

Shrimper Loses Steering, Breaks Up In Rising Surf

BY ERIC CARLSON

The 70-foot shrimping trawler *Miss Bozy* broke to pieces in the surf off Sunset Beach Friday afternoon despite the crew's efforts to patch the hull as local water rescue personnel attempted to keep the boat from washing further onto the beach.

The vessel radioed the Coast Guard Station at Oak Island at 5:30 a.m. that it was disabled and aground near Tubbs Inlet, according to Station Chief BMCS J.D. Arndt.

The station dispatched its 41-foot patrol boat and notified the Brunswick County Emergency Services (911) center, Arndt said.

According to Brunswick Emergency Management Director Cecil Logan, the *Miss Bozy* lost steering off Little River Inlet and came ashore in the surf at the east end of Sunset Beach, damaging the hull and causing the boat to take on water.

As a crowd of onlookers gathered along the beach, crew members offloaded about 200 pounds of shrimp and two 100-pound LP gas cylinders from the trawler while the Coast Guard vessel kept watch from a few hundred yards offshore, Logan said.

Federal regulations prohibit the Coast Guard from attempting to tow a vessel that has run aground unless there is an immediate danger to the crew or others. The Coast Guard is authorized to remove people from the stricken boat and will assist in contacting a commercial salvage company.

Jeffrey Guthery of St. Helena, S.C., owner of the *Miss Bozy*, along with the captain, Gregg Reeves, and

COAST GUARD REPORT

crew members attempted to patch the trawler's hull during low tide in hopes of pumping the water out and re-floating the boat when the tide came back in, Logan said.

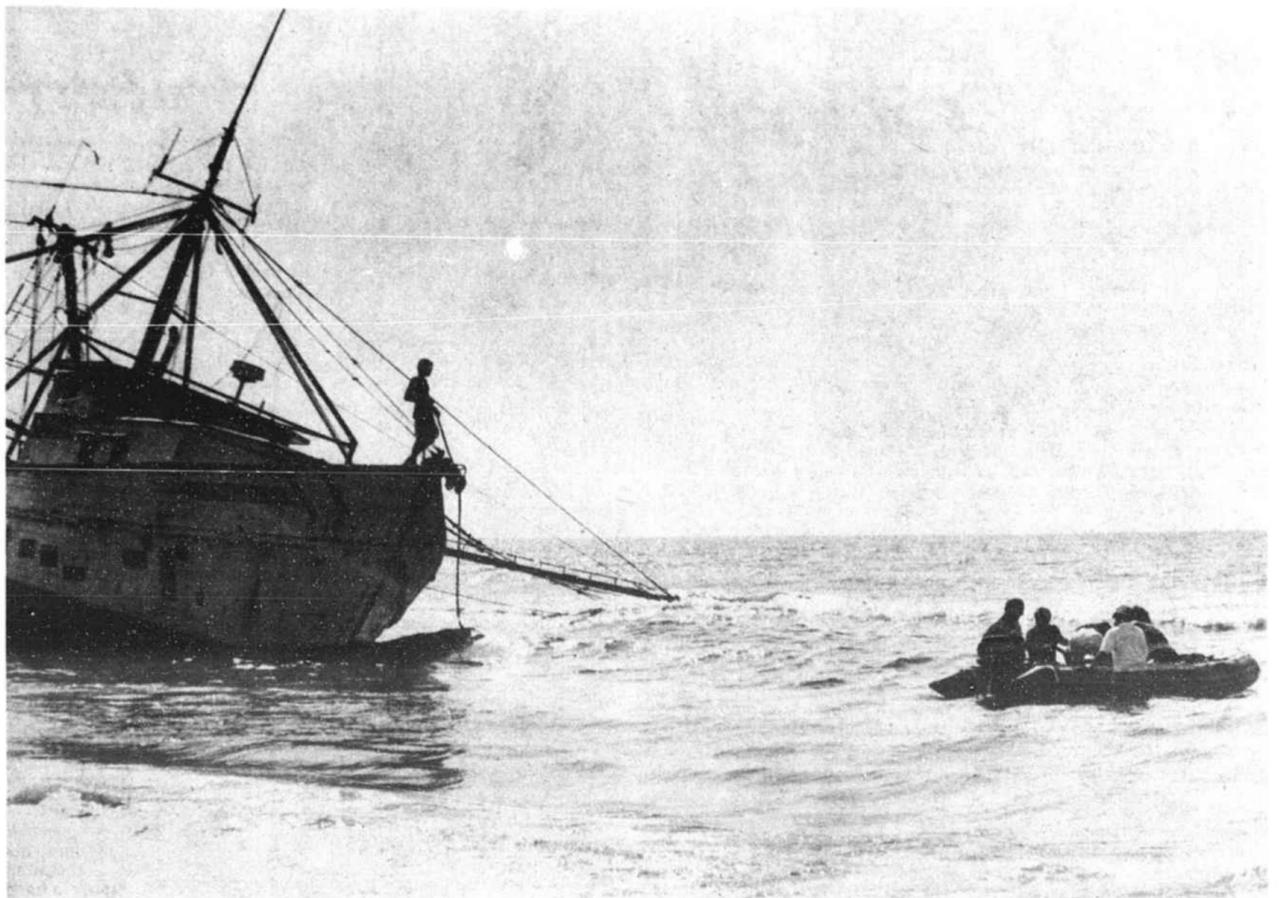
In an effort to help stabilize the trawler while repairs were being made, a water rescue boat from the Ocean Isle Beach Volunteer Fire Department towed one of the *Miss Bozy's* anchors through the surf and set it offshore.

