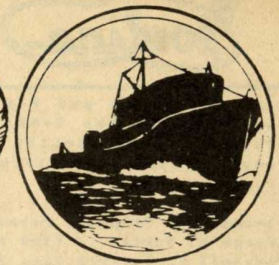


THE *Bowline*



ARE YOU A 10%ER ?

GREENPORT, L. I., N. Y.

FEBRUARY 19, 1943

Bond Drive Is Real Success; Galley Is First

American workers have proved once more that Adolph Hitler's epithet "play boys" cannot be applied to them; the recent bond drive here at The Greenport Basin & Construction Co. was a success and the kind of success that shows Herr Hitler that we Americans are buying tanks, ships, guns, and planes this year instead of luxury cars and fur coats.

The rise in percentage of employees taking part in the payroll deduction plan and the percentage of weekly salary put safely away in bonds is posted on the Galley bulletin board for all to see. We are strutting a little this week because we are sincerely proud of the men and women in this plant who dug a little deeper into their pay check and bought bonds for our good old Uncle Sammy. We heard men talk about income tax, victory tax, higher living expenses, and rationing and then say, "Well, it'll cut me a little short, but I guess I can sign up for ten percent." We knew we could count on you to do that

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MRS. F. E. ALEXANDER READY TO LAUNCH YMS



Mrs. F. E. Alexander, wife of Naval Lt. Alexander, raises champagne bottle in readiness for the launching of the YMS 194. With her are daughters, Sally and Josephine, Mr. George H. Snyder, vice-president of The Greenport Basin & Construction Co., Lt. Alexander, Mr. Marshall E. Tulloch, secretary-treasurer, and Mr. Theodore W. Brigham, president.

meet Bohlke's boys

Machine Shop Plays Vital Part In Big Governmental Program

(Ed. Note: The "Bowline" will run a story each week about the various departments in The Greenport Basin & Construction Co. The first story deals with the Machine Department.)

The glory of the sailing ships faded into the pages of history with the coming of the steam, gasoline and Deisel oil engines, and today the machinery of a marine vessel is one of

her most vital parts. So in this issue we salute the men in the Machine Department for the important work they are doing in the Government Ship-building program.

It would be impossible to list here the names of every employee working in the Machine Department, but the following list includes superintendent, foremen, snapper bosses

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Icy Winds Blow As Navy Wife Sponsors Ship

Almost 200 visitors and employees braved the icy winds and drifting snow on January 30 to watch Mrs. F. E. Alexander sponsor the launching of the YMS 194, another Greenport-built Minesweeper. Present at the ceremonies were her husband Lt. F. E. Alexander, USN, of the office of the Supervision of Shipbuilders, 11 Broadway, N. Y., and her two daughters, Sally and Josephine. Theodore W. Brigham, president of The Greenport Basin & Construction Co., Marshall E. Tulloch, secretary-treasurer, and George H. Snyder, vice-president, officiated at the launching.

Mrs. Alexander swung the ribbon-wrapped champagne bottle with all her might and it crashed into a thousand slivers across the bow of the YMS 194. She smiled and remarked, "Well, that blow came from my heart!" The sponsor and her two charming daughters expressed their pleasure at being able to take part in such a vital and stirring part of the Government defense program.

After the launching Mrs. Alexander was honored with a banquet at Mitch-

(Please turn to page 8)

Bowline

Published by and for the employees of the Greenport Basin and Construction Company the first and fifteenth of every month.

Theodore W. Frigham...President
George N. Snyder...Vice Pres.
Marshall E. Tulloch...Sec. Treas.
J.W. Pemberton...Editor
Sherill Pemberton...Art Editor

THE KEY OF EDDIE

RICKENBACKER'S STORY

Eddie Rickenbacker's rescue gladdened the hearts of the American people. His recent radio talk stirred them. Now as they read the story of his escape from death in "Life" magazine they learn that this soul-searing experience would never have taken place if America's production line had not failed somewhere.

"About 10:30 o'clock," writes Rickenbacker, "I suggested to the pilot that he ask Island X for bearings. Island X replied it couldn't give us bearings.. it had no equipment." That lack of equipment cost the life of an American soldier, a Flying Fortress and 21 days and nights of torture for seven men.

