

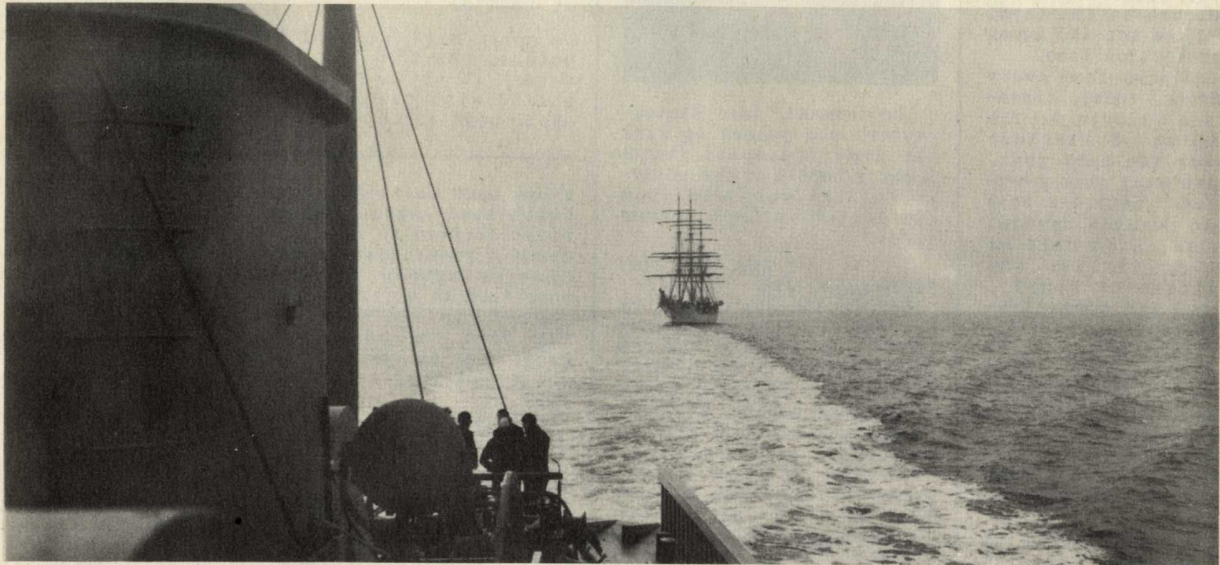


What Are YOU Doing For Victory?

GREENPORT, L. I., N. Y.

AUGUST 30, 1944

WAR LEAVES PEACE IN IT'S WAKE



The "DANMARK" from a Greenport-built YMS

CHIPS and SPARKS

GOOD HOUSEKEEPING After a recent Yard Tug launching, Rear Admiral Dunn, Commanders Carmine, Keatley and Wolcott of the Third Naval District made a tour of the yard and complimented us on our splendid house-keeping job.

LANDING CRAFT To date, 1,700,000 tons representing 50,100 craft have been built by 4,000 prime contractors and 30,000 sub-contractors engaging the facilities of 75 shipyards. There are 15 major types.

SKY COWS Air protection by winch operated barrage balloons now spear-head beach landings. They are from 2,700 to 20,000 cubic feet in size and with their maze of cables prevent dive bombing by hostile planes.

LABOR DAY STATEMENT THE MEN AND WOMEN OF AMERICAN INDUSTRY HAVE BUILT AND EQUIPPED THE LARGEST AND MOST POWERFUL NAVY THE WORLD HAS EVER KNOWN. AS OUR FLEET PREPARES THE WAY FOR ATTACKS ON BERLIN AND TOKYO, AMERICAN SHIPBUILDERS AND INDUSTRIAL WORKERS MAY BE JUSTLY PROUD OF THEIR PARTICIPATION IN THE VICTORIES THAT CARRY OUR ARMED FORCES TO THE ENEMIES' DOOR. UNTIL THE FINAL VICTORY IS WON, EVERY EMPLOYED AMERICAN MUST CONTINUE TO MAINTAIN THE SUPERIORITY OF OUR ARMS OVER THOSE OF THE ENEMY.

