

DON'T BE A "FREE SPENDER"

GREENPORT, L.I., N.Y.

MARCH 31, 1945

STEEL FABRICATION



**GB&C WORKERS SET PACE IN STEEL FABRICATION
Output Now Leads Our Total Production**

Top management's belief that GB&C could develop steel fabrication to such a degree that it would equal its leadership of many years standing in the field of wooden boat construction is now fully justified.

The successful completion of 403 urgently needed steel

hull landing craft and a successful development of steel units to convert landing craft to fire and salvage boats attests their wisdom and forethought and emphasizes the versatility of our workers and supervisory force.

With greatly expanded facilities, modern machinery and equipment, the experience gained in our steel program developed since early 1942 places us in a position to carry on in a world which has reached its highest peak of scientific and mechanical development.

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

BEANS, BULLETS, AND OIL

Suppose you had the job of spending 12 billion dollars in two years.

The thought of it stirs our imagination to such an extent that we have difficulty in picturing in our mind the organization required to handle such a project.

Well, the Navy accomplished it and that is why the war is going well in the Pacific.

A recent report of the Bureau of Supplies and Accounts discloses the tremendous amount of supplies purchased. Contracts have been made with 14 thousand contractors for more than 100 thousand separate items--everything from loofah sponges used as filters, to cotter pins, bolts, nails, and waterproof flashlights. Last year they bought radio equipment worth 2½ billion dollars, navigation instruments worth 100 million, wire rope valued at 20 million and binoculars at 20 million.

To feed a force of 3½ million men is in itself a big job. The food requirements for last year amounted to 4½ billion pounds. Try and picture 700 million pounds of potatoes, 400 million pounds of fresh beef, 50 million pounds of beans, 75 million dozen eggs and 12 million pounds of turkeys. At the battle of Midway cooks of one of our carriers kept the boys supplied with 10 thousand ginger cookies in addition to gallons of coffee and hundreds of sandwiches.

The clothing division too has its problems. Four years ago 200 thousand shirts was a big order. The current need is for 20 million. Cotton mills had to produce 30 million pairs of black socks and the same number of shorts.

The Bureau's fuel division is faced this year with the problem of delivery of 470 million barrels of oil and nearly 3 million tons of coal at a cost of 1 billion 800 million dollars.

According to Admiral Halsey the battle must be won on the supply lines before we can smash the enemy on the firing line.

Admiral Nimitz recently paid tribute to the remarkable job done by Navy suppliers and observed that "this is a war of beans, bullets, and oil".

NEW CONTRACTS RECEIVED Shops in Full Production

As the result of recent contracts, Steel shops are going full speed ahead in an effort to rush deliveries of the 228 LCM(6) conversion units for the Army Engineers and at the same time start work on two new contracts.

One of the new contracts calls for the fabrication of 6000 steel panel and frame sections for a 48' x 20' Army barrack. The section that we will build is to be 8' long and 20' wide and when combined with other sections made in other parts of the country will make the complete building. The majority of the work will be steel fabrication such as forming angles, roof panel, sheets etc. There will be a great deal of shearing, break and punch work.

The most recent contract is for six conversion kits similar to the units we are making for the Army Engineers. The chief difference being that we will not supply machinery, tools, or equipment with the exception of the winch and Chrysler motor. These kits are to be installed on either LCM(3) or LCM(6) landing craft. They have been ordered by the US Navy for use as utility boats on three 312' LST vessels which the Navy is converting to fire and salvage boats. Two of the converted landing craft will be required for each LST.

TEN LITTLE WORKERS

10 little workers feeling fit and fine,

One dropped a gas tank--then there were 9.

9 little workers thought that they'd be late,

One speeded up--then there were 8.

8 little workers looking up to heaven,

One fell thru the hatch--then there were 7.

7 little workers drinking hard liks,

One mixed his booze with gas--then there were 6.

6 little workers glad to be alive,

One forgot his respirator--then there were 5.

5 little workers left cables on the floor,

One stubbed his toe--then there were 4.

4 little workers all full of glee,

A plank fell on one--then there were 3.

3 little workers nothing much to do,

One threw a brick bat--then there were 2.

