

SEABEE NEWS SERVICE

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SEABEES INCOMPARABLE, PRESIDENT TELLS THEM AT HAWAII

In the history of warfare, there had never been, to his knowledge, a comparable organization such as theirs, President Roosevelt told almost 10,000 Seabees whose camp he visited during his recent tour of the Hawaiian Islands.

"Boys, I just want to say howdy do," the President began his impromptu talk. "This is the first bunch of Seabees that I have inspected or looked at overseas. I think you are known on every ocean and every continent -- all over the world. The Seabees have come forward as an institution more quickly than any one I know of in the whole of our history, and all of us back home and out at the front are mighty proud of you. It is good to see you."

Vice Admiral William L. Calhoun, USN, who accompanied Mr. Roosevelt on his visit, also spoke well of the Fighter Builders, saying he was very proud to be along with the President as the Commanding Officer of Seabees in the Central Pacific Area.

The Seabees in the audience were represented by Cmdr. W. H. Godson, CEC, USNR, Acting Officer-in-Charge of the Second Brigade.

CBMU REPORTED FIRST SEABEES ON GUAM

Seabees of a Maintenance Unit commanded by Lt. Frederick B. Winslow, CEC, USNR, were among the first American troops ashore on Guam according to T/Sgt. Donald A. Hallman, a Marine Corps Combat Correspondent.

"The CBMU landed within a few hours of the first assault waves despite intense enemy action in what is believed to be a record for early arrival of a Seabee Maintenance Unit on an enemy-held beach," Hallman wrote.

As members of shore parties, the Seabees unloaded ammunition and supplies across the 300-yard reef south of the town of Agat, set up shore dumps, and moved equipment. By nightfall, they were working waist-deep on the reef salvaging wrecked amphibious tractors.

On D-Day plus 1, Seabee welders began repairs on the tractors. Meanwhile bulldozers started work on a cemetery for American dead and crews pitched into construction chores on the beachhead.

By the third day, the CBMU's bakers were turning out approximately 100 loaves of fresh bread daily. These were sent to the hospital and the forward units. Meanwhile Marines and Seabees ate in the galley, the first in operation on the beach.

Despite the press of work, the men utilized spare moments to build showers which they turned over to a nearby hospital for use by its occupants.

SPEED SUPPLIES AND TROOPS TO EUROPEAN BATTLE LINES

The Navy's newly-organized NOIC's, composed of Seabees, Beach Battalions, and other specialized units, are assisting the Army in maintaining a steady flow of stores, vehicles and men to the American assault troops in France.

According to a delayed dispatch from U. S. Naval Headquarters in Europe, the NOIC's--British-originated abbreviation for "Naval-Officer-in-Charge"--have been operating on the French invasion beaches since shortly after the first American troops landed in Normandy.

Typical example of an NOIC is the organization functioning on a beach captured by forces under a U. S. Naval Officer. Three and one-half miles long and extending several miles inland, this beach was the nearest to Cherbourg and played an important part in the capture of that port.

When this NOIC first moved ashore, the beach was described as a "sailor's nightmare". Debris was strewn everywhere. Few portions of the beach were free from mines and booby traps. Landing with heavy construction equipment, Seabees and Beach Battalions joined Army units in clearing the beach and erecting facilities for the delivery of supplies. These facilities were constructed in record time and the beach was in operation within a few days.

Utilizing the ship-to-shore ferry system, the NOIC was quickly handling the largest freighters, transports and tankers.

Working on this beach were more than 4,000 officers and enlisted men in the Navy, of whom 1,400 were Seabees. Many of these were engaged in operating ferry craft which ranged from LCTs to Rhinos and Ducks.

During the first three weeks of the invasion thousands of tons of supplies as well as hundreds of vehicles full of supplies loaded at their point of departure were received and delivered daily. In addition, thousands upon thousands of troops were put ashore, with practically no mishap.

LOADED FOR VICTORY

Most graphic description of pontoons yet written appears in a recent issue of the "Digest of the American Institute of Steel Construction."

The Digest's description: "...over-sized dice, ready for gambles of war."

READY AND WAITING

Even as the first American troops swarmed ashore at Tinian, Seabee pontooners had a dock already in the water waiting to be brought in. By midnight of the first day of battle, the pontoon dock was ready for use, wrote Sgt. Stanford Opotowsky, a Marine Corps Combat Correspondent.

Since the beach was merely a rugged rock foundation and the entire area was heavily mined, the dock was the only solution to the problem of unloading supplies. The Seabees were right on the job, the sergeant said.

