



BUY MORE BONDS

GREENPORT, L. I., N. Y.

JULY 28, 1944

SPINNING OAKUM



CHIPS and SPARKS

REPORT FROM YMS 377 Somewhere-In-England June 26, 1944. "We are back in England for a rest and repair....Our little Greenport-built ship was one of the group of mine-sweepers that led the invasion. We all came through without a scratch and have some big stories to tell of bombings, shellings and exploding mines. Yes I've seen plenty of action."--Lieut. (J.G.) Jules Zisman. (The 377 was launched on April 3, 1943. Mrs. Frances Chandler, Sponsor.)

PLUMBING DE LUX Lacking the necessary piping to complete the plumbing of a newly constructed 1,500 bed hospital on Munda, Navy Seabees salvaged Japanese anti-aircraft shell cases and ingeniously used them to install a 2,000 foot brass drainage system. As an experiment, the Seabees installed a "shell-case" drainage system in the operating room. The base of each shell casing was cut off, the resulting tubes telescoped and welded together. It proved so satisfactory that the system was extended throughout the hospital.

THE WAR IS OVER all but the fighting.

G B & C CAULKERS SPIN OAKUM, COTTON--AND YARNS

The air is heavy-laden with the smell of tar as four of G.B. & C. Co's wood caulkers spin skeins of oakum and cotton to close the seams of Greenport-built naval craft. They are, left to right: William J. Thornhill, Samuel Y. Foster, J. Willard Doucett and Robert J. Doucett.

Foster is foreman of the caulkers, and has served this yard for 58 years. On next Christmas Eve he will have reached his 76th birthday. No job is too difficult and he "puts in" many hours of overtime when required. J. Willard Doucett, born in Nova Scotia in 1878 has had a varied career in his 50 years of shipyard experience. Jack-of-all-trades, his specialty some years ago was marine diving. He now uses the caulking irons exclusively. His son, Robert, and William J. Thornhill have both completed their apprenticeships and are now rated first class caulkers.

Study the picture a moment and it will not be difficult to imagine the yarns that are spun -along with the oakum.

PLAY SAFE

IF YOU PREVENT UNSAFE ACTS AND GUARD MECHANICAL HAZARDS, NEITHER ACCIDENTS NOR INJURIES CAN OCCUR.

THE BOWLINE

Published the last Friday of each month by the employees of the Greenport Basin and Construction Company, Greenport, Long Island, N.Y.

Leonard G. Krancher,
Editor

YANKEE INGENUITY

With a job to do in a hurry, deprived of the proper materials, tools and equipment or assigned to an apparently impossible task, it seems to be a trait of human nature that the right hand automatically raises and man scratches his head (we presume a southpaw would use his left.) It has never been proven whether this habit was first noted by cartoonists or the cartoonists developed the process to describe a dilemma. Nevertheless it is the moment when man calls upon all his experience and training to solve a problem.

Since the first Yankee stepped forth on American soil we are certain, that from the way American Industry has progressed, that there has been bred into us that quality we like to call Ingenuity. It must be true, otherwise the American worker would never have performed the gigantic task of building the huge arsenal of ships, tanks and material needed by our armed forces.

By an overwhelming desire to win, Yankee Ingenuity has speeded up production--forging ahead so that we may maintain an all-smashing air supremacy over our enemies.

Inventors, chemists, engineers, and scientists have come through with the theoretical solutions to thousands of problems, but the final execution with satisfactory results has been up to the ingenuity of the mechanic.

This goes on in our plant every hour of the day as it does in hundreds of others.

A scratch of the head, a soft whistle and soon the job is done. It's all in a day's work.

YMS 379 MAKES HISTORY SURVIVES SHORE BATTERY FIRE ON D-DAY

It's hard to realize that when a YMS sails away from its mooring in peaceful waters that it won't be long before all hell breaks loose over it, around it and under it. Such was the case of 379 when it sailed across the English Channel. We quote from the Philadelphia Evening Bulletin:

"At H-minus-4, four hours before the first troops hit the Normandy beaches on D-Day, a little minesweeper called the YMS-379 began thumbing its nose at the Nazi gun batteries ashore. In easy range, it began sweeping for mines, and the Germans could not resist the easy target. Their batteries cut loose. Near-misses splashed on the minesweeper's bridge. Shrapnel rattled on the deck. The YMS-379 never wavered. Part of its job on D-Day was exactly this--offering itself as a "cheap," "expendable" target to draw the German gun fire.

