men are Emmett G. Hooper, CM1c, of Cross Plains, Tennessee; Lawrence J. Risling, CM1c, of Eureka, California; William I. McGee, CM1c, of Ottumwa, Iowa; Howard D. Cocknell, M2c, Dallas, Texas; Howard L. Cormicle, SF2c, of Beaumont, Texas; and Joy Y. Wichterman, CM3c, of Fort Lauderdale, Florida.

### REPAIR CHURCH STATUARY ON SAIPAN

Catholic Chamorros on Saipan are grateful to two Seabees for the reconstruction of a war-damaged statue of Christ, and are eagerly awaiting the even more

delicate repair work needed by a 100-year-old statue of the Virgin.

During the Japanese mandate and the American invasion of Saipan, the Catholic church and much of its statuary was either damaged or destroyed. Chamorros working at the Naval Air Base asked the two Seabees if they thought a badly damaged statue of Christ could be repaired. The men who said, "Yes," and immediately went to work, were Lawrence J. Herb, CM3c, West New York, New Jersey, and Manuel F. Rosa, Ptrlc, North Dartmouth, Massachusetts.

Working in his spare time, Herb restored the demolished hands and smashed folds of the robe of the statue. Then Rosa repainted the entire statue.

After the work was completed, the statue was covered with tarpaulin and put on a truck for delivery to the church. En route, a group of Chamorro laborers saw just one of the Savior's hands emerging from the tarpaulin cover. From that, the word of the restoration spread quickly, and the congregation gathered spontaneously to offer a prayer of thanks when the statue was presented to the two Spanish padres at the church.

The statue now stands beside the altar under an Army-donated parachute which serves as a canopy for the roofless building.

With their first restoration successfully completed, Herb and Rosa are now planning to repair an even more badly damaged statue of the Virgin de los Remedios which was brought to the Marianas from Spain nearly 100 years ago.

#### TRADES ONE GRANDPA FOR ONE GIRL FRIEND

His girl must have thrown him over, figured Robert L. Chandler, Bkr3c, but that still didn't explain why, when he did get an occasional letter, it was from some guy he didn't know and who kept signing the messages "grandpa."

The Seabee, stationed in the Marianas, eventually stumbled on to the explanation: There are two Robert L. Chandlers, both Seabees and with the same rate, on the base. Our hero had been getting the other man's mail; his girl friend's letter had been delivered to his namesake.

"Now," said Chandler, "I use my serial number!"

#### AWARDED MEDAL BY SECRETARY FORRESTAL

For rescuing an unconscious pilot from a burning plane and carrying him to safety through exploding ammunition, Allan B. Olsen, CM2c, has been awarded the Navy and Marine Corps Medal by Secretary of Navy James Forrestal. The citation called attention to Olsen's "great personal valor in the face of extreme danger."

## VOTED RIGHT

No one will ever be able to convince Seabee Morris E. Davis, Bkr1c, of Enid, Oklahoma, that majority rule doesn't pay. "Foxhole democracy," he says, once saved his life and those of four other Seabee bakers during a raid by Jap bombers.

Davis and his mates had to sprint from their ovens and take refuge from enemy planes frequently. Their most convenient haven was an old Jap dugout, which wasn't too sanitary.

"We liked the dugout's nearness and security," the Seabee recalled, "but we didn't like its smell. We put it to a vote, agreeing in advance the majority would rule. Most of us voted for a new foxhole. The minority beefed about the change but came along.

"A few days later a Jap bomb caved in the old dugout -- but not a soul was in it."

### RIGHT LANGUAGE, WRONG SENTIMENTS

A red-faced Seabee has carefully folded his "Jap battle flag" and tucked it away in his sea bag. It still is a fine souvenir but it just isn't the kind of flag he thought it was.

Shortly after landing in the Marianas, the Seabee had dug through piles of debris in Tinian Town. One of his prize finds was a flag covered with Japanese characters. He displayed it proudly to his mates as a "genuine battle flag -- I found it myself."

Some time later, he spread the flag out on the ground near a group of native laborers. He asked them to interpret the Japanese writing. They doubled up laughing. Between guffaws, one of them recalled the last time he had seen the same flag. It was, he remembered, fluttering in the breeze above a general merchandise store prior to the invasion.