As soon as it was spotted by the Japs, the dock became the target of enemy artillery fire. Although the surrounding area was plastered, the causeway escaped damage.

BRONZE STAR TO CMDR STUDDERT: REGIMENT COMMENDED

For contributing materially to the successful occupation of Emirau Island (St. Mathias group, off the Admiralties), Cmdr. William W. Studdert, CEC, USNR, has been awarded the Bronze Star Medal.

The citation, signed by Admiral William F. Halsey, USN, said in part, ". . . . Commander Studdert was responsible for the development of the airfields, roads and the naval base at Emirau. Through his brilliant leadership and tireless efforts, these installations were constructed in the minimum of time, despite adverse weather conditions and inadequate transportation facilities. By his skillful planning and ready cooperation with other units, he contributed materially to the successful occupation of the island and the development of its facilities."

The Commanding General of the island, Brigadier General Leonard R. Boyd, USA, also commended Cmdr. Studdert and the Seabee regiment under his command for the planning and construction of Headquarters Island Command.

"In all stages of the project, including the selection of the site, clearing of the area, preparation of plans for all buildings and installations, procurement of materials of great scarcity and the maintenance of a very high standard of craftsmanship in all activities," General Boyd wrote, "you and those assisting you have brought great credit to the Construction Regiments and Battalions of the United States Navy."

TAKE OVER JAP RAILROAD ON SAIPAN

Seabee railroaders who were among the early arrivals on Saipan have, among other jobs, returned a battered Jap railroad to work, according to the July 21st Pacific edition of "Yank".

In reporting the reopening of the line, "Yank" said, "The Seabees, famed throughout World War II, on all fronts, for their valiant work under fire, carried on their traditions of 'work and fight' during the bitter battle for Saipan. They quickly put Jap airfields into condition for U. S. planes and began construction of American installations."

A series of photographs accompanying the story pictured the rebuilt railroad.

REST CURE

Four 16th Battalion Seabees who boarded a destroyer for a quiet trip back to their base only to run into an air raid, a shelling of enemy shore positions, an invasion, a submarine attack, and full-dress naval battle, returned to their battalion's advance base glad to resume the "peaceful" life of Navy construction men.

In an exclusive story, "Hive Herald," the 16th's newspaper, tells how Seabees Rodney Brandt, George Bailey, Carl Landefeld and William Melvin went aboard the ship at Pearl Harbor, expecting a lift to the Ellice Islands, where they understood their battalion was stationed.

Days later, the destroyer anchored in the Solomon Islands, and Jap planes quickly made it their target. The four 16th Battalion men were on the alert at assigned battle stations all night.

Next morning the ship churned its way north through New Georgia's notorious "Slot" to intercept enemy troops being evacuated from Kolombangara to Vella Lavella across the straits.

That night, the destroyer shelled Kolombangara. Then on the very next night, dodging bombing, strafing, and submarine attacks she served as a protective escort for Marine Raiders establishing a beachhead on Vella Lavella.

On her fifth trip "up the slot", the destroyer ran into a Japanese task force off Bougainville.

Again the Seabees were at battle stations: Melvin's job was to see that the hot shells were kept clear to prevent the five-inch guns from jamming; Brandt was assigned to fire control with a station on the bridge, and Bailey and Landefeld were handling powder for the five-inchers and 40-millimeter guns.

When the smoke of battle cleared away, the Jap fleet limped away minus four destroyers and one cruiser.

Returning to Espiritu Santo, the Seabees transferred to a destroyer escort bound for Guadalcanal. Five days later, they took off from Henderson Field in an Army transport and went right back to Espiritu Santo. From there, Pan American Airways flew them to Funafuti. Finally another plane carried them to the 16th's base.

The adventure, which lasted two months, packed in enough thrills to hold them for two years, the Seabees said.

During the action off Bougainville, Melvin recalled, huge explosions, spouting towering water geysers occurred with monotonous regularity in the ship's wake. Melvin asked a crew member, "What's the idea of dropping depth charges here? Subs around?"

"Depth charges, hell!" sputtered the sailor. "They're bombs, Seabee! Bombs!"

JUST AN OLD STAMPING GROUND

Navy postal units were operating in France four days after D-Day, pitching their tents in a Seabee camp.

Said the Naval officer who reported the incident: "Note the establishment of a Fleet Post Office four days after the first landings at an already established Seabee camp. Did they go in before the paratroopers -- or did they spring out of the French underground? The Seabees still keep me . . . awed."