Things like this must never happen again - and they will not if every worker on the production front does everything he or she can to boost production!

IT'S YOUR DUTY!

Production hours lost last week from employee absenteeism were equal to the same amount of time as though the shipyard had been closed down half a day. That half a day multiplied by 52 can run into weeks, and a Minesweeper can be built in weeks!

You know that voluntary

from the deep -

MINE SWEEPINGS

By the Editor

Tom Murray of the Priorities Department tells an interesting story about a sailor who hitch-hiked a ride with Murray's brother-in-law. In the course of conversation the sailor said he had been stationed on a Minesweeper that plied the dangerous waters around Iceland, Nova Scotia and Halifax. He said,

"We lay-to in a storm for days and expected to go under from the seas and heavy chunks of ice that crashed into us. That boat really took a beating. We thought the seams would burst any minute, but they held together and the engines never faltered. It was the best small boat I ever was on during 16 years in the Navy---don't know the outfit who built her, but it was some shipyard in Greenport, L.I."

So you boys can take a bow; Greenport has once again added honor to a century-old tradition of good ships built by experienced men.

Speaking of ships, you might like to know that

absence is disapproved by the employer, the nation, your fellow workers, and by our boys in the armed forces. What are you going to do about it?

If we don't do something, absenteeism may eventually cripple our operations. American soldiers are not absent from battle positions. If they were, we would lose the war in short order, and then we would learn that the answer to absenteeism is the firing squad. Since we



ROSE - IN THE GALLEY, SLIPPED HIS BUD,
AND BOASTED WITH PRIDE OF HIS YOUTHFUL BLOOD.
HE SAW THE DISHES STANDING BY,
"THEY'RE SO DIRTY," HE SAID, "TO WASH AND DRY."
PAINTER ROSE - DASHED THROUGH THE SMOKEY AIR,
CARRYING DISHES - ALL HE COULD BEAR,
CUPS AND SAUCERS - ALL HE COULD SEIZE,
AND RUSHED THEM OVER TO THE ANTI-SNEEZE.
AS I WEAVE THIS STORY INTO A RANDOM RHYME,
WHY THE HELL DONT YOU GUYS RETURN YOUR
DISHES TO THE STARBOARD COUNTER- AND SAVE TIME!
RTP

Mrs. F.E. Alexander who christened the YMS 194 is a niece of John B. Herreshoff, who was outstanding in the field of American yachting as a designer and builder of marine craft. Her husband, Lt. Alexander, before entering the U.S. Navy was a noted yachtsman and authority in construction. Those 10% buttons look

mighty good on the coat lapels and on the caps of company employees. They shine out like a badge of merit; if awards were given for patriotism, those buttons would be the best awards a man could own. And did you notice how many Galley Girls have them?

We're ordering more "Bowlines" this time so there will be one for every employee. Sorry if we missed you last time, but we're getting more and more demands from Service men.

Boys, we're trying to arrange to answer your requests to have the girls in the Galley sing for all employees very soon. We understand they're pretty darn good!

**LEAVE NON-STOP
FLIGHTS TO AVIATORS
WALK DOWN STAIRS**

are all soldiers fighting a common cause, we too can lose the war through absenteeism!

Let's find out why our buddies are not at work each day. Ask them; it's a duty you owe yourself, your country, and your company. No man can be allowed to hold up our job as long as our boys on the firing line are doing their job so well.

Let's start today and drive for a full attendance each shift.



The race between Tommy and Harry is still going on. But it seems that Tommy is usually the one caught for the paying of the merchandise.

It seems that a girl in the green dress made the remark that there should be no fighting over one certain girl when there are six of us.

To some of those men who are anxious for the phone number of the girl on the boat, maybe you would like to know why you haven't received it. The answer is plain--she has no number except 55 and you will have to inquire at the ice plant for further answers.

All of the girls are back at work after trying to get over their colds, but there are some still lingering with theirs.

