

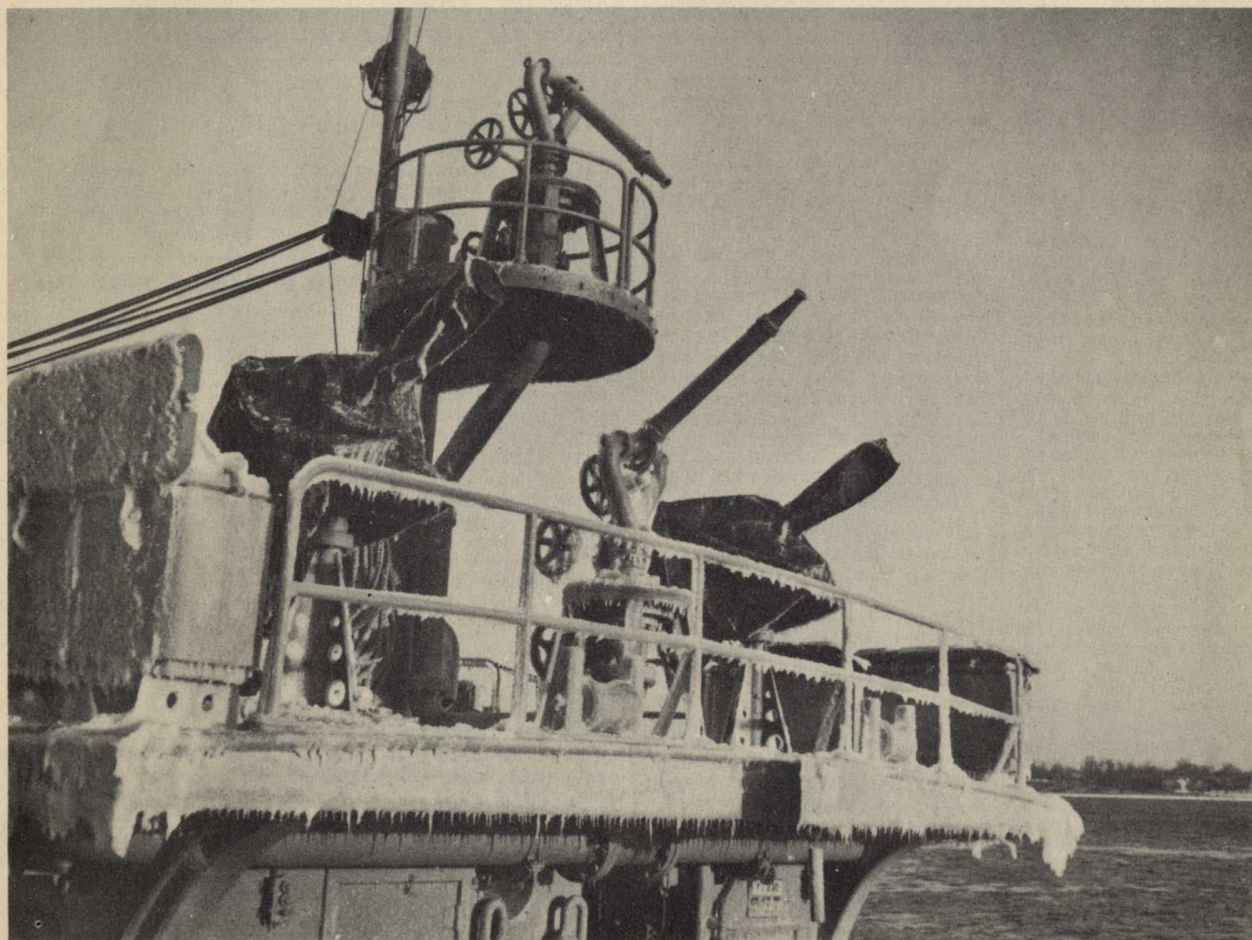


BONDS WILL CREATE JOBS

GREENPORT, L. I., N. Y.

FEBRUARY 28, 1945

NAVY TUG DEFIES ICY SEAS ON TEST RUN



GREENPORT-BILT VESSELS RECEIVE SEVERE TESTS FROM LAUNCHING TO FINAL TRIAL RUN SHIPS MUST PERFORM UNDER EXACTING CONDITIONS AT SEA

After the keel is laid for a new vessel there are five important dates that must be kept in mind and all efforts coordinated so that Uncle Sam's Navy will not be off schedule; they are launching, dock trial, builders trial, acceptance trial, and delivery.