YANKS CLOSER TO JAPAN THAN MIAMI TO BOSTON

With the establishment of Pacific amphibious force headquarters on Saipan, the United States now has a major base only 1500 miles from Tokyo, less than the distance from Miami to Boston.

The American base will remain at Saipan only "until I can move farther forward," Vice Admiral Richard Kelly Turner, USN, said in announcing the transfer of his command post from Pearl Harbor, 3,000 miles to the rear.

The Admiral appeared elated over prospects of dealing out further punishment to the Japs. "We've got their number and we know how to do it," the Associated Press quoted him, "Gen. MacArthur knows how, the Navy knows how, the soldiers and Air Forces know how. We're going to walk down the Ginza before too long, because we've got their number!"

In a message of congratulations to Admiral Raymond A. Spruance, USN, Commander of the Fifth Fleet, Admiral Turner termed the Marianas campaign "the greatest naval victory the United States has ever won."

SPECIALS SAVE LIBERTY SHIP

In a dramatic 45-hour battle against wind, rain, and sea, Seabees of the 25th Special unloaded 1150 tons of cargo from a heavily-laden Liberty ship to refloat the vessel which had been trapped in a reef-studded bay off a South Pacific island.

The Specials were pressed into service when the freighter ran aground 50 miles from the Seabees' advanced base.

Transported aboard a second Liberty ship and accompanied by four LCMs which were to be used as lighters, the Seabees reached the grounded vessel at night fall.

A heavy rain and high winds lashed the seas and sent the barges pitching and crashing against the side of the Liberty ship. While the ship threatened to pound

itself to pieces on the coral reefs, gangs of Seabees unloaded cargo over the side into the LCMS to be ferried to the rescue ship where it was unloaded by other Seabees.

Working with practically no sleep or food, the Seabees discharged 300 tons of materiel, 600 tons of fuel and 250 tons of water before the ship floated free. Then the unloading process was reversed. The transferred cargo was reloaded and restowed aboard the vessel which was able to continue its journey towards port.

ROUGH ON BULLDOZERS

Sweeping fields free from land mines is not an ordinary function of the Seabees but when the task presented itself recently they were ready. Edwin S. Dyer, MM2c, donned an Air Corps flak suit and mounted a 19-ton bulldozer to work over a Normandy area where the construction men planned to build a camp.

"Two big 'dozers were blown from under him when they ran over anti-tank mines and he scooped up many anti-personnel types with the bulldozer blade," reported 'Stars & Stripes', Army newspaper. "He failed to count the smaller ones that exploded, regarding them merely as 'firecrackers'."

JAP FLAG TO ADMIRAL MOREELL

What is believed to be the largest Jap flag yet captured, as well as the first to be taken on pre-war Japanese territory, arrived in San Francisco recently as Seabee Chief John P. Sheridan completed the first leg of his journey from Kwajalein to Washington, D.C.

The huge flag -- nine by twelve -- was captured at Kwajalein. Trapped in a heavy crossfire between U.S. tanks and a Jap pill box, Sheridan and five mates, all members of a pontoon causeway detachment, took shelter in a bomb crater. After the pill box was silenced, they worked their way into the ruins and found a dead Jap Marine colonel sprawled on the rising-sun flag.

Detached and en route to the States for another assignment, Sheridan was commissioned by his unit to deliver the souvenir to Vice Admiral Ben Moreell, USN, Chief of the Bureau of Yards and Docks.

DUMP-TRUCK SHORTCUT

An inlet which led to a marine railway and a small ship's drydock had long been a bone of contention among traffic managers of the base at which the 29th Battalion was stationed.

In order to get material from one side of the inlet to the other -- it separated two important piers -- it was necessary to drive or walk nearly a quarter of a mile to cover the 25 feet between docks.

A bridge across the inlet wouldn't allow sufficient clearance for the superstructure of the ships coming in to drydock. A drawbridge would have been a solution, but materials for such a bridge hadn't been supplied for the base.

To CSF H. M. Perry that wasn't a permanent handicap. Looking about the scrap depot, the Seabee CPO discovered a wrecked dump-truck body. This unit, reconditioned and paired up with a rebuilt motor and air compressor, was all he needed.

Following Perry's plan, other Seabees installed the dump-truck bed as the floor of the bridge. They connected the truck's hydraulic lift to the air compressor unit -- and there, neat and simple, was a drawbridge. The Seabees report they haven't had a complaint yet.

