

MAKE A DATE - WITH THE RED CROSS BLOOD BANK

GREENPORT, L. I., N. Y.

SEPT. 29, 1944

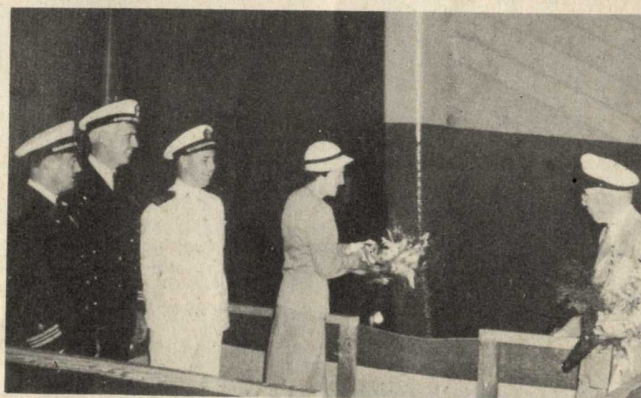
WATERFRONT GREENPORT



CHIPS and SPARKS

LUCKIEST MAN ON D-DAY - 20-year-old Gene Oxley U. S. C. G. aboard a LCI hit the beach which was bristling with steel stakes and other obstacles. A mine blew a hole in the bow. Six 88 mm shells ripped through her hull. The skipper, unable to get the vessel closer to the beach asked for a volunteer to swim ashore with a line. Oxley went, anchored the life line, the anchor was shot off so Oxley became the anchor. 36 men started for the beach but only 6 arrived. The LCI capsized and sank. Oxley dug in with his hands, the rising tide washed him out of 4 different fox holes. He saw a LCT and ran for it. The Germans cut loose with a burst of fire, he fell flat and crawled. He reached the LCT just as it was hit by a 88 mm shell. It too went down. A few minutes later he was back on the beach. He found another ship which was trying to evacuate wounded and every time the bearers started for the ramp the enemy blew them out of the water. At last he made it and the ship pushed off. Apparently he was safe at last. The ship returned for another load, struck a mine, exploded, and every man but Oxley was killed. He holed-in again and after 3 hours was picked up by a destroyer. He was happy to be alive but sore as hell - the seat of his pants had been shot away.

THE TUG "IONA" IS LAUNCHED Second YT Sponsored by Mrs. M. G. Swanson



L. to R.—Lt. Commander Plowe, Lt. Commander Gallagher, Lt. M. G. Swanson, Mrs. Swanson, Theo. Wm. Brigham.

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

JAPAN

There are 73 million Japanese. They are tough, patient and fanatical. They have always worked hard and eaten little. In addition to their 10 million war workers they have a potential working force of 400 million enslaved people.

At present she has 4 million under arms. The strength of her air force is increasing. True, under the pressure of our Pacific campaign she has withdrawn her Navy and is gradually losing her island strongholds, but it has taken us two years to reclaim part of the territory Japan took in two weeks.

Jap resistance will become fiercer than ever as we approach her homeland. Don't assume that she will succumb to intellectual argument and crumble when Germany is beaten. We are dealing with fanatics, not rational men.

The impression that the bombing of Tokyo will mean the end of Japan is unduly optimistic. The city of Tokyo is greater than Berlin. It covers an area of 217 square miles. The center of the city is like a western metropolis with its great steel and concrete buildings and broad streets built as a fire-break against conflagrations in the outlying flimsier districts. Since the targets of the airforces will be factories and military objectives the inflammability of private dwellings will be of minor concern to us.

The farther we drive into the enemy's perimeter the better cover we will require from land-based aircraft and the longer our supply lines will be extended.

According to former Ambassador Joseph E. Grew the Japs rely on their belief in our unwillingness to sacrifice. They have put great store in what they think to be our softness. They look upon us as weaklings demanding our daily comforts. They are counting on each of us, individually to hold back long enough for them to consolidate.

It's going to be a great awakening for the Japanese people when they find the reverse to be true. Perhaps they have some inkling by now.

HURRICANE - 1944 STYLE

On the morning of September 14th the sky was overcast, boatmen "sniffed" the wind and folks generally showed evidence of the "jitters" due to radio warnings of a 140 mile an hour hurricane on its way.

By afternoon the sky was a bluish-gray color, the swallows were hedge-hopping the fields and woods in helter-skelter fashion.

Along the shore boatmen were steering their craft to safer moorings and tying them up with all the lines they could obtain.