On Launching Day the sponsor's platform is erected, the flags go up, the photographer gets into position, and there is that split second of silence before the champagne splashes over the bow (and on innocent bystanders). There is a cheer, flash bulbs pop and the boat slides into Greenport Harbor. The vessel is then towed to the outfitting dock where workmen swarm like bees about it. Engines,

generators, winches, and other equipment are lowered in place by cranes. A prefabricated deck house, and pilot house is hoisted in place and soon all is ready for a dock trial. Engines and equipment are tested but the vessel has not yet been to sea.

It's not long before the day arrives for the builders trial. The ship is then ready to perform to specifications. She is taken to sea and put thru "her paces". All "wrinkles are ironed out" and necessary adjustments made for the Acceptance Trial.

A Navy trial board appears and the ship takes her "final examination". She must perform under the exacting directions of Navy Officials. They check and double check from stem to stern.

Then back in her berth she receives the "final touch"—a new paint job here and there, some slight alterations to meet requirements of the Board and she is ready for Delivery Day.

THE BOWLINE

Published the last day of the month by the employees of the Greenport Basin and Construction Company, Greenport, Long Island, New York.

Leonard G. Krancher, Editor

INFLATION

"In the 60th month after the outbreak of the present war the inflationary trend in the U.S. stood at the level of 28 per cent." That statement is as dry-as-dust, isn't it? Well, then, let's see if we can show just why it is important to understand its significance.

The war thus far has destroyed 28 cents of your dollars purchasing power.

The Civil War shot 56 cents out of every dollar and World War I consumed 60 cents, why?

When goods are scarce and there is lots of money, up goes prices; your dollars buy less.

Destroy its value altogether and you condemn millions to starvation; destroy even the greater part of its value and you condemn many to want and misery. Economists call this inflation.

To prevent it there is only one remedy. Stop unnecessary spending and the mad rush to buy which sends prices up.

It is only natural to want to buy more things when we have the money to pay for them. It is only natural that we want to live better when we have the means to do so.

To curb this inclination our national policy is to prevent excess spending by (1) taxing our earnings, (2) getting people to invest in war bonds, (3) keep wages from going up.

These efforts alone will not stop inflation. They only curb the demand. They will be worthless if prices are permitted to rise, consequently other controls are needed, such as price control and rationing to assure stable prices and an equal distribution of goods. It is all very complicated. It is regimentation. It is full of inconsistencies. It is in some cases badly administered, BUT it is the only way to save the dollar.

It was Hitler's belief that democracy is incapable of self discipline.

It was beyond his credulity that a free born American citizen would submit to the regimentation necessary to run a great war, and that's where he made another mistake.

The American citizen has submitted so readily that with inflationary pressure incomparably greater than ever before, the American dollar has actually lost much less of its pre-war value than it lost in any other international collision.

SNOW AND ICE ADDS TO TRANSPORTATION PROBLEMS

This winter has been a tough one for GB&C workers who travel back and forth to work. It's been hard enough to have to nurse along the old car in good weather without the added problems of snow and ice.

Many of our employees travel a considerable distance each day. Some live as far as 55 miles distant from Greenport. Due to ice conditions in Peconic Bay the Shelter Island ferries were prevented from operating on schedule for several days. Employees living at Southampton, Sag Harbor and other South Shore villages had to travel via Riverhead. Despite all these difficulties our attendance record has been better than average, and credit is due to the perseverance and loyalty of the many who have to put up with these bad travel conditions.

LOCAL 47 IUMSWACIO ELECTS NEW OFFICERS

At a recent meeting of Local 47 the following officers were elected: President, George R. Moore; Vice President, Edward Rovello; Financial Secretary, Christopher Montgomery; Treasurer, Ewald Boerner; Recording Secretary, Louis Miller; Trustee, Luther Long.