LIVE MINE

"Booby traps have been one of the principal interests of Cmdr. Victor W. Buhr, CEC, USNR, commanding a Seabee Regiment here," relates the Normandy edition of 'Stars & Stripes'.

"Before D-Day he instructed his men on all phases of the Nazi traps until the entire regiment was booby-conscious. But the commander himself was the first to encounter one of the devices when he dived into an air-raid shelter during a raid on the beachhead.

"Groping along in the dark, Cmdr. Buhr's hand closed over a cold, throbbing object. Screaming 'Booby trap!' he hurled himself through the shelter entrance to protect his men inside. Crouching on the ground he found himself face to face with the 'booby trap.' It was a large, frightened, French frog!"

HAPPY LANDINGS

Jap pilots who landed at Saipan airfields shortly after the Marianas invasion were astounded when their welcomers turned out to be American Marines instead of their own ground crews. The Seabees had repaired the strips so quickly, the Jap flyers hadn't been able to tell from the sky that the strips had been captured.

The man who saw it happen is Cmdr. Robert Winston, USN, who was a member of Task Force 58 and flew with the famous Meat Axe Squadron.

When Task Force 58 went into the Marianas, they had the assistance of the Seabees coming and going, Cmdr. Winston said. Not only had the battalions which landed on Saipan done a crackerjack job on the airfields, but when the invasion force, its mission completed, headed back toward the Marshalls, the Navy fliers

were greeted at Eniwetok with rest facilities which included a cleared beach for swimming and sun bathing, wooden-decked tents, good food, first-run movies, and cold beer.

The Seabees also had erected a church. "They built it by combining three quonset huts in the shape of a cross," the Commander said, "and it was complete even to the steeple. It was one of the most amazing things I've seen in the Pacific.

"You can see," he continued, "that Task Force 58 is grateful to the Seabees not only for the wonderful things they've done under actual combat conditions, but also for the 'extras' . . . the things like the movies, swimming beach, and church. They made all the difference in the world in our morale."

COOK IS BEACHHEAD COFFEE SPECIALIST

The first hot coffee gulped down by weary assault troops on Guam was served by a Seabee cook, Joseph F. Ponubsky, SC2c, who was passing the steaming java to his outfit while it was still clinging to foxholes in the sand.

Although Ponubsky had his makeshift galley in operation within 24 hours after the first troops hit the beach, it was not the first time he gained the gratitude of his comrades for fast service, reported Sgt. Alvin M. Josephy, Jr., Marine Corps Combat Correspondent. The Seabee had done the same thing in combat once before. His time record then had been 26 hours after landing. That time, Ponubsky explained, his matches got wet.

EIGHTY-TON JIGSAW PUZZLE

An urgently-needed power plant has been rebuilt, installed and placed in operation at an advanced base almost a month ahead of schedule by a 14-man crew from the 112th Battalion.

Engineers had estimated at least two months would be required to complete the assignment. In use by a municipal electric utility company for more than twenty years, the equipment had to be rebuilt, and completely reassembled.

In two weeks, the Seabees had the 80 tons of parts ready. The 14-man detail was divided into two crews. Working 12-hour shifts, the two teams had the plant ready for its first test ten days later. After the inevitable minor adjustments, it went into full operation shortly afterward.

The detail was headed by S. W. Summers, CMM. Others in the party included V. J. Nebel, WT1c; D. E. Julstrom, MM1c; R. B. Thoreson, SF1c; J. J. Lindeman, MM1c; S. R. Huntowski, MM2c; R. M. Schwartz, CM2c; S. H. Couch, MM3c; H. H. Ramm, CM3c; A. W. Jeffreys, S1c; B. K. Hurwitz, S2c; C. P. Waryas, S2c; H. R. Weisenberger, S2c; and G. C. Phillips, SC2c.

All worked 40 hours without rest during one period to keep up with the schedule they had set for themselves.

"RESPECTED AND ADMIRER"

"The bravest men I ever saw" was the way Lt. (jg) Thomas Garges, USNR, described the Seabee pontoon causeway platoons which participated in the Sicily and Salerno amphibious operations.

Lt. Garges, skipper of an LCT in the Mediterranean area for almost 16 months, carried Rangers and other assault troops to the Italian beachheads, making his first landing at Sicily on H-Hour plus 7 minutes.

"The Nazis knew what those causeways were for," the young lieutenant said. "They made them--and their operators--the Number 1 target. They were strafed, bombed and shelled but those Seabees did their job."