"It say," he translated haltingly and with appropriate gestures, "it say --- Clothes and Shoes for Man, Lady and Children for Sale Here."

### IT'S A HABIT

For the second time since his arrival at Tinian, Joseph A. Babin, MM1c, of Freeport, La., has rescued a shipmate from certain death in the waters of Tinian Harbor. Babin saw Marion N. Tolbert, MM3c, hit by a box, fall overboard between a barge and a Liberty ship. Tolbert, fully clothed, disappeared beneath the water as the barge, loaded with some 70 tons of cargo, and tossed by a heavy sea, banged against the side of the larger vessel.

Babin rushed to the side of the barge and hung over the edge waiting for Tolbert to reappear. When the Kentucky Seabee surfaced, Babin hauled him bodily from the water, just seconds before the two vessels closed tightly with a crash.

### GOT 'EM ROLLING

The big B-29 base on Tinian was ready for use just a little sooner because a Seabee CPO wouldn't take "no" for an answer.

The sight of twenty dump trucks, used to carry coral and "fill" to the field, standing idle because of defective tires irritated CMM Milan V. Pierce of Live Oak, California, so much he swore he'd get them back into service.

There were no new tires, and no "boots" for repairs. The Seabee roamed the island on the lookout for anything that might serve as a substitute repair fabric. He even tried making Jap airplane tires into "boots" to strengthen the tire walls.

When that failed, Pierce continued his search until he discovered a pile of discarded self-sealing, bullet-proof airplane gas tanks. The tanks had outlived their usefulness in the air, he saw, but the laminated rubber and fabric layers bore some resemblance to tire "boots" in thickness, toughness, and structure. He decided to try them.

Five weeks of gruelling road work on the same sharp coral that tore the sidewalls of the original truck tires failed to damage the substitute "boots." And that despite the fact that every truck carried an acknowledged over-load.

Pierce's battalion has repaired more than 300 tires using his improvised "boots" and reports that the lay-up situation, once critical, is now non-existent.

### SEABEE PREDECESSORS FREED IN PHILIPPINES

The pre-war counterpart of the Seabees---the civilian workers employed by contractors to build Naval bases in the Pacific---began trickling back to the States in March from Japanese prison camps in the Philippines.

There were more than 1,200 of them on Wake, Guam and in the Philippines, but most of them, after being taken captive by the Japanese, were removed to the Asiatic mainland. First group of those liberated at Manila, ranging in age from 27 to 68, have returned to the States to find the Navy fulfilling a moral obligation.

Actually, the Bureau of Yards and Docks expedited benefits allowed the civilian internees by Congress and had travel funds available long before they would have been under ordinary routine of paying claims. Also, the Bureau had participated to obtain rehabilitation legislation; now is aiding in processing claims quickly.

### JAP TRAP FOILED

A Marianas hunting trip for Japs whose sniper fire pestered the Seabees at work, netted one prisoner and some intimate details of an enemy grenade trap in which the Japanese stragglers had used themselves for bait.

Lt. Holmes H. Smith, CEC, Robert M. Batman, MM3c, Collie Havard, MM3c, and Isac Slate, MM3c, went on the sniper quest, surprised one Jap sleeping on a ledge, aroused two or three others when they prodded the lone straggler awake, and rattled a few shots off the boulder behind which the Japs were hiding and threatening the Seabees with a grenade.

He tossed the grenade, which overshot the ledge and exploded below, but by that time the Japs had made their hasty retreat, leaving a grenade trap dangling in such a way that had they tapped the cap, the Seabee hunting party would have walked right into it.

Lieutenant Smith and his hunters returned to camp with the lone prisoner, marched him into Commander Robert S. Seddon's office.

"Hell," said the Commander, "I don't want him."

They turned the Jap into the prisoner-of-war camp and received a receipt -- "received this date, one Jap soldier..." etc.

#### COVERS A MULTITUDE OF SINS

A recent SNS story about an Australian who interpreted the block letter CB emblem as meaning "confined to barracks," reminds Comdr. George Rezac, CEC, USNR, of a case of mistaken identity in North Africa.