Our substitute will not be with us for awhile. She has to undergo a minor operation. We wish you a speedy recovery, Dot! Hurry and get better because we miss you.

Judy was down to see us one day last week. She looks swell. How about it, boys?

Here are some of the new names given down in the Galley:

- Plywood-----pie
- Wink of left eye-----frostick
- Wink of right eye-----fudgicle
- Nod of head-----

Pay for person in back Until next time I'll be seen' you.

The Girl in the Green Dress

A Long Tongue Means A Long War

FEATURES

DAUGHTER OF YARD OFFICIAL SPONSORS LIGHTER



Lovely Pat Roberts, daughter of Mr. James A. Roberts, assistant secretary-treasurer of The Greenport Basin and Construction Co., does a nice job of smashing the champagne bottle across the bow of a Tank Lighter. Pat works in Personnel. Also shown are Andrew Boell, Production Engineer of Tank Lighter Section, Mr. Roberts, and Marie Klefve.

between us girls



It's a little early for Spring Fever, but it seems to have struck G.B.&C. already. Fleetfoot (Bobby Smith) has taken to writing poetry already.

It is quite amazing how the girls around the office keep up with the comings and goings of the Coast Guard fleet. You'd almost think they are on the Coast Guard staff. The girls from the towns to the West can give you a pretty good idea of what the Army is going to do next.

Did Pat Roberts really

fall for the story from the young man who called her up the other day and told her he had had his leg shot off in the war.

Talk has been heard of a posse going to be formed to track down the cat woman of G.B.&C. who is going around marring the faces of our handsome males.

We hear Norm Klipp made quite a speech at the banquet the other night. He was ably assisted by Harry Thornhill but Harry's speech was not quite so

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G. B. & C. Personals

A new employee in the Stock Room is Richard H. Lutz, who is also a musician in his own right. He was formerly a band-master of a Public School in Brooklyn, N.Y.

The new cutie in the Priority Department is Beatrice Bartman of Shelter Island, N.Y. (She's single by the way!)

"Jump" Sparks is working on a new song--dedicated to Ed Stynicke of the Joiner Shop, it is titled "Whistle Daddy 8 to the Bar, Have you got a minute to spare?"

Harry Smith, Alan Boucher, and Joe Buckin, all former employees of The G.B.&C. Co. who are now in the Armed Forces, have been in Greenport recently on furloughs.

Too bad Pat Roberts drew such a bad day to sponsor a Tank Lighter, but we hear she did a good job of it.

There's a fellow from the Paint Gang who has proved so helpful with the dishes in the Galley that the boys are going to take up a collection and buy him a green uniform.

The editor regrets that she was unable to attend the Roustabout launching party last week, but she did appreciate the invitation.

THREE EMPLOYEES WIN

\$5.00 IDEA AWARDS

Three more men have been presented with \$5.00 War Stamp books during the last two weeks by turning ideas into time and money savers. The first two awards went to Arthur Myles and John Stewart of the Carpentry Department, who put their heads together and made a simple contraption for cutting in pieces that hold up the deck under the deck pardon-er and into the deck. Harry Thornhill, superintendent of hull construction, approximates that the invention will save three days time on the construction of each boat---and that's good!

The other \$5.00 award went to Otis Hickerson who works in the joiner shop who also worked out an invention that will save time and speed work in his shop. His foreman, Joe Romero, brought the attention of the suggestion committee to the new idea and the award was duely presented. All awards were made by Jane Pemberton, editor of the "Bowline".

Company officials urge all men to turn in suggestions and let us know your new ideas. They can mean money for you and time saved in the defense program.

THANKS, FELLOWS!

Tom Jernich requested the "Bowline" to say "thank you" to all the men who contributed to the fund raised for him and his wife after their house in Southold burned recently. They certainly appreciate your thoughtfulness and generosity. It's quite a shock to have most of your worldly possessions go up in one flame!

DEPARTMENTAL NEWS

MR. FRANKENSTEIN SPEAKS TO MEN ABOUT BONDS



Mr. E.L. Frankenstein of the War Savings Staff is shown here speaking to employees about bond buying. His visit last week was in line with The Greenport Basin & Construction Co. bond drive.