Lt. Garges also spoke of the ingenuity and cooperation of the Navy's construction men.

"No matter what we wanted, we knew we could always depend on the Seabees," he said. "If they didn't have it, they made it. They fed us, clothed us, made alterations on our gun mounts and repaired our ship -- and did it voluntarily."

"They have the respect and admiration of every man in my crew and of all the men in the Amphibious Forces."

----AND NO PURPLE HEART

For 20 months, starting with the D-Day landing at Casablanca and continuing through various actions in North Africa and the Mediterranean area, Sam Kamenwisher, CBM, dodged shot and shell without injury.

Then he returned to Camp Endicott. Ready for leave, he lined up to get paid and -- it happened. Dynamiters nearby let go with a blast **and a rock** landed on the Chief's left foot, breaking several bones.

His 30-day overseas leave was postponed until he was released by the Station Dispensary.

FRESH GARDEN FARE FOR NEW CALEDONIA SEABEES

Dehydrated vegetables hold little terror for Seabees stationed in New Caledonia. The Navy construction men have cultivated their own six-acre Victory Garden and harvested a bumper crop which included 2,862 pounds of fresh green beans, 3,740 ears of sweet corn, 370 pounds of cucumbers, and 2,926 pounds of radishes.

Still to be picked are a half-acre of beans, a half-acre of corn, a quarter-acre of radishes, a quarter-acre of tomatoes, an eighth-acre of cucumbers, an

eighth-acre of onions, and an eighth-acre of lettuce. The Seabees also are making certain of a good hot-weather dessert: they're carefully nursing along an acre and a quarter of watermelons.

Seeds for the garden were furnished by the Foreign Economic Administration, and truck-gardening equipment has consisted of a tractor, a 12-inch single plow, and a harrow section. In addition the gardeners have used six pounds of insecticide and three pounds of fungicide.

For their modest investment of materials, equipment and manpower, these Seabees, members of two maintenance units, have been able to produce fresh, home-grown fruits and vegetables which have been a welcome addition to the mess tables of almost 2,000 officers and men in the area.

REDUCE BUILDING TIME BY THIRD

When the 90th Battalion was called upon recently to construct a three-deck headquarters building with 60,000 square feet of floor area and 700,000 cubic feet content, the Seabees responded with a construction performance which cut fully a third off the estimated building time.

Within five days of the time work began, the 90th had poured and finished the first deck slab, 420' long and 48' wide.

The following day the superstructure was started. Because of a lack of enough skilled men in the one battalion, assistance was furnished by members of other units. The wooden shell sprung up and in fifteen days the roof was laid on complete. Interiors followed rapidly. In less than thirty days the battalion reported the building ready for use -- two weeks ahead of time.

Indicating the scope of the assignment, Cmdr. George S. Brockway, CEC, USNR, OinC of the 90th, pointed out that five hundred yards of concrete were poured in slab, piers, and vaults, and that 600,000 FBM of lumber were used in the building's construction.

GAVE THE ALARM

Huddled in a Southwest Pacific foxhole as enemy bombers sped toward him, CEM William F. Dibler was confronted with one of the toughest decisions he ever expects to make -- and he had only seconds to decide.

The Seabee CPO was in charge of communications at an important air strip. From his well-protected underground communications center, he would warn units on the island of approaching air raids and at the same time throw the switch which set off the alarm siren.

One night the familiar warning came through and Dibler swung into his usual routine. But not with the usual results. The siren remained silent.

Dibler realized the spot he was in. The planes were close. If he stayed in the safety of his super foxhole, most of the servicemen on the island probably

would hear the roar of the motors in time anyway, even if the siren didn't sound. If he moved outside to fix it, the Japs undoubtedly would be overhead before he could get back. On the other hand, it was barely possible a few men wouldn't hear the bombers.....

The Seabee made his decision quickly. He dashed out of his sand-bagged headquarters, sprinted to the generator, disconnected a burned-out fuse, and held the wires in contact until the unmistakable wail sent the men diving for safety.

The raid was at its peak as Dibler started back to his switchboard. Two bombs fell near him and sent him crashing against the generator. Dazed and unaware of the extent of his injuries -- a broken back, he managed to stagger back to the communications center. The Seabee was returned to the States for prolonged hospitalization, but today he's back on his feet and again ready for action.

EXPANSION

Stationed on a small Pacific "Island X", a detachment of 99th Battalion Seabees added 25 acres to the size of the island by quarrying 20,000 cubic yards of rock from under water.