"At Casablanca," relates Comdr. Rezac, "both the American and British Navies had offices in the same building. The King's Messenger frequently would appear at our office with mail which bore the impression of the Royal Crown and obviously was intended for the British office. But the envelopes, surprisingly, were addressed to 'CB Officer'.

"The American gate guard invariably would send the messenger to the Seabee office. Finally, to end the confusion, the British were asked what and who their "CB Officer" was.

"'Why chappie,' came the enlightening reply, 'don't you know that 'CB' stands for 'Confidential Book?'" It developed that the 'CB' messages were similar to our own officer Guard Mail and were intended for the British confidential publications office.

"One King's Messenger thought we should change our name," "After all," he said, "the British used the term 'CB' first!"

## HONOR DEAD MATE

A battalion stationed on Peleliu has named one of the main streets of its camp area in honor of a Seabee who was killed during the invasion. The man who gave his life was Frank H. Ruffner, of Newark, N. J.

The street has been titled "Ruffner's Way." A lattice archway built by the Seabee's buddies stands at the entrance.

## ATTENTION SACK DUTY ARTISTS

For gents who like their comfort, here is an improvised but guaranteed mattress-renewing technique, as developed by John C. Bunn, CM1c, of Hot Springs, Arkansas.

The trick, says, Bunn, is to restore resilience to the cotton batting. To do this, he has mounted a metal cylinder, 18" in diameter and 24" in overall length, in a wooden case. Four rows of blunted spikes, called pickers, have been welded to the cylinder at intervals of 9". Similar pickers have been built into the walls of the wooden case.

The cylinder, mounted on an axle with an 18" blower-type fan at one end to keep the cotton moving through the machine, is completely enclosed when in operation except for a slot on the top for the entrance of the batting and an exit at the bottom when the cotton, once again soft and fluffy, is returned to the mattress tick.

Bunn's unit was manufactured from scrap. It is powered by a rebuilt Japanese one-cylinder diesel engine. Fuel is supplied from a gasoline tank from a wrecked Japanese tractor. The machine's capacity is three to four small mattresses per hour.

## MONOTONOUS, ISN'T IT

Seabees Herman E. Rosteck, and Edwin T. Cavanaugh:

- Were born in Detroit the same day -- two blocks apart.
- In different schools, they achieved the same scholastic progress.
- They were graduated from high school the same day!
- Took jobs with the Michigan Telephone Company the same day -- in different departments.
- Quit their jobs to join the Seabees the same day.
- Were assigned to the same battalion, company and platoon.
- Hold the same rates, EM3c.

This has to end somewhere. Cavanaugh was married on his last stateside leave. Rosteck remains single.

## PERFECT STRIKE

Chief Carpenter Gerald E. Cook, CEC, USNR, of Gary, Indiana, was quite proud of his bowling ball. For years he had used it with excellent results in various state and national tournaments. Even after he entered the Navy two years ago, he still found time to employ it on alleys from coast to coast and at one Central Pacific base.

But now, stationed at Tinian, the officer realized that he would have little opportunity to enjoy his favorite sport. So he painted the 16-pound ball with the figure "8" to express his analysis of the present Japanese position, marked it with his battalion's insignia, presented it to the crew of a Tokyo-bound Superfortress and requested that it be dropped along with the bomb load on the Japanese capital.

The mission was completed. One crew member said the ball described a graceful arc as it fell--"a perfect strike."

## A USE FOR EVERYTHING

Other service units on Tinian looked on enviously as a Seabee sign shop made liberal use of aluminum paint, generally considered unavailable on the island.

The Seabees eventually disclosed the source of their supply. They had found a quantity of Jap 12-inch marker bombs. Used by enemy aircraft to mark a spot, either in the water or on land, each bomb contained approximately a half pound of high-quality aluminum powder.

## HOT SITUATION; HOT MEAL

Seabees built the first galley on Iwo Jima so close to the front line that guards had to be posted to keep the snipers from picking off the carpenters, and shell concussion jarred the pots and pans off the shelves.

The first hot meal was produced for K-ration-weary Marines and Seabees on the eighth day. Here's how:

Charles W. Brooks, CCstd., asked permission to take his galley crew to the beaches to join the advance echelon of a battalion which went in with the Fifth Marines. Cooks, butchers, bakers and storekeepers landed on D plus 4 and with carpenters started to work. They had to post guard to protect the galley builders from snipers while Marines took care of menacing mortar positions. Even during the building process, the crew took time out to feed Marines on their way back from the front lines. -- which were only 400 yards away when the galley construction started.