CARELESSNESS, INATTENTION CAUSE MOST ACCIDENTS

If every worker will strive to learn the elements of danger in his particular job he will soon become "Safety conscious". Careful working habits together with proper mental attitudes toward the care and use of machines and tools are most important factors. Machinery and tools can be good servants if properly used but they can also be very cruel if used carelessly or incorrectly. Your own personal safety must always receive first consideration. A damaged machine can be repaired; a broken part can be replaced. A finger or hand cut off; an eye lost can never be replaced.

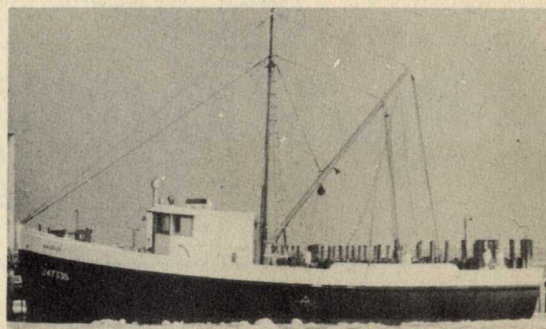
NEW QUARTERS FOR THE PERSONNEL DEPARTMENT

The Personnel Department is now located in building 7 which was formerly used as a cafeteria. The new office, being inside the plant, is more conveniently located and provides ample room for efficient operation.

IN MEMORIAM

Hugh Drumm, 46, carpenter who died on Jan. 23, 1945.
Averill Ketcham, 43, electrician employed by McNutt Electric Company passed on January 26th, 1945.

GREENPORT-BILT "MALOLO" BACK FROM OFF SHORE



CHIPS and SPARKS

STATISTICS - It took 20,000 tons of high explosives to kill 20,000 Japs on Saipan - So now munitions are rationed in the Pacific - one ton to a customer.

DIAGNOSIS - Sometimes insomnia is nothing more than an acute realization that there is a left-over chicken leg in the refrigerator.

NAVY DEFINITION - A mint julep is a depth bomb with a southern drawl.

LINE UP - Service men should not get the idea that GB&C workers don't get practice lining up. After the clock house line another forms at Alex Poulos' Cigar Store--one pack to a customer between 12 and 1 if and when.

A REPORT FROM THE YMS 183

Procurement's Mary Jane Conklin received a letter from her brother George who is in the Navy stating that his ship recently tied up in port alongside of the Greenport bilt YMS 183. He reports that the same crew is aboard and that they are still proud of their vessel, which by the way, was sponsored by Kate Smith.

BASKETBALL TEAMS TAKE ON CAMP UPTON

A girls' and men's basketball team representing GB&C has added considerable interest to the winter sports program.

The first game turned out to be a losing battle between the girls team and the Camp Upton Wacs 15-5.

The men's team also went down to defeat before a strong Army team representing Camp Upton 35-41. Both games were played at the Camp.

Games are scheduled with Bridgehampton at Bridgehampton and a return match with Camp Upton at the local H.S. Gym.

At a recent practice session at the High School GB&C defeated the Southold Town team and the Greenport High School.

The girls team is composed of Mary Bellefontaine, Ann Wells, Ethel Smith, Mary Binkis, Ann Binkis, Ann Widirtsky, Jean Dickinson, Rose Kroleski, Lois White, and Marge Dixon.

The players on the mens team are Sam Copin, Dude Manwaring, Joe Brandi, Jason Klipp, Pete Lind, and Mal Brundage.

DON'T DROP THAT BOMB!

We're talking about oxygen and acetylene, and we're talking to every man who has anything to do with these highly dangerous gases.

You can't build ships without oxygen and acetylene but, brother, you're liable not to be around to build ships if you forget to treat these potent gases with respect. If they get loose in closed compartment on our ships, all it takes is a spark or open flame, to turn them into explosive power as destructive as a bomb dropped from a plane.

Every burner and welder knows--and they should never forget--the penalties of carelessness when working with these gases. It is the duty of every foreman and more experienced workmen to instruct new workers on the proper uses of oxygen and acetylene.

Greatest danger lies in the failure of the burner or welder to disconnect the oxygen and acetylene hose at the manifold or tank after he has finished his job. An oversight of this kind may result in a fire or explosion when another workman turns on the wrong valve at the manifold. Hose must not be kinked or crimped while changing torches. Always be sure to turn off the gas at the pressure regulator.