...E. L. COCHRAN, REAR ADMIRAL, U.S.N.
CHIEF OF THE BUREAU OF SHIPBUILDING

MINESWEEPER IN ACTION ON D-DAY YMS 382 clears mines and survives



From public and private news sources it is becoming more and more evident that Greenport-built YMS's played an important and dangerous part in the invasion of France. The latest report we have concerns the 382 and was sent in by John A. Gallagher, VIC USNR, John Higginbotham, CMO MM USN, George Brunell, MoMM 1/c, USN, James Brudniak, EM 2/c USNR, who were members of the pre-commissioning detail. "It will undoubtedly interest you to know that a number of YMS's built in your yard were the first vessels to arrive in France on D-day. We are credited with having done one of the best and most surprising jobs of clearing mines during the maneuver. All the ships are in very good condition despite the ordeals which they have been through. Our best regards to all our friends in Greenport."

The 382 was launched August 21, 1943, and sponsored by Mrs. William McGill Burns of Garden City, N.Y., wife of Commander Burns of the War Manpower Commission.

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

LABOR DAY

On Labor Day a year ago I stated that the outcome of the war would depend in large measure on the loyal efforts of the men and women of the production line.

The good news from every battle front, today, therefore, is a tribute to the achievement of American labor over the past year.

Consider what this progress means. Each new zone of combat demands special materials. Each mile we advance multiplies the complexities of supply, transport, and communication. Already our expenditures in ammunition have been incalculable. For example, in support of landing operations, the Navy already has fired at enemy shore defenses alone about 230 times the amount used to win the Spanish-American war.

Great campaigns still lie ahead. Not only must the flow of supplies be maintained, but we must keep our production flexible to meet the ever-shifting demands of the Fleet as new battle areas are blasted open in the Pacific.

Now is the time to emulate the spirit of the young Navy flier on combat patrol who was recently offered a chance to return home for a well-deserved rest. He declined the opportunity, saying "As long as there is a war on, I want to see it through."

On this Labor Day let us decide that as long as there is a war on, we'll see it through together.

...James Forrestal
Sect'y of Navy.

Mrs. Leroy Raynor and family wish to extend their appreciation to those employees who volunteered their services as blood donors during the fatal illness of her husband and to the Dispensary for making the necessary arrangements.

CAPT. LOU DORMAND REPORTS FROM NORMANDY "Doodle-bugs" and Fog Cramp His Style In London



Lou Dormand, Yard Photographer, who joined up with the Army Transport Corps sends a report of his activities, and we quote from his letter to Capt. James Hardy.

Aug. 10, 1944

Hello Capt. Jim:

Before the war ends I've decided to write you a long letter; as the war may end any year now it is imperative that I begin at once. It takes me almost 12 months to get the necessary strength to pick up a fountain pen, especially if it is filled. Since "D" day I was in command of a S.T. of the 200 series until the early part of July, then I returned from the French Coast to home base in England. About two weeks ago they gave me an L.T. which is a vessel drawing from 14 to 18 feet, 365 tons, 1250 G.M. Diesel, 126 foot. I have just completed two trips to the Far Shore and back. They were very uneventful except yesterday we ran into some pea-soup fog for a few hours. The tides are foul over here.

Towards the end of July they gave me a few days leave. Took the first train to London and had a damn good time until those bloody flying bombs started dropping close by. Then while I was in the Picadilly Hotel "Boom" one of those doodle-bugs landed not over 250 yards away. It seemed to blow the hair off my chest and the feathers off my knees. Glass was littered all over the place. I began to wish for the peaceful

HAPPY LANDING!

Congratulations to Mr. and Mrs. Z. Stubelek upon the birth of a daughter - Christina.