Every Nazi gun that fired on it--and plenty of them did--was marking its own position for destruction by the guns of destroyers further offshore. If it had not been for the work of the YMS-379 and other vessels of the minesweeper flotilla, the success of the whole Allied invasion effort might have been jeopardized on the morning of D-Day."

The YMS-379 was launched May 29, 1943. Her sponsor was Mrs. Lois Klein, wife of Capt. G. C. Klein, Production Officer, Brooklyn Navy Yard.

Lieut. (J.F.) Robert Wolf was her commanding officer when she went into Commission.

TIME OUT

We are pleased to report a satisfactory convalescence for Fred Eohlke, Section I Machine Superintendent, following an operation at the Eastern Long Island Hospital.

TOES

Toes are very unfortunately located. They stick out from feet and make an excellent target for falling tools, castings, plates, etc., or for wheels to run over. In shipyards toes get broken.



POPULAR YACHT CAPTAIN PILOTS GB & C VESSELS

Capt. James Hardy, well known along the eastern seaboard as a competent skipper and regular fellow, commands all vessels while in the basin, on trial runs, and on delivery.

He has sailed out of Greenport for the past 25 years and has been skipper of such yachts as the MIRA-MAR, SUMMER GIRL, CONSECO and KATURA.

His salty humor and excellent tenor voice is as well-known and appreciated as his intimate knowledge of the sea and its traditions.

"...IT'S A HELL OF A HOLE"...

So Arthur Welch says of New Guinea. Arthur was a ship carpenter on the night shift from Sept. 1941 to Feb. 1942 and hails from East Moriches, Long Island. He is with the 592nd Engineering Regiment and has seen plenty of action--"I have been laid up with an arm injury for 2 months... 3 months without mail... and then 200 letters, some post-marked Aug. 1943... it rains and rains and rains... C-rations month in and month out... I am looking forward to a furlough to Sidney and some 1943 Christmas packages that have not yet arrived."

ANNA ORLOWSKI JOINS UP WITH THE WAC

Miss Orłowski, Accounting Department employee, will report to Camp Upton for duty with the WAC within the next week. She came to G.B. & C. Co. in November 1941 and has rendered exceptional service to her department. Her associates gave a party at Mitchell's in her honor, on Wednesday evening, at which time they presented her with a farewell gift.

BACK ON DECK

We note with pleasure the return of Inspector Albert Turton following an emergency operation at the Eastern L.I. Hospital.

NEW DEVICES

The study of the jet propulsion engine has led to other research which will contribute to the evolution of an efficient gas turbine and other propulsion machinery with possibilities of improved operating economy.

G.B. & C. FIRE BRIGADE ORGANIZED FOR YARD

In order to "Nip in the bud" any outbreak of fire and to hold it in check until the Greenport Fire Dept. arrives a Fire Brigade has been organized under the direction of the Plant's Chief Protection Officer.

Cyril McCaffery, Safety Inspector, will serve as Chief, with Paul Quarty and Walter Kluge as assistants.

In case of fire employees are to notify the Greenport Fire Dept. by turning in an alarm from the nearest yard alarm box and immediately notify the Guard House from the nearest phone or public address system, giving the location of the fire.

The Guard House will sound the alarm by calling over the Public Address System "FIRE BRIGADE NO. 1 REPORT TO ESSO DOCK", or "FIRE BRIGADE NO. 2 REPORT TO BUILDING 38", wherever the fire may be.

Fire Brigade No. 1 will be in charge of Paul Quarty, Asst. Chief, and will be responsible for extinguishing all fires in the area known as Section I (all property South of the South line of building No. 35.)

Fire Brigade No. 2 will be in charge of Walter Kluge, Asst. Chief, and will be responsible for extinguishing all fires in the area known as Section II (all property North of the South line of building No. 35.)

STILL OUT

We hope it will not be too long before we can announce the return of Inspector George Hawkins who has been ill for some time, but is now on the road to recovery.