Well, shiver my timbers!

Editor Shares Thrill Of YMS Ride With Elsie Papajohn

Feeling somewhat like a cross between Chris Columbus and Amelia Earheart I teetered bravely across the gangplank of the YMS 185 to take my first ride on a Minesweeper. It was a sunshiny day last week and the trip was in honor of Miss Elsie Papajohn, the delightful young lady from Brooklyn who christened the vessel early last fall; but I'm still not sure who was the more thrilled with the trip—I or Miss Papajohn.

Neither of us being particularly nautical, we just stood hand and hand and exclaimed to each other, "Isn't it wonderful! What a beautiful ship! I do hope she comes

back safely from the war!". Mrs. Papajohn, the sponsor's mother, stood beside us and smiled pleasantly at our enthusiasm.

First we had luncheon and in case you're interested in food, it was really good. Tomato soup, creamed potatoes, roast beef, and new peas cooked in a manner that would put anybody's mother to shame. (I hate to admit it, but prior to that meal I had been telling my stomach to prepare itself for a short ration of hardtack and grog.)

Then we all went up to the wheel house, which corresponds to the driver's seat in a V-8 except that

(Please turn to page 7)



Well here we are again sitting down to the old typewriter to bang out a little of what we hope is sunshine for the night gang. When you try to write something after putting in ten hours sometimes the words come a little hard so we hope you will bear up under the strain of reading this column.

The latest member of the machine shop to leave G.B.&C. is Nat Bassarear who had charge of the little boiler room supplying steam for the steam boxes. Nat, who sported the stripes of a lieutenant commander during the last war, has accepted a civilian position as inspector of outfitting with a shipyard in South Portland, Maine. We are all glad that Nat received a better job although we will miss him and his "Hullo Sweetheart" around the yard nights. Rixie Rackett, whom we mentioned in the last column, has been elevated to Nat's old job of Boiler room attendant.

It seems that we missed a very valued member of the night gang when we mentioned those who had not missed a night on the job. One who is seen at his post every night, except nights off, is Sergeant Bill Distler who has had charge of the graveyard shift, from midnight till eight in the morning, since the inception of the guard force. Our hats are off to you Bill Distler.

(Please turn to page 7)

SPORTS

The G. B. & C. Sportswoman

The girls bowling matches have fallen into a slump in the last two weeks due to bad weather and other interferences which do not permit the keglers to attend matches. Only four girls were present at the last meeting and they were forced to bowl with town girls to make even teams. The four faithful ones are Mary Binkis, Gloria Lademann, Rita Bartlett, and Frances Levinson.

However, we are hoping to have the bowling matches back in full swing now that the weather looks better. Any sports league is bound to slacken sometime during the year, but that is no reason why it should die out all together. We've all had a lot of good fun out of our bowling and so let's all try to be present at the next matches.

Looking back over previous matches we pick Mabel Tillinghast, Elsie Thornhill, and Rita Bartlett as outstanding bowlers. Listed in the "plenty good" column are Pat Roberts, Gloria Lademann; "up and comers" who have something on the ball (pardon the pun!) are Mary Binkis and Frances Levinson. All of the girls who have participated have shown improvement and by spring we could have a star team if they bowl each week. So try to be on hand next time when you are given the time and place for the matches.

SERVICE MEN WRITE TO THE G.B.&C. EVERY DAY

Letters arrive every day from ex-employees now serving in the Army, Navy, Marines or Coast Guard thanking The Greenport Basin and Construction Company for the carton of Christmas cigarettes or copies of the "Bowline" which they receive. Men who have written are; Pvt. Siah Schlefstein, Pvt.

Russell Wells, Pvt. Joseph Boken Jr., Cpl. Douglas Pemberton, Pvt. Edward L. Tillotson, Pvt. Irving Hansen, Cpl. James Heaney, Bert Thornhill, Pvt. Stewart Davis, PFC Daniel Schlefstein, Pvt. Edward Tamin, Pvt. Elwood Hulse, Pvt. Russell C. Wells, PFC Joseph Sabine, Cpl. H.D. Shipman, Pvt. S. Ficarelli, Russell Eugene Gagen, A.S., Pvt. Harry W. Smith, Sgt. Henry Kudlinski, Michael Capuano, Arthur C. Henton, S/2c, Cpl. Albert Palantonio, Eugene M. Tyler, S/2c, Pvt. Henry Latham, PFC David H. Young Jr.

