

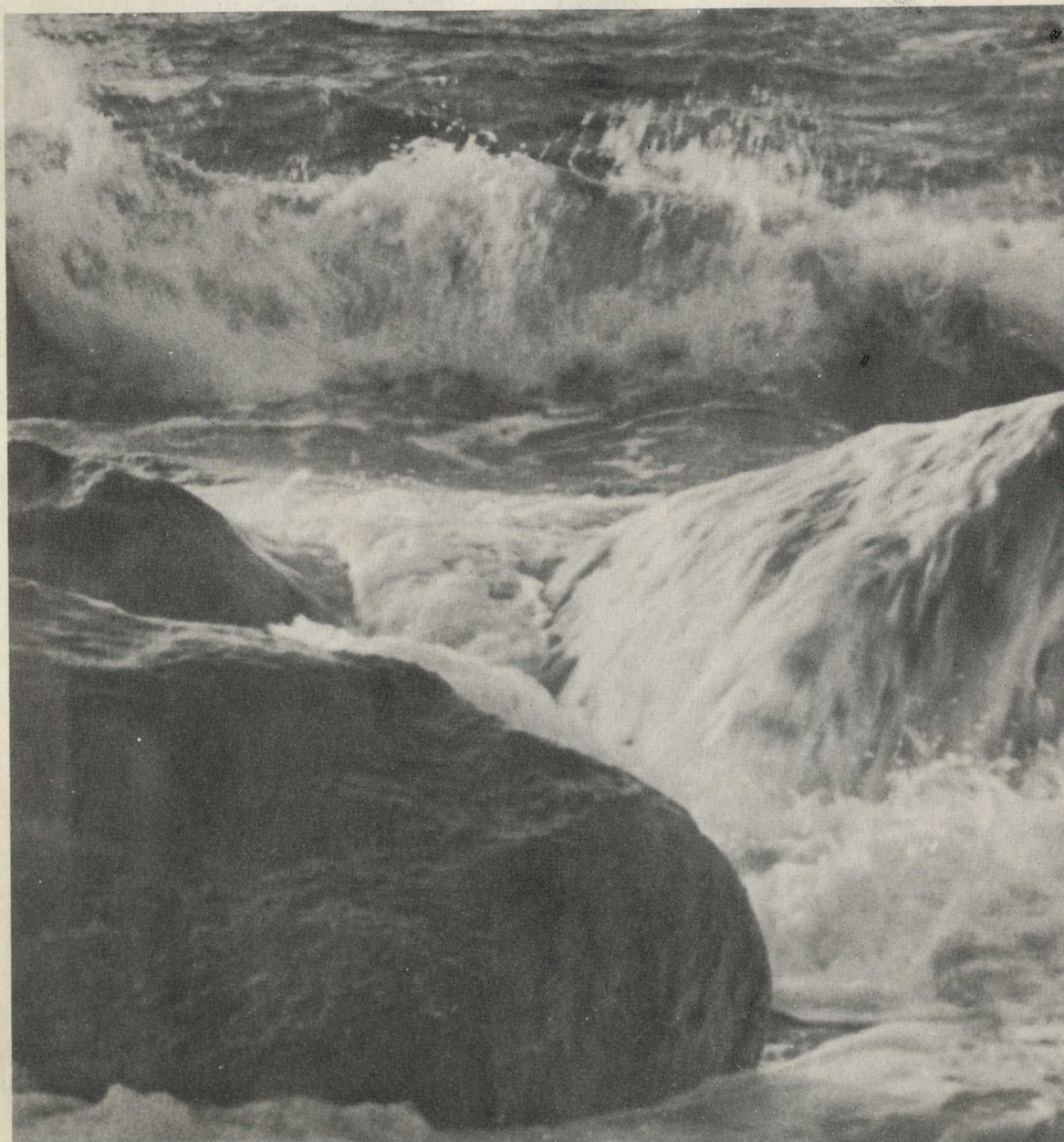
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STOP THAT ACCIDENT!

GREENPORT, L. I., N. Y.

OCT. 27, 1944



"HURRIED SEAS" -- *McManus*

This photograph of Long Island Sound at Greenport was made by Gerard F. McManus of Greenport, N. Y. and has received recognition by being exhibited in Salons of Photography at Toronto, Watertown, Cape Cod and Springfield, Mass.

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

CHRISTMAS GREETINGS

It seems like a long time off at this writing but by the time The Bowline reaches most of you it will be very much in order.