By D-plus 8, the "debut" meal was served, complete with hot biscuits and real butter.

## SHORT SPORT SHOTS

ST. LOUIS Cardinals will be favored to take their fourth straight National League pennant while the American League race will probably be a three-cornered fight among the St. Louis Browns, Detroit Tigers, and New York Yankees. The "experts" agree, however, that the seemingly intensified drafting of athletes will go a long way to determine what to expect through the summer's race. The hopes of some of the clubs depend entirely upon stars currently on the borderline of the draft. For instance, the Yankees are facing the loss of George Stirnweiss, star second-baseman and the club's leading hitter; Nick Etten, hard-hitting first-baseman; Oscar Grimes, regular third-baseman; and outfielder Johnny Lindell. If they go, the Yanks' hopes will be blasted and it will be up to the Tigers to unseat the Browns. The Tigers lost their veteran third-baseman, Pinky Higgins, to the Navy but were cheered by the news that Rudy York definitely would leave his farm to return to the club. The Senators lost two of their first-string players when Stan Spence, their hard-hitting outfielder, was inducted in the Navy and shortstop John Sullivan was accepted by the Army. Recently reclassified 1-A were Wally Moses, White Sox; Pat Seerey and Kid Klienman, Indians; and George Metkovich, Red Sox.

UNIVERSITY OF SOUTH CAROLINA co-eds who are playing football in the annual "Powder Puff Bowl" classic have been ordered to trim their long fingernails.....

NATIONAL ASSOCIATION of Basketball Coaches came up with various suggestions for curbing the advantage of giant centers but closed their annual meeting without taking definite action. The sentiment for rule changes crystallized during national tournament when 6-foot 9-inch George Mikan of DePaul scored 55 points, 6-foot, 9-inch Arnold Risen of Ohio State made 26, and 6-foot 11-inch Don Otten of Bowling Green made 27 in single contests. DePaul, led by Mikan, won the National Invitation Tournament while Oklahoma A & M captured National Collegiate AA title. Aggies boast of 7-foot center, Bob Kurland, who scored 22 points in final contest against NYU. Phillips 66, of Bartlesville, Okla., captured its third straight National AAU basketball title by edging out Denver Ambrose, 47 to 46.

MAN O' WAR, the most famous horse in American turf history marked his 28th birthday this week. "Big Red" was foaled March 29, 1917, and was retired from racing 25 years ago after 20 turf victories in 21 starts. Still frisky despite his age, "Red" is also ranked as one of the top sires of racing stock. Before being retired from stud, he sired 357 sons and daughters, including War Admiral and Clyde Van Duesen, Kentucky Derby winners; War Relic, American Flag and Crusader. Ironically, while he won the Preakness and the Belmont, "Red" never ran in the Kentucky Derby.

DISA AND DATA...Ex-Seabee Ray Hathaway, discharged after 27 months in South Pacific, pitched for Dodgers against Montreal Royals; gave up 2 hits in 3 innings; signed to Newport News contract, seems sure to land with Dodgers..... Dodgers sold Whitlow Wyatt, who led team to NL pennant with 22 victories in '41, to Phillies for reported \$10,000.....Camp Endicott quintet captured New England Servicemen's League title by beating New London Sub Base, 50 to 46.....Steve Donaghue, noted British jockey, died at 60...Byron Nelson won the Greensboro Open with 72-hole total of 271, his second title in five days and his sixth victory this winter....Lt. Ernie Koy, former major league baseball player and football star of U of Texas, to manage San Diego NTC nine....Mrs. Dorothy Hurd, 60, former women's golf champion, killed by fall in front of train; only woman ever to win British, United States and Canadian championships....Bowlers' Victory Legion contributed \$50,000 for purchase of books for overseas troops.

Killed in action at Iwo, Marine Captain Jack Chevigny, Notre Dame's All-American backfielder in '27 and '28; assistant coach from '29 to '32; Chicago Cardinal coach in '33; head football coach and athletic director at U of Texas from '34 to '38.