By 6:30 PM the wind was strong South-east. By 10:00 o'clock it was gale force and the tide was rising rapidly. At about 11:30 the wind shifted North-west and increased in velocity. In another hour it was at its peak estimated to be about 80 miles per hour. By 1:30 it had passed on.

Very little damage was done at G.B. & C. due to the early precautions of officials and yard crews who worked all afternoon and during the blow.

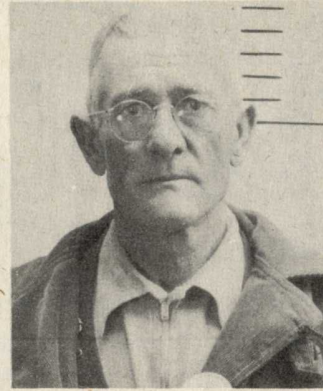
10 LCM 3s were moored in Sterling Creek. They grounded and 8 were taken off at the next high water. Two had to be slid back. The boats in the basin held. There were small washouts on the bulkheads. Slight damage to shop doors and some blocking was lost.

POST WAR ADVERTISING

The magazine American Business in speculating on the possibilities of new advertising media has noted a decided trend in giving names to railroad cars and busses. It wonders if it may yet come to pass that manufacturers will buy the right to select the names. If so it is entirely likely that it will be no longer necessary to tell a stranger to take the Riverhead bus, but simply say "take the Serutan, it will take you to your destination." We will think of the 5:05 as the Maxwell House Express, the Quaker Oats Limited or the Ex-lax Regular. There might be the Burma-shave Glider, the Smith and Wesson Cannon Ball. One of the problems would be in having to route Gilbey's Gin Fizz to by-pass dry Kansas. Then too the railroads would have to be sure to send a WCTU Convention on a Coca-Cola Special.

IF YOU REALIZE THE DANGER, YOU'LL BE CAREFUL.

Statistics show that the explosives industry had the lowest accident frequency rate for the first four months of 1944.



CHESTER A. BEGLEY, SR.

has successfully supervised all of the hauling, launching, blocking, cribbing and sliding of all vessels. Since 1941 he has launched 8 AMCs, 40 YMSs and 2 YT Tugs.

LAUNCHING EXPERT COMPLETES 37 YEARS OF SERVICE

Grease, Skids, Tackle and Strong Backs--his Equipment

A great many boats have been launched, hauled and slid since "Pappy" Begley came to G. B. & C. thirty-seven years ago. The dockmaster-launching expert extraordinary was born in Hyden, Kentucky on June 20, 1883. At the age of 21 he enlisted in the U.S. Army and served a three-year term in the Coast Artillery. Upon receiving his discharge from the Army he came to work here and is still on the job. He

STEVE TLOCKOWSKI WINS G.B. & C. GOLF TOURNAMENT

Wins Both Low Net and Low Medal Score 75-81

Three Tie for 2nd Place

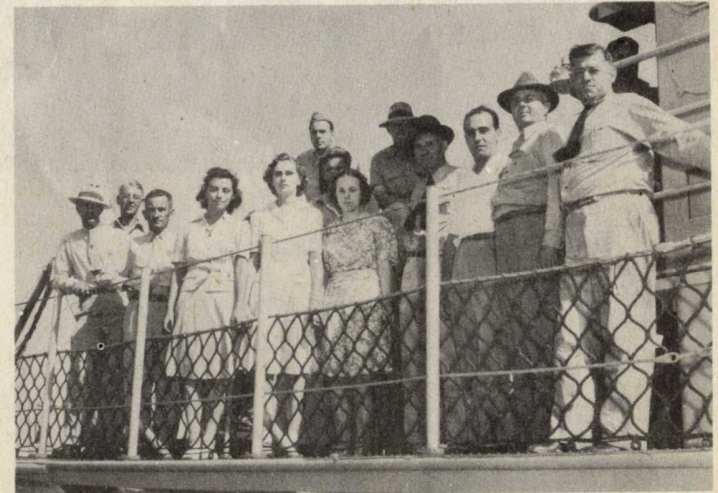
The annual handicap golf tournament was held on Sunday Sept. 10th at the North Fork Country Club, Cutchogue and was won by Steve Tlockowski. He was awarded a \$25.00 war bond and a silver cup.

The scores are as follows:

Entrant	Score
S. Tlockowski.....	81-75
Laurence Griffing....	90-76
Russell Harmen.....	91-76

C. Montgomery.....	88-76
C. McCaffery.....	91-77
Fred Zabel.....	97-80
M. E. Tulloch.....	99-81
A. Boettcher.....	97-82
Willard McLeod.....	109-82
Jack Simes.....	107-82
G. H. Snyder.....	109-86
Benj. Foster.....	112-86
John Appelt.....	110-87
C. J. Hendrickson....	113-88
Lucile Appelt.....	127-96

Cy McCaffery was chairman of the committee, C.J. Hendrickson and John Appelt had charge of arrangements and Charles Montgomery and Willard McLeod served on the prize committee.