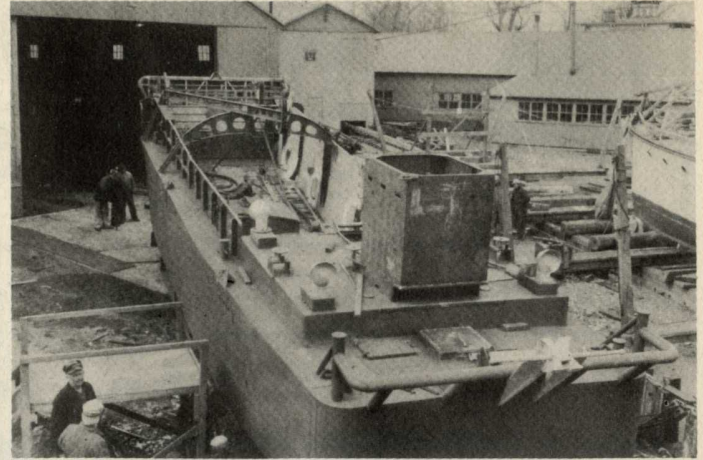
2 little workers to the clock house on the run,

One missed his footing--then there was one.

1 little worker thought of the other nine,

BEGAN TO PRACTICE SAFETY--
NOW HE'S DOING FINE.

PILOT MODEL



GB&C CONVERSION KITS CHANGE LCM
TO FIRE AND SALVAGE CRAFT

CHIPS and SPARKS

MORNING INERTIA - On reading what a health specialist says about one's reluctance to get up early in the morning being a sign of middle age, we are somewhat consoled over the fact that, by remarkable precocity, we've been that way from childhood.

REVISED VERSION - Praise the Lord, the ammunition passed me.
GB&C EFFICIENCY - The Chief of the Greenport Fire Dept., John Charters, of the Maintenance Dept., has reported that for the last fiscal year the total fire loss for the Village of Greenport amounted to only \$33.00.

OR DOES IT? - A pat on the back develops character - if administered young enough, often enough and low enough.

DEFINITION - A tommyhawk is what if you go to sleep suddenly and wake without hair there is an Indian with.

NAVY ENGLISH - SECNAV (Secretary of the Navy); COMINCH (Commander in Chief, US Fleet); BUSHIPS (Bureau of Ships); CINCPAC (Commander in Chief, Pacific Ocean Areas); BUPERS (Bureau of Naval Personnel); BUDOCKS (Bureau of Yards and Docks).

SCHOONER YACHT "VAGRANT" REPORTED TO BE IN FRANCE

Capt. George Monsell, former master of the Harold Vanderbilt schooner "Vagrant", received word from Lt. Col. L. G. Kieter, USA Engineers, that the famous yacht is now at Marseille. We quote from Col. Dieter's letter:

"On a recent visit to Marseille, I saw the "Vagrant" moored in the harbor. She appeared to be in good condition and her rigging did not appear to have been stripped. Two small sail boats and a motor boat on deck likewise seemed to be in order."

The "Vagrant" made GB&C her home port for many years. After being in storage for ten years she was sold in 1938, refitted and sailed to France by her new owner. Sometime ago she was reported to have been destroyed by fire. She apparently has weathered both the fire and the war.

SKIPPER OF YMS 188 SENDS GREETINGS FROM ENGLAND

Lt. R. E. Hannaford, RNR has written President Theodore Wm. Brigham reporting on the activities of the Greenport-bilt YMS 188. We quote from his letter: "I think you would like to know that your ship has taken part in nearly all the mine-sweeping operations and we have had great success. She has stood up to it all as well, if not better, than many of her own class. We all appreciate the good work that was put into her." The 188 was sponsored by Mrs. R. S. Saunders and delivered March 30, 1943. She is now part of the British Navy and is called H.M.S. B.V.M.S. 2-188.

I'm wise to the ways of the traffic cop,
But not to the ways of Sue.
When her eyes say "go" and her lips say "stop,"
What is a guy to do?

Editor's note:

The employees in the photograph on page one are Bertha Anna Kislow and Edward Ruthinski.