L. to R.: Mrs. C. A. Dunn, Rear Admiral Dunn, Marshall E. Tulloch, Lieut. Charles R. Leo, Jr., Mrs. Charles R. Leo, Jr.

He noted with approval the expansion of the fleet, but pointed out that the further we extend our lines, the harder it is to supply them. He appealed to all connected with the Naval program not to slow down. "We shall need these ships to keep going," he said.

REAR ADMIRAL DUNN ATTENDS YT LAUNCHING

Addresses Workmen.

Just before Mrs. Barbara Leo christened the Yard Tug HATAK, the Supervisor of Shipbuilding of the Third Naval District, Rear Admiral C. A. Dunn, was introduced to the employees and complimented them for the very fine ships they produced. He stated that he had just returned from a two-year assignment in the Pacific Theatre of war and upon his return was impressed by the fact that very few people have any conception of the distances and difficulties involved in carrying on a war in that vast area.

He noted with approval the expansion of the fleet, but pointed out that the further we extend our lines, the harder it is to supply them. He appealed to all connected with the Naval program not to slow down. "We shall need these ships to keep going," he said.

VACATIONS

A vacation is a period of time when you don't come to work at the usual place. You wake up at the same hour and because you can sleep later, you can't. You work harder than you ordinarily would because there are so many jobs around the house that have to be done. For relaxation you take the family to the beach and spend all your time building a fire, making coffee, broiling hamburgers, chasing flies, keeping the kids from drowning and getting a good sunburn in the meantime. The rest of the time you spend visiting your wife's relatives. After the vacation is over, you come back to work, glad for a chance to relax. ---Well anyway it WAS a change.

GOLF TOURNAMENT

Arrangements are being made for another GB & C Golf Tournament, to be held on Sept. 10th at the North Fork Country Club, Cutchogue. All of you who are golfers, would-be golfers, or has-been golfers, perk-up and send your entry to Cy McCaffery or Inspector Hawkins. It will be Medal play with handicaps and prizes will be offered. The Committee is already making plans for a grand finale tournament and a dinner to be held this fall.

Under the plan of play each opponent has an equal chance, so get out your clubs and sign up now.

USN Inspector George Hawkins is back on the job much improved in health.

UNSUNG HEROES

...the guy who properly secures ladders when put in place.

...the welder who wears glasses under his shield and screens his welding.

...the wise workman who wears a good pair of Safety shoes.

...employee who feels responsible for his fellow worker and works SAFELY.

...the mechanic who does not remove safety glass shields from grinders and who wears glasses even though the job he has to do may not take long.

FRED W. BOHLKE
Superintendent
Machine Dept. Sec. I



ORGANIZATION

Machine Sec. I is under the supervision of Fred W. Bohlke, who has served GB&C for 27 years. Because of the varied jobs this department is called upon to do, its organization is complex. Its divisions are comprised of Inside Machine, Outside Machine, Steel & Iron, Sheet Metal, Piping, and Tanks.

Each division is headed by competent foremen who are thoroughly familiar with the plans and specifications of the type of vessel under construction and who co-ordinate their work in such manner as to keep the job on schedule. This department must be ready at a moment's notice to make emergency repairs on Naval vessels and other craft who come to GB & C and such jobs frequently require the manufacturing of parts.

GB & C AT WORK

MACHINE DEPARTMENT, SEC. I
METAL CRAFTS AND MACHINE INSTALLATION

This department has one of the most difficult assignments in a shipyard. Its work embraces all types of mechanical manufacture and machine installation. Its work must be so organized that interference with other crafts is reduced to a minimum. Their mechanics must be resourceful and ingenious. Others make the boat float, but it's up to the Machine Department to make it run.

MACHINE SHOP



SUPERVISORY FORCE

- FOREMEN: Walter S. Gaffga, Louis Bubb, Monroe Burt, John Worthington, William Overton, Richard Conklin, Matthew Kiski.
- ASST. FOREMEN: Fred Riel, John Carroll.
- SNAPPERS: J. Marius Hansen, John Schaffer, Edward Comiskey, Frederick Hommel.