HARRY THORNHILL
*Superintendent
 Carpenter Dept.*



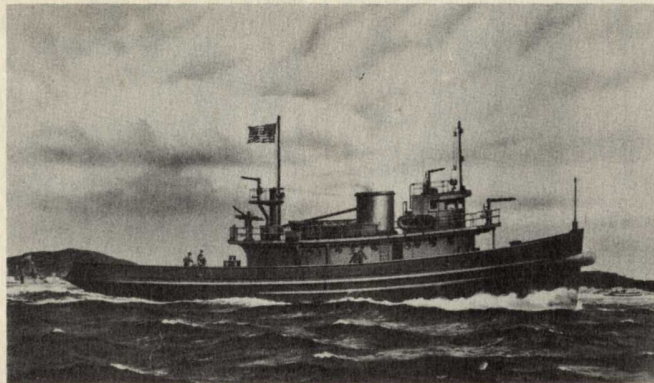
FIRST TUG LAUNCHED

The first of the YT (Yard Tugs) hit the water Saturday June 22nd when No. 219, the "Hatak" was launched with the usual ceremonies. Mrs. Barbara L. Leo, wife of Lieut. Charles R. Leo, Supply Corps, U.S. Navy, sponsored the vessel.

The launching of the "Hatak" emphasizes the versatility of the G.B. & C. Co. Organization in wooden boat construction. Since the outbreak of war we have contributed, besides conversion work, six different types of Naval vessels. There were the 72 feet long P-Boats, Coast Guard boats for the Venezuela government, 50 feet in length, the 96 feet A.M.C. minesweepers, Y.M.S.'s which were 136 feet over-all and the P.C.S.'s of the same length.

G B & C AT WORK
BUILDING THE YT - YARD TUG

These vessels are of heavy wooden construction and will be used by the United States Navy chiefly for general towing and harbor work. They are 110 feet long over-all and their approximate tonnage is 471. They are to be fully equipped for fighting harbor fires, having pumps capable of supplying four turret nozzles. Below is an artist's rendering of a YT.



SUPERVISORY FORCE

FOREMEN: John E. Verity, George Kaye, Samuel Foster, Philip Kull, Jose Ramirez, Henry Clark Sr., Joseph Swezey, Kenneth Monsell, John McGayhey, Russell Pentz.
ASSISTANT FOREMEN: Clarence Webb, William Norkelun, Edward Ringhoff, Raymond Bishop, Herbert Dickerson, Laurence Griffing. **SNAPPERS:** Eugene Horton, Raymond Sanford.

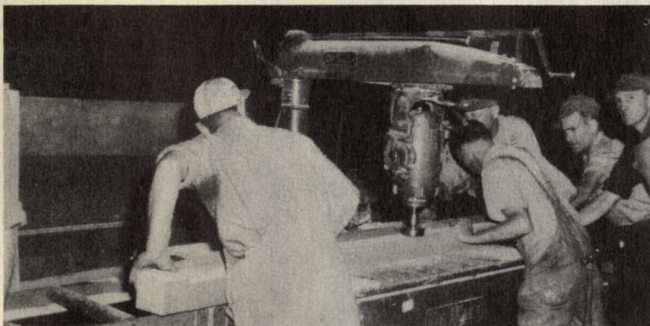
PERCY G. TUTHILL
*Asst. Supt.,
 Carpenter Dept.*



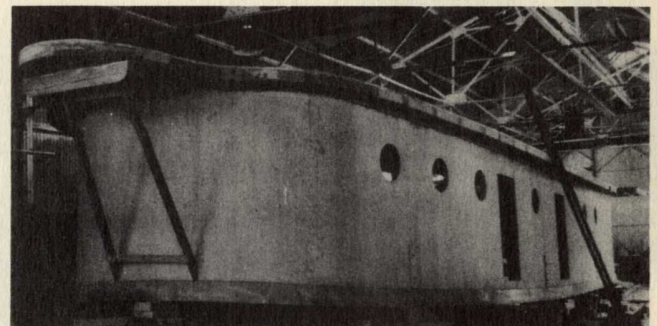
ORGANIZATION

The excellence of hull and deck house construction at G.B. & C. Co. is due to many years of experience in this field. Its engineering and supervisory forces are recognized as tops in the boat-building industry. For the master mechanics in its employ, no assignment is too difficult and perfection of execution is as dependable as the rise and fall of the tide.

Production methods have been streamlined to meet schedules. Line production procedures are followed in deck house construction with resulting saving of time and material. Modern tools and equipment have greatly reduced the effort.