The addition permitted the extension of the island airstrip 900 feet into the sea from the old shoreline.

FAST FREIGHT

The old problem of irresistible force versus immovable object was presented with a new twist when Seabee Specialists bucked a seemingly impossible loading schedule.

As a steady stream of material and equipment for the construction of a new supply depot poured in at an advanced base, a 150-man detail of the Tenth Special worked day and night to keep it moving to the construction site. Averaging slightly better than 75 freight cars every 24 hours, the Seabees managed to stay even with the game.

Onlookers shook their heads, however, when one week's schedule was published. More than 700 loaded cars were due in -- and it was up to the 150-man detail to empty them all.

The Seabees went to work..

At the end of five days, reported Lt. D. L. Murrell, CEC, USNR, the unit's OinC, they had unloaded 765 freight cars, reloaded 59 outgoing cars, and averaged loading 30 trucks a day!

NO BAIT NEEDED

A fisherman with a new technique is Lorenzo T. Blankenship, CM3c, of the 32nd Battalion. While in the Aleutians, the Seabee did all his fishing with a hunting

knife. His "catch" included salmon, trout, and bass, some of which weighed up to 20 lbs.

Blankenship acquired his knife-throwing skill as a child, when he would often go hunting equipped only with the blade.

SHORT SPORT SHOTS

BASEBALL: .First All-St. Louis World Series now looks like cinch. .Cardinals increased NL lead to 18 1/2 games. .tied major league record by winning 73 out of first 100 games. .In AL, second place Red Sox hopes of overcoming Browns' 6 1/2 game lead dimmed by loss of star hurler, Tex Hughson. .Hughson, winner of 18 games this season, ordered for induction into Navy. .will be joined in few weeks by Hal Wagner, Red Sox first-string catcher. .Ben Chapman made successful debut for Dodgers. .hurled 8-hit 9-4 victory over Braves; drove in 3 runs, scored 3 himself. .Philly fans celebrated Connie Mack's 50th year as major league manager by presenting him with \$5,000 gift. .White Sox pulled their second triple-play of season against Red Sox. .bought home-run hitter William Nagel from Milwaukee for cash and players. .Hal Newhouser and Paul (Dizzy) Trout, each hung up 18th victory of season for Tigers. .Last-place Senators who dropped 20 decisions in 23 games, had another tough week. .star outfielder George Case underwent shoulder operation; third baseman Harland Cliff retired; pitcher Early Wynn ordered for induction. .Bill McKechnie signed new two-year contract to manage Reds. .Hod Lisenbee of Syracuse pitched 7-inning no-hit, no-run game against Montreal. .Johnny Cooney, 42-year-old outfielder, released by Yankees. .signed with Toronto. .Cubs ran up 11 straight victories before being halted. .Phillies ended 12-game losing streak.

BOXING: .Greatest gate in history of prize fighting was reached at Madison Square Garden when \$34,864,900 in war bonds were sold entitling 15,822 to see Beau Jack defeat Bob Montgomery in 10-rounder. .First row seats sold for \$100,000 apiece, seats in second for \$50,000, and third row chairs for \$25,000. .all three rows filled with wounded GIs as guests of bond buyers. .Al Hart, Negro heavyweight, dropped veteran Tony Shucco 13 times before ref stopped bout in 7th round. .Joe Baski won 10-round decision over Lee Savold.

FOOTBALL: .Pacific Coast's private pro football war, started when American League was formed in opposition to Pacific Coast circuit, coming to head. .Dean McAdams, traded by Dodgers to Redskins, precipitated hostilities by signing with Seattle Bombers, members of the new league. .Suspended for five years under NL's by-laws, McAdams claimed he had not violated any contract since he had not signed with Redskins. .Lynn Waldorf of Northwestern selected to direct College All-Stars against Chicago Bears in All-Star game. .Seven southern colleges will resume football this year, bringing Southern Conference to full strength.

SIDELINES: .Yankee Maid captured \$34,427 Hambletonian in two straight heats. .Gunder Hagg clipped 3/6 seconds from his own world record for two-mile run. .finished in 8:42.8. .Sammy Byrd took Michigan Open Golf Title with sub-par three-round total of 208. .Byron Nelson, won Beverly Hills Open Golf with 277 for 72-holes. .Twilight Tear, seeking 12th straight victory, upset by Vienna, 8 to 1-shot in \$23,700 Alabama Stakes.