ASST. SUPERVISOR OF SHIPBUILDING, U.S. NAVY INSPECTION DEPT. AND NAVY OFFICE FORCE ON THE DECK OF A YMS

L. to R.—Albert E. Turton, Joseph P. Payne, George R. Hawkins, Edna Ryder, Miriam Hartley, Lt. Comdr. A. N. Chapman, Asst. Supervisor of Shipbuilding, Chester L. Ketcham, Agnes Latham, Harry H. Bush, Ernest W. Wilsberg, Pat Jannuzzi, William A. Richmond, and David B. Gedney.

JOHN M. APPELT
Superintendent



ORGANIZATION

In order to operate in an efficient manner this department has assigned responsibility to craftsmen who by experience and training are experts in their field. There is a launching and ways crew, electrical department, pipe-fitting and plumbing department, truck dispatching and ware-housing division, carpenter department, and clean-up crew. A marine diver is employed for underwater repairs and construction. Crane operators and stationary engineers are also part of its personnel. Maintenance cooperates with the yard safety organization in carrying out a safety program which has greatly reduced industrial accidents. Trained crews are assigned as required to the various production departments. Maintenance unloads generators, engines, and equipment and delivers them aboard the vessels. Its trucks deliver steel, lumber and other material.

G B & C AT WORK

MAINTENANCE - LABOR DEPARTMENT

Maintenance-Labor is Jack-of-all-Trades, and in this instance master of ALL. Its duties are many and various and its personnel must be versatile and adaptable. Facilities must be constructed and maintained and a steady flow of material must be available at all times.

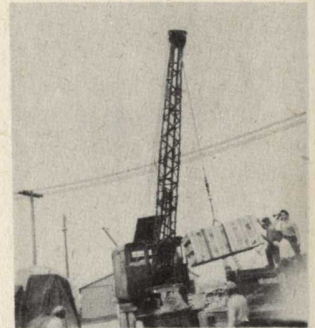
NEW OFFICE BUILDING CONSTRUCTED BY MAINTENANCE DEPT.



SUPERVISORY FORCE

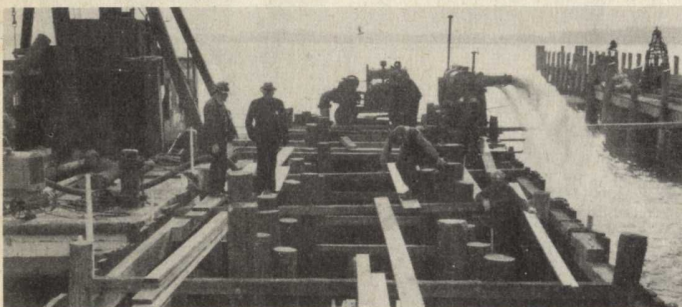
FOREMEN: Chester Begley Sr., Charles Montgomery, Henry Kofert, Robert Preston, Allen Andrews.
ASSISTANT FOREMEN: William Scholl, Clarence Begley, William Januick, Robert Foster.
SNAPPERS: David Whipple, Michael Norkelun.

MOBILE CRANE

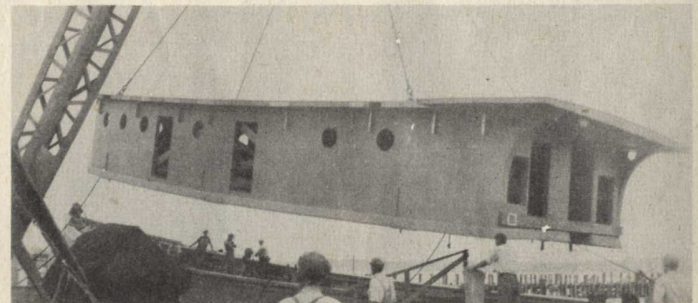


ACCOMPLISHMENTS

One of the department's first big jobs was to enlarge the plant facilities to take care of the tremendous expansion program for war contracts. It constructed a new three-story office building, rebuilt and re-located numerous shops, erected new buildings, warehouses, docks and bulkheads. In one instance it completely rebuilt the frame Machine Shop #3 into a brick building and not a machine stopped running during the process. The whole plant had to be re-wired to handle the increased load of electricity required to supply lighting, exhaust systems, machinery and welding apparatus. Air compressors, boilers, heating systems, public address system, fire alarm and water mains had to be installed. Marine railways were re-built and a 50-ton steam crane installed. A fleet of trucks, trailers, mobile cranes were purchased. Production records were broken and Maintenance paved the way. Maintenance is now working on experimental post war projects.