Treat hoses with loving care--place them away from main traffic lanes, away from sharp corners or objects--away from oil or grease. Hoses with inside walls damaged by flashback--any hose that needs repairing--must be sent to the repair shop. Don't attempt to patch it with tape.

GB & C AT WORK

MANAGEMENT



ADMINISTRATION



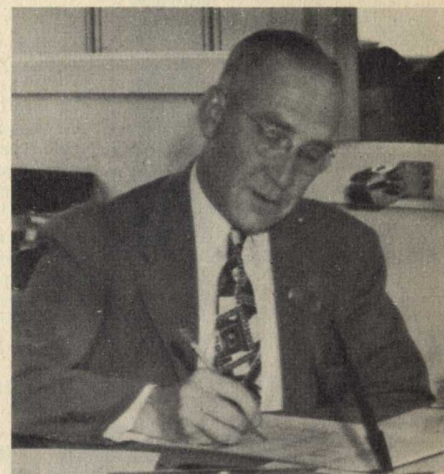
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ARTHUR J. UTZ
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PROCUREMENT OFFICE
GLADYS COPIN - MARY JANE CONKLIN -
JEAN BURGON



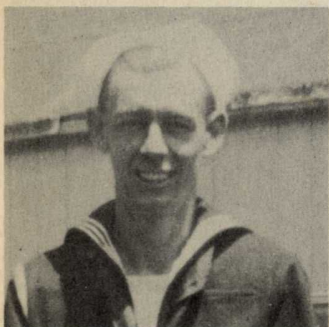
WILLARD A. MacLEOD
Asst. Purchasing Agent

LEO FELDMAN, AIR FORCE OFFICER, DIES IN NEW GUINEA


The War Department has announced the death of Flight Officer Leo Feldman, 20, of Southampton, N.Y. on December 26th. Leo was employed for a short time in the Stock Dept. prior to his enlistment in the Army Air Corps two years ago. He is survived by his parents Mr. & Mrs. Sol Feldman, five brothers and a sister.

CHARLES ZUKAS


Charles, a section 1 welder, quit to join the Army in January 1942. He is now somewhere in the Pacific Area.

LEO TILLINGHAST


Leo had a lot to do about invasion barges while at GB&C. Now as part of the US Navy he is in training at Quonset Point, R.I. and may yet use his knowledge of the LCM(3) to even greater advantage.

**ON THE LAND, ON THE SEA,
IN THE AIR -- --
WITH G. B. & C. EMPLOYEES**
LETTERS TO THE EDITOR

OLIVER B. REEVE - I just happened to find out that Bob MacPhail was stationed at the Hawaiian Islands so found him the other day. He is also a Navy C.B. I certainly enjoy the Bowline and if I hope to continue receiving it I'd better send you my new address. Saw quite a few LCM(3)'s the last time I was at Cherbourg, France.

ACQUIN McCAFFERY - One of the first boats we met when landing at Oahu, T.H. was a YMS -- it sure looked good to me -- the Bowline is like a letter from home.

ERCOLE SCHIAVONI - I am now in the Philippines -- things were pretty tough at first but now we are better organized. After spending some time in New Guinea this spot is a great improvement. I am in the signal corps and the work is very interesting. Despite all the traveling I have done on the water, I have never seen any of our boats. Say Hello to all the boys for me.

G.I. JOE - I've got your future right here in this gun, and you've got my future there in that pay check. I'm not afraid of tomorrow as long as you folks aren't afraid of doubling up on war bonds.

WILLIAM E. MACOMBER - I wish to take this opportunity to thank you for the "Bowline", which I have been receiving regularly in Germany. I enjoy reading about the gang very much. I have been overseas almost a year, with a "Combat Engineer Battalion". Although I would enjoy being back at the yard, I am very happy that I am able to do my bit, small as it may be, to hasten the day of Victory.

VISITORS

JAMES McMANN - Ensign USN, on his way to the Pacific area via Greenport.

DOUGLAS ROGERS - A sergeant in the USMC on 30 day furlough after 16 months active duty in Southern Pacific area.

CHRISTOPHER OLIVERA - USN is now stationed at Corpus Christi, Texas.

RALPH FOSTER - USN in training at Camp Bradford, Norfolk, Va., will be assigned to a 300 foot LST.