To the 270 men and women now in service in the armed forces the management of the Greenport Basin & Construction Company extends its heartiest greetings and best wishes. May God watch over you and protect you.

Theodore Wm. Brigham
Marshall E. Tulloch
George H. Snyder

WE'RE CLOSING IN!

We have reached a stage in the world conflict when tension is at its breaking point. There are two men out, the score is tied, the bases are full; the home team is on the 10 yard line, and a touchdown will win. The mad dogs of war are cornered, wounded and ready for the Coup-de-Grace. All that we have worked for, all the planning, the long hours; the regimentation we have accepted, and the sacrifices have added up. They have made possible the power, the courage and the strength to wield the weapons necessary.

-- Hold the line, boys, we're closing in.

A friend is one who can give you a pat on the back or a swift kick...and knows when to do it.

WHAT'S THE USE

Sure, deck your lower limbs in pants;
Yours are the limbs, my sweeting.
You look divine as you advance --
Have you seen yourself retreating?

--Ogden Nash

G. B. & C. AWARDED NEW CONTRACT

228 LCM 3 CONVERSION UNITS FOR WAR DEPARTMENT

Announcement has just been made of the award of a new contract by the North Atlantic Division Engineers of the War Department. Work is expected to start immediately. The contract calls for the fabrication of parts and the assembly of equipment to convert LCM 3 landing craft to fire, salvage and rescue boats. The first step will be to construct a pilot model and from that fabricate and assemble the necessary parts which will be crated and shipped directly to overseas replacement depots for installation on boats there.

The specifications call for a mast and boom capable of lifting a 36' landing craft while the LCM 3 is afloat. A 4 drum Gar-Wood winch driven by a Chrysler gasoline motor will also drive fire pumps similar to the ones provided by the O.C.D. There will be a 300 amp. electric welding machine; one oxy-acetylene welding torch, 2 bilge pumps, hoses, nozzles, axes, pike poles, and other salvage equipment.

Units will be provided that will convert the ramp into a work platform when it is lowered into position.

A JOB

The most annoying thing about a job is the fact that it usually entails work. Work may be either physical or mental or both.

The person who does mostly physical labor thinks that the fellow at a desk has a snap. The fellow at a desk would at times gladly relinquish his responsibilities for a pick and shovel.

A lot of workers get fed up on taking orders from their supervisors and being called to account for errors and long for the day when they can go into business for themselves and be their own boss. The average business man harried by debts, government regulations, inefficient help longs for a job where his talents would earn him a good salary.

Someone else's job always seems better than the job you have. If you obtained it nine times out of ten you would gladly take back the one you had.



CYRIL McCAFFERY

direction of the Safety Committee which is composed of members representing management and labor. He makes daily inspections of the yard and shops to find and correct hazards which might cause an accident. He is also in charge of the Fire Brigade and all fire-fighting equipment. Accidents at G. B. & C. based on man hours worked, were reduced 50% in 1943 and so far this year have been reduced 30% over 1943.

OUR SAFETY RECORD CONTINUES TO IMPROVE

McCAFFERY, SAFETY INSPECTOR CHECKS HAZARDS DAILY

The old adage about "an ounce of prevention being worth a pound of cure" is "Cy's" slogan and while many of the safety problems in a modern shipyard are new, the old saying still holds true as far as he is concerned. "Cy" grew up with G. B. & C's expansion program and because of his knowledge of our conditions and facilities and his interest in the subject of safety was placed in charge of carrying out our safety program, under the

CHIPS and SPARKS

BOATBUILDER TO 3 GENERATIONS - In the year 1897 the sloop "Maria D." tied up at the G. B. & C. Co. dock and her owner, Capt. William D. Parsons of East Hampton came ashore. The boat was in need of repair and the yard assigned a carpenter named Percy G. Tuthill, age 27, to the job of installing a new keel and hatches.

About 1922, Daniel Parsons, the son of Capt. William D. launched the power fishing boat "Blondell II", built by Percy G. Tuthill, age 52, a boat builder in Greenport. Ten years later the same fisherman purchased the "Ruth R." a sloop built by Mr. Tuthill in 1910.

In Oct. 1944, a beam trawler, the "William D." owned by William D. Parsons Jr., grandson of the first-mentioned William D., hauled out at G. B. & C. for repairs. Percy G. Tuthill, age 74, Assistant Superintendent of the Carpenter Department was given the job.