IN MEMORIAM

Gasper Avona, 34, welder,
passed on March 23, 1945

GB & C AT WORK

PROTECTION

PERSONNEL

HEALTH SERVICE

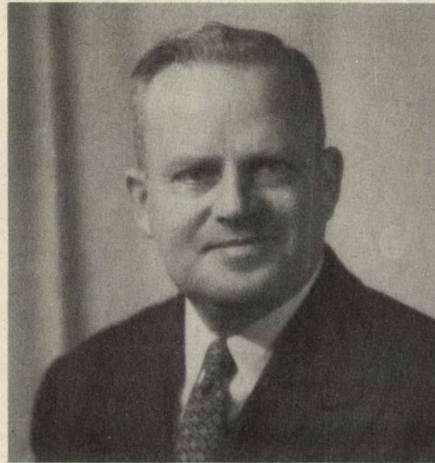
THE GUARD FORCE

The Guard Force has the difficult assignment of protecting the plant from illegal entry, the loss and damage to property and material. It consists of a captain, a sergeant, seven patrolmen and three policewomen. The force is divided into three squads thereby providing twenty-four hour protection. Policewomen are in charge of the main gate house and in addition to issuing passes and performing the routine duties of checking entrances and exits of workmen, trucks and materials, operate the public address system.

Patrolmen guard the gates and make regular tours of inspection which cover the yard, buildings, docks, and vessels.



WILLIAM J. GARVEY
Captain of the Guards



LEONARD G. KRANCHER
Personnel Director

Personnel's duties are many and various. Its chief responsibility is to provide the proper person for the work to be done and to set up and keep records that will provide a complete history of the employee. Upon the Personnel Director's head are piled more titles than an English nobleman, any one of which might be a job in itself in a larger organization. He is Chief Plant Protection Officer, Director of Safety and Inspection, Chairman of the Plant Rationing Committee, and Editor of The Bowline.

Personnel plays an important part in labor relations; is responsible for the administration of the requirements of the Selective Service Act; and handles all compensation cases.

THE DISPENSARY

The dispensary has the responsibility for the health and first aid accident treatment of our employees. It is operated under the direction of William Kaplan, MD, plant physician, who makes a physical examination of each new employee and at such other times as are necessary. The Plant Physician makes regular visits to the plant, supervises first aid treatments, and his advice is available to any worker.

The dispensary is fully furnished with sterilization apparatus, an operating table, medical supplies, and equipment. There are two small rooms containing a hospital bed and studio couch. A special room is set aside for treatment of eye injuries. Complete case records are kept of all injuries and daily reports with a breakdown of accidents as to cause are made to the Safety Director as an aid in safety work.



MARY W. COYLE R.N.
Dispensary Head



WILLIAM J. DISTLER
Sergeant



MABEL F. TILLINGHAST
Personnel Assistant



MURIEL PLATT
Personnel Assistant



EVELYN M. CLARK
Nurse's Aide



Squad #1
Frederick Rohloff, Martha McKinnon, John Woodward



Squad #3
Jeanette Sorenson, Raymond Terry, Lars Larsen, Max Newman



Squad #2
Edward Austin, Henriette Raynor, Charles Howell

CORP. GILBERT H. TERRY, NOW OFFICIALLY REPORTED KILLED
Has been missing in action

Gilbert, a corporal in the Army Air Corps, had been reported missing in action for several months. He is now listed as killed. He was 22 years old. His father, Raymond Terry, is a member of the GB&C Guard Force. We extend our sincere sympathy.

FREDERICK PRESTON



Fred quit Section 2 in November 1942 to enter the Army. He is now a Sgt. assigned to the Signal Corps. He has been in New Guinea and when last heard from was in the Philippines.

EDWARD G. MACOMBER



After serving four years in the Army, Edward (Dutch) Macomber, who was the first GB&C worker to enter the Armed Forces has returned from the wars and to a job in the Maintenance Dept. In September 1940 he left to give his "year" of training. Since then he has seen service in the Aleutian Islands and other parts of the Pacific. On his last assignment in France he was wounded in the arm by a Nazi snipers bullet. He was married to Miss Katherine Cooper of Houston, Tex. on March 11th.

GOLD STARS

★★★★★★

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

MISSING IN ACTION

George C. Drèvas Jr.
John Bellefontaine

PRISONER OF WAR

Lt. Robert Smith

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

LETTERS TO THE EDITOR

JOHN A. KOMISKIS - I have been in the Caribbean area for ten months now, nine of which were spent around Puerto Rico. You don't know how good it feels to get the Bowline and read about GB&C doings. I have seen many YMS's.