ATTENTION, GIRLS!

Members of The Greenport Basin & Construction Company Band would like to know if there are any women employed in the shipyard who play a musical instrument and if so whether or not they would like to join the band. If there are any women interested, please get in touch with Tony Mazzio, Charlie Montgomery or Sherrill Pemberton.

A passenger offering a street car conductor a five dollar bill, said "I'm sorry I haven't a nickel." Conductor:- "Don't worry, mister, in a minute you will have 99 nickels."

••• Ten Pin Alley •••

Despite bad weather and the ban on pleasure driving the men keglers here at The Greenport Basin & Construction Company are still meeting on Thursday evenings at Schiavoni's Alleys to hold their regular matches. New names are added to the list from time to time. A recent comer to the matches is H.P. Cleaver, new works manager at the shipyard.

Results of bowling matches held Thursday, January 27 are as follows;

First Game

Nelson Beebe-----	140
Merrill Ryder-----	143
Tony Pondalay-----	141
Leo Tillinghast-----	103
Joe M.-----	76
Dom Schiavoni-----	187
Total	790
Ray White-----	91
John Hilenski-----	140
Francis Bubb-----	134
Bud Baker-----	146
Jim Pirillo-----	201
Ed Sarles-----	147
Total	859

Second Game

Nelson Beebe-----	154
Merrill Ryder-----	130
John Hilenski-----	82
Leo Tillinghast-----	126
Joe M.-----	91
Total	583
Ray White-----	106
Francis Bubb-----	140
Mac McLeod-----	150
Jim Pirillo-----	182
Ed Sarles-----	142
Total	720

Notice in the following scores that they are different from previous records. This may be due to the fact that ABC tournament pins were used. These games were rolled Thursday, February 3.

First Game

Raymond White-----	95
Ed Sarles-----	138
George Skinkaytis--	118
Nelson Beebe-----	141
H.P. Cleaver-----	165
Total	657
Merrill Ryder-----	189
Joe Matrick-----	128

Francis Bubb-----	141
Charles Hendrickson--	103
Jim Pirillo-----	158
Total	719

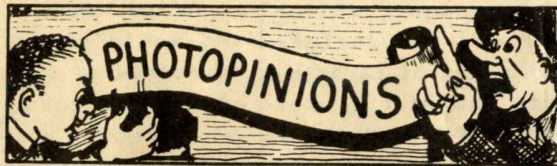
Second Game

Raymond White-----	106
Ed Sarles-----	107
George Skinkaytis--	103
Nelson Beebe-----	120
H.P. Cleaver-----	144
Total	580
Merrill Ryder-----	120
Joe Matrick-----	102
Francis Bubb-----	136
Charles Hendrickson--	105
Jim Pirillo-----	135
Total	598

Third Game

Raymond White-----	115
Ed Sarles-----	140
George Skinkaytis--	136
Nelson Beebe-----	127
H.P. Cleaver-----	144
Total	662
Merrill Ryder-----	127
Joe Matrick-----	105
Francis Bubb-----	162
Charles Hendrickson--	105
Jim Pirillo-----	140
Total	639





Do you say Bowline to rhyme with low or Bow-line to rhyme with cow in speaking of the shipyard paper? Why do you use whichever pronunciation that you do?



DAN SMITH,
Carpenter.

"Bowline to rhyme with low. I don't know any reason except I've always heard it that way."



E. E. JOHNSON,
Electrician.

"Bowline to rhyme with low. That's the way I heard it pronounced and that's what I say."



LEO THOMPSON,
Maintenance.

"Bow-line to rhyme with cow. The name of the paper is shown with a rope around it, so it must mean the bow-line on the boat."

BETWEEN US GIRLS
(Continued from page 3)
picturesque.