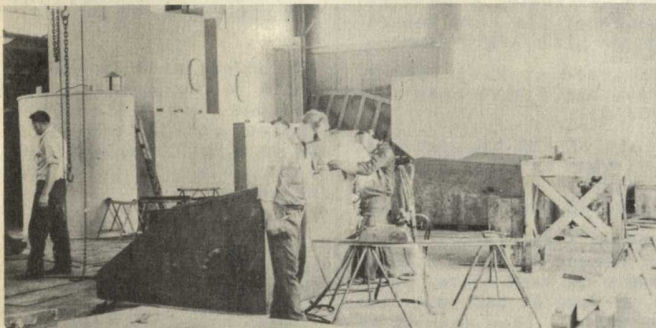
PORTHOLE VIEW OF YARD



PERSONNEL

Inside machinists do all types of machine work such as milling, lathe work and blacksmithing. To outside machinists falls the responsibilities of installing, testing and operating propulsion engines, generators, fire pumps and all types of auxiliary machinery. They install shafting, deck gear, stuffing boxes and rudders.

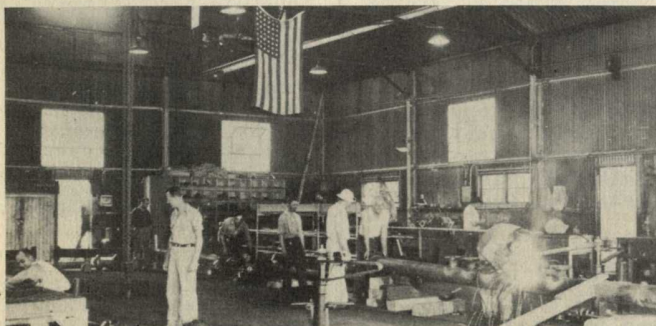
Sheet metal workers lay out, fabricate and install complex ventilating systems, air ducts and blowers. Steel and iron workers lay out, cut and fabricate engine and gun foundations, bulkheads, deck gear, struts, rudders, steel masts, booms, etc. Pipefitters and plumbers make up and install all engine piping, plumbing and heating systems and water supply lines. With its organization of skilled personnel, modern machinery and equipment Machine Sec. I gets things done at GB & C.



TANK SHOP



SHEET METAL SHOP



PIPE SHOP



STEEL SHOP

PETER BUSSO



Peter was the "right hand" of the Fleetwing Building when he entered the Army in Feb. 1943. He was assigned to Combat Engineers and received his training at Camp Rucker, Alabama. He left the states in May 1944, arrived in England and landed with invasion forces in Normandy. He was seriously wounded in action on July 18th. Latest reports state that he is improving and we wish him a satisfactory and speedy recovery.

GEORGE NUGENT



George was a night shift carpenter when on Oct. 6, 1943 he enlisted in the Navy. His address is S1/c USS PC 462, Fleet Post Office, San Francisco, and we presume he is somewhere in the Pacific.

ADAM SILCHUK



Adam left the shipyard in December 1942 to enlist in the Navy. He is now a radioman-gunner on a plane on one of Uncle Sam's aircraft carriers.

**ON THE LAND, ON THE
SEA, IN THE AIR,**
WITH G B & C EMPLOYEES

LETTERS TO THE EDITOR

LEO W. TILLINGHAST Received "The Bowline" and for awhile it took me back home to GB & C. There is quite a difference between Oklahoma and Greepport...I sure miss the Sound and Bay...Say "hello" to my many friends for me and tell them I wish them the best of luck...keep the LCM 3's moving.
AMM 51-44B Bar 55, NATTC, Norman, Okla.

DANIEL SCHLEFSTIEN I send my best regards to all my friends.
Lathrop Engr. Div., Lathrop, Cal.

MALCOLM RACKETT Just a few lines to tell you how much I liked the new "Bowline"...it sure seems good to hear of the doings of the old gang...I haven't met any local boys in my travels but I am trying to keep track of them just in case...say "hello" to "Pop" Hansen for me.
USCGC Bellefonte, Fleet PO, N.Y.