NEW LAUNCHING WAYS REQUIRED CONSTRUCTION OF COFFER DAM



CRANE LOWERS TUG DECK HOUSE IN PLACE



A TRUCK LOAD OF SPARE PARTS FOR A YMS



SKIDS ARE GREASED FOR LAUNCHING

GEORGE MAZZAFERRO



A Staff Sergeant in the AMC George is now in England and has completed 31 missions in a B-25 Mitchell Bomber. He was employed in the Stock Room.

LINWOOD S. WEBB



Linwood has served in three branches of service since he quit here in March 1943 after working in the Hurricane Crew two summer vacations from college. He is now stationed in Camp Breckinridge, Kentucky, in the Infantry. He formerly served in the medical and air corps.

HERBERT GOLDSMITH



Since Oct. 1942 Herbie has seen a year's service on the aircraft carrier "Yorktown". He is now in the States waiting for an assignment aboard the new carrier "Bon Homme Richard".

GOLD STARS

★★★★★

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

ON THE LAND, ON THE SEA,
IN THE AIR - - - -

WITH G.B. & C. EMPLOYEES

LETTERS TO THE EDITOR

Harry Rhodes I am in the Hawaiian Islands taking things easy for awhile, but not for long. I was very sorry to hear of the loss of the boys in action and I know they died fighting...their lives will be paid for in heavy installations. If those Nips were in the open instead of jungles it wouldn't take long...I've seen a few G.B. & C. LSM3s and they sure can do their job. Take care of the home front of dear old Greenport...we'll settle things over here.

Joseph E. Heaney This is the first chance I have had to thank you for the Bowline. I am "Somewhere in France"... saw one of our minesweepers when I came across...you sure did build them some fast.

RECENT VISITORS

Louis Dinizio back home on furlough from Italy. He has seen considerable action in the conquest of Africa and Italy.

Donald S. Foster is now stationed at George Field, Laurenceville, Illinois with the Air Force Troop Carrier Command.

Ellsworth Walden U.S.N. with his bride from Anacostia Station, Washington, D. C.

Eugene Hallock Just back from the invasion of Normandy and Southern France. He was aboard the destroyer SHUBRICK and followed the minesweepers on D-Day to blast out shore batteries. Shell fire was heavy and followed them 19 miles out to sea.

Caryl Hallock has been in the Pacific area for the past 17 months aboard the U.S.S. North Carolina.

Lloyd Clark, who now is a cadet in the U.S.C.G. Academy at New London, Conn.

ITEMS OF INTEREST

Acquin McCaffery is a Technical Sergeant in the U.S.A. and is in charge of a Machine Shop in the Hawaiian Islands.

Stanley Staron is receiving pre-flight training at San Antonio, Texas.

James McMann has been commissioned Ensign USN and is stationed in Virginia.

Lt. (Jg) Charles Thornhill USN is now stationed at the Boston Navy Yard in charge of Submarine Tank Installation.

Leonard Gaffga is now in Italy with an anti-aircraft unit of the Army.

JOHN WALTERS



John has been in the Navy since March 1943. Most of his duty has been in the Pacific. He served in the invasion at Saipan and Tinian and came through safely. His ship is now at San Diego for repairs.

ALLAN M. BOUTCHER



Now a Marine Corps Corporal, Allan was a Stock Clerk up to June 1942. He has been overseas in the Pacific area for six months. His badge number was 13 - and so far good luck has been with him.

PAUL ZUKAS



Paul entered the Merchant Marine in December 1943. He has served on a transport and has made trips to Italy, South America and Panama. His ship was caught off Cape Hatteras in the recent hurricane and was one out of a convoy of 8 ships that had a tough time weathering the storm.

ZELENSKI WITH NINTH
AIR FORCE IN FRANCE

Peter Zelenski of Southampton, employed in Sec. I Machine Dept. is now a Corporal in the 9th Air Force Service Command Unit.

RAYMOND ZABEL



Zabel has been in service since December 1942 in Anti-Aircraft Artillery. He is now in Southern France with our invasion forces.

PETER FLYNN



Pete was a welder in Section II and signed up with the U.S. Merchant Marine in June 1944, and is now in Baltimore, Md. training new recruits.