Last week we saw two ex-G.B.&C. boys around the town. Allan Boutcher of the Marine Corps and Harry Smith of the Military



WESLEY MERRIOL,
Carpenter.

"Bowline to rhyme with low. It's more nautical that way."



HARRY THORNHILL,
Superintendent of Hull Construction.

"Bow-line to rhyme with cow. In ship talk I've always heard of the bow of a boat. It's the first thing to come out on a boat and the paper should be the same."



LEONARD KRANCHER,
Personnel Manager.

(He suggested the name originally.)

"Bow-line to rhyme with cow--it refers to the line that ties up the bow of the ship. Line-News--get it?"

Police were both home on furlough. We noticed that there were a lot of people who were glad to see them.

If in the recent weeks you can't seem to get who you want in the morning
(Please turn to page 8)

Night Owl

(Continued from page 4)

This is especially for the night gang because they can identify the following from their nicknames. Who are they fellows. Snuffy, Toothless, Hello Big Boy, Yumpin Yimminnee, Red, Five by Five, Fibber Magee. Who can't stand whistling?

To the Night Gang;

Since the last issue came out we have enjoyed sitting back and hearing you accuse different fellows of being the night owl. So far you have come close but not quite close enough. So give it up as a bad job boys and take all the cracks in the spirit they are meant, clean fun. The regular fellow is the one who can take them as well, as hand them out--This is something to think about and with that thought in mind we will sign off for another issue.

NIGHT OWL

EDITOR SHARES RIDE

(Continued from page 4)

the dashboard has a lot more gadgets and no cigarette lighters and Miss Papajohn took a turn at the wheel. (Of course we were still parked at the dock, but you know how prejudiced men are against women drivers.)

Finally Cap'n Jim Hardy and Mr. Fred Bohlke took over and we got under way with crys of "To the star-board", "Start the engines", and a lot of other expressions which sailors use in place of "Giddeup" which you might say to a horse. I got out by the rail to see the ship leave the dock, but it was so cold

I came back in before they had all the ropes free. Anyhow I got a big thrill when the whistle blew and tried hard to think of just what an old sea-dog would say at that moment, but I couldn't think of anything except "that whistle is sure hep to the jive" and I felt that that wasn't very appropriate, so I just stood quietly.

To get a better view of the bay I suggested to Miss Papajohn and her mother that we go upon top of the wheel house. The steps on a boat are mostly ladders and very vertical, but we finally got up there and I took a firm grip on my teeth which were chattering to the tune of "Anchors Aweigh". The wind was nice and fresh----fresh from the North Pole and I expected the water in my eyes to freeze at any moment. But we did get a nice view of the water and I kept hoping that we would find just one teensyweensy little mine so we could dig it up and tear it to pieces to show what good Minesweepers The Greenport Basin and Construction Company builds. However, we didn't see a single one.

After about an hour we headed home and I came ashore feeling that no longer could anybody call me a "landlubber", but just as I stepped on dock someone yelled, "Hey, Tex!" and I remembered I was born in the middle of a desert about 700 miles from any ocean. Everyone proclaimed it a "grand trip" and Miss Papajohn listed it as "the thrill of a lifetime", so no doubt it was a great success. But I can't help wondering when I'm going to get all this ice out of my hair!

MACHINE SHOP VITAL IN GOVERNMENT PROGRAM

(Continued from page 1)

and office assistants. First of course is Superintendent Fred Bohlke, who has been in this line of work with The Greenport Basin & Construction Co. for over a quarter of a century in this line of work.