JANET AND CHARLIE DIMON "A swell little paper from a very swell crew - please accept our thanks to you...Familiar faces we all know and a word or two from our G.I. Joe."
4427 Chestnut St., Phila., Pa.

THEODORE REITER I am O.K. and doing fine as a prison sergeant...Thanks for "the Bowline", it sure does make a guy feel good to read about the place he was part of.
USN 32827384, 241 Sec Det FAAF, Geneva, Neb.

JOSEPH SABINI Your YMS's played a major part over here and the LCM 3's are doing a fine job too...I see plenty of the boys are in the fight...it makes me feel great for being an employee..I'll be looking for the next "Bowline". Somewhere in France. 32397928, 993 Ord. HAM CO. APO 350 NY

JOHANNES HANSEN It's great to see the faces of the old gang in "The Bowline"...I helped build LCM 3's and had the honor of riding in them...they are doing a great job... give them hell out there and I'll do the same here.
32827238, Bat A-38, CA Bn, APO 954, PM, San Francisco.

E. L. TILLOTSEN It sure peps a fellow up to hear about the place he worked and the fine work of your YMS's... visited London with "doodle-bugs" overhead...the Yanks are everywhere...we found time to play ball...our team has 16 wins and 5 losses.
32626433 574 Bomb. Squ. 391 GP (M) APO 140, N.Y.

FRANCIS BUBB is attending Wentworth Institute, a technical school in Boston, under the auspices of the Navy Department, Hotel Somerset, 400 Commonwealth Ave., Boston.

LEONARD RUTKOWSKI I am now stationed at Navy Yard R, Charleston, S.C. It is a nice base and I have seen several YMS's in for repairs. 903-94-01

GEORGE SCHAMBERGER "Bowline" photo of YMS brought back memories of the many trips I took on them as Asst. Engineer...They sure did a great job over here.
12182462 533 Ord. HM Tank APO 350, NY.

(Somewhere in France)

FRANCIS H. BAUMANN Over here in France we feel a long, long way from home and all the people we knew there. There is nothing like a paper from home to take us back over the Atlantic in thoughts. Gosh, I appreciate your sending me the "Bowline". Keep up the work, Shipyard! Everything over here depends upon those ships from the old USA.

RECENT VISITORS TO YARD

Harry J. Gagen, shipfitter USN has seen considerable service and action in his two years in the Navy aboard a destroyer escort. Others were: Albert Cook USN, Ralph Foster USN, John Helinski USA, Russell Goldsmith USN, Stanley Davis USN, Lt. Robert Smith USA, John Gilligan USA, Fred Grilli USN, Vincent Rempe USN, William Jones USN, Fred Leden USN, Caryl Hallock USN, Thomas Quillan USN.

GOLD STARS

★★★★★

Russell B. Rose
Walter D. Ebbit Jr.
Angelo Corrozio
Salvadore Ficurilli
Arthur C. Hunton

WOUNDED IN ACTION

Hector F. Pemberton has been reported wounded in action with the U. S. Marine Corps in the Pacific Area.

LOUIS DINIZIO



Way back when GB & C started its expansion program in early 1941, Accounting-Pay Roll was Williams, Jones and Dinizio. Louis left his time sheets for the Army and is now Tech. Sgt. in the 342nd Bomb Squadron serving in Italy. He spent some time in England - took part in the African Campaign and then went on to Italy where he was able to locate his grandmother, aunt, uncle and two cousins. He has seen considerable action.

FRED BOUCHER



Fred enlisted in the Air Corps in the Summer of 1942 and has been stationed in England for the past year. He is a Sgt., and assistant crew chief in a fighter squadron.

JOSEPH BUCKIN



Joseph Buckin left our employ June 1942 and joined the U. S. Marines. Spent a year in the Marshall Islands and is now in San Francisco.