WE WIN SAFETY CONTEST - The Greater New York Safety Council has announced that G. B. & C. won first place in Class 1, Group L of the Annual Inter-plant Accident Reduction Contest for 1944. A plaque will be awarded.

YT MACHINERY INSTALLATION PROGRESSING - The installation of machinery aboard the Navy Tugs is going full speed ahead under the direction of Superintendent Fred Bohlke. Designed for a rugged existence, piping, tanks, pumps, engines and auxiliary machines are much larger than in the YMS's. This is no problem to the Machine Department which is "geared" to execute the most complicated installation assignments.

LCM 3 TURNS UP AT ADMIRALTY ISLANDS

Warren DeGraff of Riverhead, in a letter to Henry Kofelr writes "...and imagine my surprise when I looked at the name plate of the landing barge I was going ashore on and read 'Built in January 1943 for the U. S. Navy by the Greenport Basin and Construction Company'..."

IN MEMORIAM

Robert W. Hawkins, 74, Carpenter, who passed on Oct. 15, 1944.

John Owens, 43, former shipfitter, who met death tragically when fire destroyed his watchboat on Oct. 18, 1944.

MORRIS APPELT
*Superintendent
 Paint Dept.*



THE JOB

The first responsibility of this department is to accurately estimate the cost of its part of any contract. Painting items are detailed and include chemical treatment of the various woods used, the cleaning, priming and finishing of many types of metals. Interior and exterior sanding, painting and finishing. It must apply special abrasives to deck and stair surfaces to prevent slipping. It is also the responsibility of this department to keep the vessels and yard clean. Bilges must be pumped dry daily and proper temporary ventilation systems installed to keep the air safe for working conditions to prevent explosions from the ignition of collected gases and fumes. The paint department also does all required lettering and maintenance painting. It is responsible for the cleaning of the offices.

**GB & C AT WORK
 THE PAINT DEPARTMENT**

Science and invention have greatly changed the processes and duties of a modern shipyard's paint department. The common conception that anyone with a can of paint, a brush and a strong arm can do this important work may easily be proven incorrect. The exacting requirements of ship owners over a long period of time has placed the G.B. & C. Paint department in a position to execute any assignment promptly and with a high degree of craftsmanship.

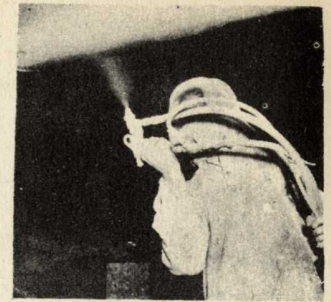


WHEN SLIM JOINED THE PAINT GANG - HE STREAMLINED THE WHOLE WORKS!

We are re-printing by request a cartoon by "Rip" Pemberton—of his fellow painters. "Rip" is now in the Navy.

SUPERVISORY FORCE

- FOREMAN: Paul Quarty
- ASSISTANT FOREMAN: Clifford Udell
- SNAPPERS: William Heaney, William McMann, Katherine Westphal, Josephine Zaneski



SPRAY PAINTER

THE PERFORMANCE

As soon as frames, keels, stems and other timbers are fabricated, painters apply chemical preservatives. This process follows throughout the construction of the vessel. Fuel tanks must be de-scaled, scraped, wire brushed and oiled. Water tanks must be thoroughly cleaned, all seams especially treated and tested. The hulls are puttied, sanded and painted, interiors are either painted or varnished in such a manner that reflects G.B. & C. standards of work. All furniture is finished in an especially equipped varnish room. A clean-up department nicknamed the "Hurricane Crew" keeps the boats and yard clean. Modern equipment used consists of paint spraying machines, electric sanders, flame de-scalers, vacuum cleaners, pumps and blowers. The workmen are equipped with all kinds of safety devices such as spray hoods, respirators, dust masks, goggles and air masks.



VARNISH ROOM



SANDING HULL



"HURRICANE" CREW



PAINTING HULL

CORP. HANSON MILLS
Home on Furlough
OVER TWO YEARS AT ICELAND

After 27 months service on cold, wind-swept Iceland, Corp. Hanson Mills, USA, Signal Corps, came home. He left G.B. & C. in April 1942, spent 14 weeks in Fort McClellan, 2 months in Tampa and then was shipped directly to Iceland. His outfit while living in tents constructed huts which were banked with rocks and earth to keep out the bitter cold and winds, which blew at gale force almost continually.