Working with Mr. Bohlke are John Worthington Sr., foreman, and F. Hommell, snapper of the night shift; Walter Gaffga, foreman of outside machinery, such as engine shafts, rudders, etc.; Louis Bubb, foreman of inside machinery, who has charge of machining, casting, and shop work, and Fred Riel, his snapper; Matthew Kiska, foreman of pipefitters, who installs air, bilge, and Deisel oil piping, etc., and Arnold Hulse, snapper; William Rafford, foreman of plumbers in charge of installing heating and sanitary systems and Ralph Glover and Jack Carroll, snappers; Abbot Muir, foreman of steel, and iron workers and welders and Irving Comiskey, David Marino, Harold Schaffer and Frank Miller, snappers; Monroe Burt, foreman of tank fabrication; Richard Conklin, foreman of tinsmiths; Robert Preston, foreman of Machine Department Roustabouts, in charge of placing machinery on the boats and moving materials, unloading trucks and driving, and Herbert Bennett and Michael Norklin, snappers; William Overton, snapper in charge of pipefitters installing engine cooling and lube oil; Marius Hansen, snapper of the blacksmith depart-

ment building stacks. Office assistants to Mr. Bohlke are Malcolm Fletcher and Albert Spicer.

The Machine Department welding school was started in June 1941 and was the first school of this type to be opened at The Greenport Basin & Construction Co. To date over 50 trained welders have finished the course scheduled and most of them still work in the shipyard. Sheldon Brooks acts as instructor of the welding school.

The longest number of years of service held by any man in the Machine Department is held by Superintendent Bohlke himself. Close behind him is Marius Hansen, who has also worked at the shipyard at various times for about 20 years.

The Machine Department is justly proud of its absenteeism record which has been exceptionally low, and it hopes to reduce it further as time goes by. Credit for the low record goes to the interest taken by the men in their work.

Mr. Bohlke expresses his pleasure at the fine work which the men under supervision are doing.

WINDS BLOW AS NAVY WIFE SPONSORS SHIP

(Continued from page 1)

ell's restaurant and while there, she was presented with a silver platter bearing her name and the number of the YMS, which she had sponsored.

Officials, superintendents, foremen, sub-foremen, Naval inspectors, company guards, snapper bosses, office heads, William and Watts heads, Smith-Meeker men and their wives were represented at the banquet. Out of town guests were

Boris Leonardi, editor of "Rudder" magazine, Frank Casey of LaPorte & Austin, and Paul Cleaver Jr., son of H.P. Cleaver, new works manager of The Greenport Basin and Construction Co. Captain and Mrs. Frank Robinson of the New York Guard were also present.

Harry Thornhill, superintendent of hull construction and Norman Klipp of the Drafting Department acted as co-masters of ceremony. Their introductory speeches were enjoyed and applauded by the audience. Each department head and Superintendent introduced the Supervisors who worked under them!

Mrs. Alexander made a brief speech that was stirring and beautiful in its simplicity. She said,

"I have sponsored a grand ship built by a grand company and the ship has a great duty to fulfill in this war. Godspeed YMS 194."

Other speeches were made by guests, company officials and Supervisors.

G. B. & C. BOND DRIVE IS A REAL SUCCESS

(Continued from page 1)

because you're Americans. Nobody has to set a Gestapo Agent on our trail to check upon our income and then take it away from us at the point of a gun. Nobody can force us to give everything we've got to the United States Government. We do it because we're proud of that Government and we know that War Bonds backed by that Government will **always** be good.

There's a small human interest story that should

go in here about a fellow who would probably be embarrassed if we mentioned his name, but deserves our admiration because he typifies Americans everywhere. He walked into the Personnel Office the other day and signed up for a bond a week (no, he wasn't an executive--just a plain every-day workingman like the rest of us). After he filled out the card he said, "Gosh, I wish I could sign up for more. As soon as I get some things straightened out, I'll take two bonds a week!"

Then there are the Galley Girls, who were the first department to sign up 100% in the Bond Drive. We're pretty darn proud of folks like that. Every other department in the plant showed a rise in payroll deductions for War Bonds and each man in each department has a right to strut and swagger a little more than last week. Keep up the good work, employees.

between us girls
(Continued from page 7)
from 8 to 9 on the telephone, don't get excited. It's only Marji learning to run the switchboard. She asks that you please be patient until it gets over being all Greek to her.

The boys in the shops must wonder what's coming when they see the office girls running around in slacks--although, they are quite used to the Hurricaners.

How about dropping a few notes in the box and giving me a hint on what is going on around the yard. After all I can't cover it all, and I don't want to cover just the happenings of one part of the yard.