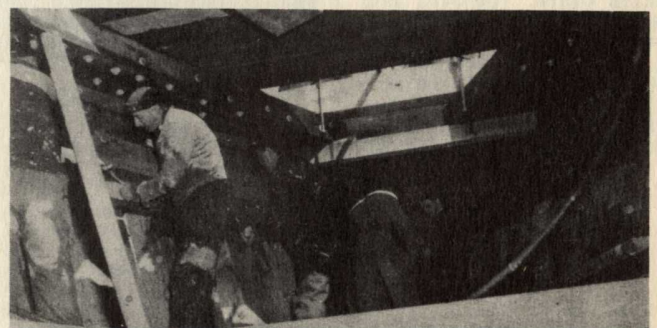
WOOD WORKING



DECK HOUSE



PLANKING



CEILING HULL



Corp. Pirillo, U.S.M.C.

Active service in the Pacific theatre for 20 months -- island jumping and beach storming held no terror for "Herm".

He's still a bit sore though about a hurricane that destroyed all the barracks and left him sans clothes - sans everything.

Latest reports show he is putting to good use his experience as a member of the Greenport Fire Department - is now Fire Chief of the post fire dept. He has met Freddie Lightner and Columbus Brandi of Greenport.



A/C Henry A. Clark Jr.

"Fuzzy" to us but in Uncle Sam's Navy it will soon be Ensign Clark. On June 1st, 1942, he packed up his drafting tools and enlisted in V 5 Naval Aviation. He expects to be assigned as a pilot of a fighter plane. His base will be a carrier, and his destination, Tokio.

GOLD STARS

★★★★★★

Russell B. Rose
Walter D. Ebbitt Jr.
Angelo Corrozzo
Salvador Ficurilli
Arthur C. Hunton

ON THE LAND - ON THE SEA - IN THE AIR

... WITH G.B. & C. EMPLOYEES

THREE EMPLOYEES MAKE SUPREME SACRIFICE



★ Salvador Ficurilli ★

Salvador's disposition made work in the Maintenance department a whole lot easier. He quit to enter the army in November 1942. He went to Italy with the 337th Infantry, was wounded in action on May 17th and was decorated with the Purple Heart. Making a satisfactory recovery he returned to the front only to be killed accidentally on June 22. He was 33 years of age, and single.



Sgt. Charles L. Lellman

In more peaceful times when yachting was in its full glory, Lellman was generalissimo of the Esso Dock. Defense contracts and the subsequent arrival of tons of material and equipment for Naval vessels soon required his time and attention. By May 1942 Charlie was on the March in Uncle Sam's Army and then came Africa, Sicily and Italy.



★ Angelo Bernard Corrozzo ★

Angelo came to work in Oct. 1941 on the night shift as a Carpenter. He was only 21 then and was catalogued by his foreman and fellow workers as a "swell kid". In July 1942 he enlisted in the Marine Corps. While with the 4th Marine Division at Saipan he paid in full. Life was too short for a kid like Angelo.



★ Arthur Chester Hunton ★

Arthur was a "hurricane boy." He quit Sept. 1942 and at the age of 18 became a seaman in the U.S. Navy. His mother has been notified that he was killed in action somewhere in the Pacific. Details are lacking, but his last address was U.S.S. Lexington. There will be no furlough and home-coming for Arthur.

RECENT ADDITIONS TO THE ARMED FORCES

John Albertis
William Quinn
Henry Simes



Corp. Joseph Heaney, USA

Joe was a "Hurricane Boy" when just before Christmas 1942 he dashed into the Personnel Office with his perpetual smile and said he was "on the march." After a long period of training he landed in England with the 731st Field Artillery - probably in Normandy by now.

RECENT VISITORS

James William Martell - Maintenance electrician who entered the Army in June 1942. Martell has been to England and Scotland, and took part in the North African Campaign and helped take over Tunisia. Because of a leg injury he was assigned to the Army Post Office. He is back in the States for re-assignment.

Edward Stanley Tamin - Section II employee started with G B & C Co. in March, 1942. He has been in the army since September 1942 and his address is now Co. K 346 Inf. APO 448, Fort Jackson, South Carolina - looks in excellent fighting trim.

Leonard W. Trueblood - formerly of Section II, now in the Army Transport Service, expecting to go overseas soon.

John L. Hall - Left Paint Dept. in May 1942 to take up duties in the Army Air Corps. Is now a Sergeant stationed at Marianna, Fla.

Edward Pollock, U.S. Navy

Charles Whaley, U.S. Merchant Marines

Leonard Gaffga, U.S. Army Air Corps.