He expects to receive another assignment on Nov. 3rd.

MICHAEL CAPUANO



Michael's rating is that of an AMM 3/c, U.S. Navy, Turret gunner on one of the Navy's Avenger Torpedo bombers. Is now somewhere in the Southwest Pacific.

SHERILL



M. GORDON



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

LETTERS TO THE EDITOR

NELSON BEEBE - I am at the Navy amphibious training base at Solomons, Md. and have been on a LCI1. Want to thank you for the "Bowline" and be remembered to all in the Maintenance Department. Have seen some of our YMS's at Boston and Virginia.

LEROY FOSTER - While in Italy I received your July issue and liked the picture of my grandfather...met Bob Hulse and did we talk about the work at G.B. & C. when we were there!

JAMES MAZZAFERRO - I have been overseas nine months, of which seven were in combat in Italy. Our division, the 88th, was the first to march through Rome. Later we had passes and visited Vatican City and I saw the incomparable beauty of St. Peter's Cathedral. We have been awarded the Expert Combat Infantry Medal and for the capture of Rome received a bronze major battle star for our campaign ribbon. There are several Greenport boys in my division but have not met them yet...my regards to all my friends and fellow workers.

JOSEPH WIDIRTSKY - ...Your paper brings the boys I used to work with closer together. I am an infantry sergeant stationed on an island of the Hawaiian group. I have seen several and had a ride on one of the boats you built.

OLIVER REEVE - ...I am somewhere overseas and hope to be back in the states soon. I am a U.S.N. armed guard on the S. S. Henry M. Robert.

EDWARD S. TAYLOR - Thanks a million for the "Bowline". It brings many memories of days spent working in your yard. I am in a ship repair unit of the CB's at the Hawaiian Islands.

EDWARD COPIN JR. - whose brother Samuel and sister Gladys are G.B. & C. workers writes us from France. He is with General Patton's 3rd army, a Sgt. in the 731st F.A. In his outfit are Joseph Heaney and Clarence Hickey. Sends his best regards to the many friends he has working here.

THE PEMBERTONS

The Pemberton family's contribution to the war effort is an outstanding example of patriotism and courage. They are scattered over the four corners of the earth and we are pleased to be able to report their activities. **SHERILL**, 33, expert letterer and finisher, cartoonist for the Bowline, received his boot training at Memphis, was transferred to Alameda Is., San Francisco Naval Base, where he is servicing planes for patrol duty. **HECTOR**, 22, painter, has been in the Marine Corps for two years. Was wounded at Tarawa, recovered, stormed Saipan and was wounded again. Has not received mail in 5 months, expects to come home soon. **GORDON**, 21, cleaner, is a Corporal and turret gunner in the Army Air Corps, awaiting orders for the South Pacific area. **DONALD**, 24, maintenance carpenter, is an aviation machinist's mate at the Pearl Harbor supply depot. **RICHARD W.**, 18, cleaner, a nephew of the above-mentioned, and son of **RICHARD I.**, painter, is awaiting a call from the Army Air Corps. **LOUIS**, who is a Sgt. in an Anti-aircraft Unit of the army, and on his way to the European area, and **DOUGLAS**, who is in the Army Air Corps, are also brothers who are in the service. We think it fitting to include **MARY JANE**, wife of Louis, who will be remembered as the former Editor of the Bowline. She is now employed as a reporter on the El Paso (Texas) Times.

DONALD



RICHARD W.



MARY JANE



LIEUT. ROBERT SMITH
MISSING IN ACTION
on B-17 over Europe

The War Department notified Police Chief and Mrs. Joseph R. Smith on Sept. 28th that their son, Robert, 20, was missing in action. "Bob", a bombardier, aboard a B-17 presumably was on a mission over Europe. We sincerely hope for his safe return.

SGT. CHARLES LELLMAN
BACK FROM FRONT

Long Island looked good to Charlie after spending 29 months in the Army. He has been in Africa, Italy and other Mediterranean areas. His last assignment was on the Island of Corsica where he checked bombs post-marked "Hitler." After a furlough he expects another assignment.

GOLD STARS

★ ★ ★ ★ ★

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

LEO KUDLINSKI, LCM₃, Welder, has entered the armed forces.

LESTER POLLOCK, who entered the Army in April 1942, has been honorably discharged.

HECTOR