JOHN WORTHINGTON JR. - I am now in Holland but unable to tell you much about my activities except that I like Holland very much and the Dutch are really "white" to us soldiers. They have very little but what they have they share with us. Germany is different, as a matter of fact they have the colossal nerve to shoot at us occasionally. My travels have taken me through England, France, and Belgium. Remember me to the boys.

ALBERT PAOLANTONIO - I am very much pleased to receive the Bowline each month. I am now in England with the 388 Bomb Group.

SHERRILL B. PEMBERTON - I have been receiving the "better than ever" Bowline regularly and I greatly appreciate it, with its newsy notes about my buddies. I read that Perc Tuthill and Sam Foster have left the yard - they have certainly done their share toward the winning of the war. Good men like them are few and far between. I am specializing in aircraft instruments and getting along very well.

REPORTS FROM THE FRONT

TRACY LEDEN with the Army was wounded in action in the Philippines.

ROBERT CONKLIN is now located in India.

THE HEANEY BOYS - JOE was slightly injured in Luxembourg; BILL has been home on a 14 day furlough from Tampa, Florida; JIM, in the Pacific Area, was burned by exploding gasoline.

KENNETH DEAN - now with the Army in Belgium, reports on the terrible conditions in war torn countries.

VISITORS

ADAM SILCHUK just back from the Pacific Area where, when as a gunner on a carrier based Hellcat he took part in several invasions and sea battles.

PETER GRATAN on furlough from General Patton's 3rd Army - suffered a frozen foot while in Germany this winter.

FRED LEDEN home for ten days while his ship came in for repairs. He has been in European waters.

THEODORE SIMONSON who enlisted in the Navy CB's has finished his boot training at Sampson, N. Y.

OUR EMPLOYEES IN THE ARMED FORCES

417 Albertus Clark Jr	USN	598 William Larkin	USN
420 Herman Pirillo	USMC	601 Hansen Mills	USA
426 Donald Pemberton	USN	606 George Foster	USA
428 William Macomber	USA	615 Linwood Webb	USA
431 Paul Corwin	USN	616 Peter Schachunas	USA
438 Walter Macomber	USN	617 William Quinn	USN
440 Daniel Schlefstein	USA	622 Stanley Davis	USN
463 Ellsworth Walden	USN	627 Philip Schiavoni	USA
466 Edwin Langbein	USN	633 Stanley Burzynski	USN
474 John Bender	USCG	640 George Schamberger	USN
481 Albert Rodenburg	USN	646 Albert Cook	USA
488 Irving Hansen	USA	648 John Bauer Jr.	USA
495 Henry Simes	USN	650 Lewis Foster	USA
514 Harry Rhodes	USA	665 Howard Quarry	USMC
521 Robert Wells	USN	667 Stanley Udell	USMM
527 John Klein	USCG	671 Donald Dennis	USA
530 Arthur Welch	USA	672 William Hunton	USCG
546 William Harless	USN	676 George Glew	USN
554 Edward Tillotson	USA	679 Albert Paolantonio	USA
555 Henry Latham	USA	695 Gustave Schnepf	USA
556 Raymond Latham	USA	699 Theodore Simonson	USA
561 Robert Tooker	USA	700 Kenneth Dean	USA
575 Nicholas Ficurilli	USN	734 Ercole Schiavoni	USA
593 Francis Bubb	USN	737 Edgar Drake	USA
594 Joseph Dombroski	USCG	738 John Hall	USA

T/SGT JOHN BELLEFONTAINE REPORTED MISSING IN ACTION

Plane Damaged by Flak

John, a member of the crew of a bomber, was over Vienna in a high altitude bombing raid on Feb. 7th. His plane was apparently damaged by flak and was forced to fall out of formation. When last seen the plane was losing altitude but was still under control.

In a letter to his mother Brig. Gen. C. F. Born, commanding the 15th Air Force, held hope that he was a prisoner of war.

ALFRED SANTACROCE



Alfred was a member of the Hurricane crew in 1943. He entered the Army in September. He is now probably across the Rhine on his way to Berlin.

WILLIAM MELLAS



Bill quit to enter the Army on June 18, 1942 and has served in many camps. He is now with a medical corps unit at Kelly Field, Texas.

EDWARD POLLOCK



Eddie worked in the Sheet Metal Shop and left for Navy training in October 1943. He has been on several warships and when last heard from was aboard a battleship in the Pacific area.