THOMAS QUILLIN - USN has just returned from duty in the Mediterranean Sea. He is aboard a destroyer escort.

PETER DYKOVITZ - now an ensign in the Merchant Marine after considerable service as an Engineer Officer on liberty ships is now attending upgrading school. He is in line for a Lieut. (jg) Commission.

WALTER and LEO KRZMINSKI - Walter is in the Army and Leo is in the Navy. They are both expecting reassignment.

ITEMS OF INTEREST

TRACY LEDEN, who has been in the Army for 34 months, took part in the Philippine invasion.

KENNETH DEAN, USA, has arrived in England with his outfit after completing his training.

JOHN WORTHINGTON JR., a corporal is now with the Army in France.

ALFRED SANTACROCE, Field Artillery Corporal, has been under fire on the Western Front.

STANLEY UDELL, 3rd mate in USMM Liberty Ship, is on leave after a trip to the Mediterranean Area. He was married to Miss Gladys Patch of Mt. Vernon, N.Y. on February 17th.

DOUGLAS PEMBERTON, is now with his outfit in England. His musical talent is being utilized by his division band.

ELWOOD HULSE is serving in the infantry and is somewhere in France.

GOLD STARS

★★★★★★

Russell B. Rose
Walter D. Ebbitt Jr.
Angelo Corrozzo
Salvatore Ficurilli
Arthur C. Hunton
Donald C. Pollock
Leo Feldman

MISSING IN ACTION

George C. Drevas Jr.
Gilbert H. Terry

PRISONER OF WAR

Lt. Robert Smith

**OUR EMPLOYEES IN ARMED FORCES NOW TOTAL 282
Seven Have Been Killed,
2 Missing, 1 a Prisoner**

Starting with this issue we will list all of the persons who, to the best of our knowledge and belief, entered the various branches of service while employed here. We doubt if the list is entirely correct so we will appreciate any information that will clear our records of any errors or omissions. Employees are listed in badge number order. An asterisk opposite a name denotes that we do not have their address and would like to obtain it.

5	Henry A. Clark Jr.	USN
6	William E. Jones	*USN
7	Marjorie Gaffney	*WAC
13	Allan Boutcher	USA
16	Louis Dinizio	*USA
17	Joseph Buckin	USMC
21	Robert Conklin	USA
25	Harry Foster	*
27	Chester Foster	*USA
31	Louis DeLuca	*USA
32	Ollie Miller	USA
33	Theodore Kudlinski	USA
35	Vernon Wilson	USA
36	Sherrill Pemberton	USN
37	James Heaney	USA
38	Anton Ficurilli	USN
39	Leroy V. Brown	USA
42	Henry Kudlinski	USA
45	Daniel Verity	*USA
46	Tracy E. Leden	USA
S54	Louis Dormand	ATC
61	Leo Tillinghast	USN
68	Peter Miller	USA
72	Harry Smith	USA
74	Russell Rose	USA
76	Frederick Burgon	USN
81	Robert Schneider	*
97	Anna Orłowski	*WAC
98	Steve Grodski	USA
109	Charles Lellman	*USA
115	Leonard Rutkowski	USN
118	Frank Corwin	USA
120	Aquin McCaffery	USA
126	Clarence Goldsmith	*USA
144	Ernest Dickerson	USCG
152	Anthony Fiore	USCG
160	Edward Tamin	USA
163	John Worthington Jr.	USA
170	J. Abbot Muir	*
171	Alexander Zaves	USA
172	Arthur Klipp	*USN
176	William Smith	USN
178	Richard Walker	*USA
192	Malcolm Rackett	USCG
195	Ralph Foster	*USN
203	Reginald Adams	*
214	Harrie Shipman	USA
224	Leonard Gaffga	USA
234	Howard Valentine	USA
247	Angelo Corrozzo	USMC
248	Henry Jagger	*
255	Charles Dimon	USMS
277	George Nugent	USN
294	Richard Tooker	USN
301	Robert L. Hyatt	USN
314	Joseph McGayhey	USN
317	Michael Garvey	*USA
345	Theodore Heather	*USCG
361	Robert Tasker	USA
362	Russell Wells	USA
370	Albert Grilli	*USMC
388	Robert Wheeler	USN
405	Harold Thilberg	*USCG
414	Elwood Hulse	*USA