But due to the deteriorating condition of the vessel, the *Miss Bozy* began to break up in the rising surf at about 2 p.m., Arndt said. Crew members salvaged some gear from the boat and returned to shore safely before the boat broke up completely, he said.

Arndt said that the amount of fuel spilled during the incident was "very little or none" and required no containment or clean-up efforts. Minor fuel spills are normally allowed to "dissipate through natural forces," he said.

In other local Coast Guard activities last week, the Oak Island station was called at about 11:30 a.m. Wednesday (Aug. 25) by someone reporting two persons adrift on a raft about a mile off Long Beach. The station dispatched its 41-footer, which arrived on the scene to find that the two people were safely on the beach and not in need of assistance.

At about 2 p.m. that day, the sta-



WATER RESCUE personnel from the Ocean Isle Beach Volunteer Fire Department prepare to haul an anchor offshore to stabilize the shrimp trawler *Miss Bozy*, which came ashore and eventually broke up on Sunset Beach Friday.

tion got another call from a passing vessel reporting a 16-foot boat disabled and adrift near Cape Fear River buoy 13. The boat did not have a radio, so the station's 41-footer was dispatched and a Marine Assistance Radio Broadcast (MARB) was issued to seek help from any commercial salvors or other vessels in the area.

Receiving no response to the MARB, the Coast Guard patrol boat towed the vessel to a N.C. Wildlife boat ramp and returned to station, Arndt said.

On Aug. 26 at about 5:45 p.m., the station was called by a 21-foot vessel reporting itself disabled 200 yards off Caswell Beach. Due to the non-emergency nature of the call, a

MARB was issued, Arndt said. But after no vessels responded and bad weather threatened, the 41-footer was dispatched to tow the boat to Southport Marina.

At 10 a.m., Aug. 26, the station was called by a 24-foot boat reporting itself disabled about 24 miles

offshore near Frying Pan Shoals. Because the vessel was not in immediate danger, a MARB was issued, according to Arndt. The station maintained communications as a commercial salvor responded to the call and towed the stricken boat to shore.

STAFF PHOTO BY ERIC CARLSON

Shingletree Area Residents Expect Good News On Road

BY SUSAN USHER

Good news for residents of Shingletree Acres near Calabash is expected to be celebrated Friday, Sept. 3, at a 7 p.m. community meeting at Pleasant Grove Baptist Church at Thomasboro.

The State Board of Transportation is expected to vote at its meeting Thursday and Friday in Raleigh to take over a 2,700-foot portion of the subdivision's main access, Shingletree Road, for maintenance as an all-weather road.

Last spring area residents threatened to keep children out of school if something was not done to improve the dirt roads that serve their subdivision. The mud and ruts in rainy weather were so deep, the school system had threatened to pull buses off the roads if they were not made more passable.

Brunswick County graded the roads so that school buses could continue serving children in the subdivision.

Meanwhile, community organizer Robert Gore kept working, convinced that all or part of the subdivision's roads should somehow qualify to become part of the state secondary road system. He said he thought the roads had been "overlooked" earlier. Unless he could find evidence that it existed and served houses there before 1975, the road would most likely not qualify for take-over of the road by the state. Care of the road would remain the responsibility of the current property owners in that case, since the subdivision is fully developed.

Gore found an aerial map made before 1975 that proved to be the key.

"A piece of the main road appears in the aerial photo," said Jack Murdock, secondary road officer for the N.C. Division of Highways. "We feel that instead of building a new road he (the subdivision developer) laid out lots along that old road."

Lots along one section of the current road "are very small," said Murdock. "If he had moved the road, we don't think he would have made them that small."

"The law says if you alter the road you have to pave it (for acceptance in the state system). In this case we feel he didn't alter it, but sold lots off of it from the center line."

"At least the benefit of doubt is there, and when we have that, we lean on the side that will benefit the most people."

However, the maintenance effort will require cooperation from property owners. Once the roadway has been staked out, they will be asked to sign right-of-way agreements, giving the state permission to take care of the road while maintaining their private ownership of the property.

State maintenance will involve mainly "machining" or scraping it periodically and occasionally "adding a little stone," he said.

Murdock estimate the road serves approximately 20 houses, counting the main road and side roads.

A better road for Shingletree Acres isn't the only subject on Friday's agenda.

Community residents are also expected to discuss the future of the proposed town of Goretown, a predominantly black community with boundaries that would follow irregular lines from south of Grissetown to Calabash. The first name proposed for the community was "North of the Border," which Gore said some persons didn't find acceptable.

Organizers plan to ask legislators to introduce a bill in the N.C. General Assembly next year for incorporation of Goretown.

The meeting will consist of one hour of fellowship, with the business meeting at 8 p.m. Food and beverages will be served during the fellowship hour that starts at 7 p.m.

Gore said residents of the area are encouraged to attend, along with the county commissioners, school board members and other county elected officials. Among those invited to at-

tend are State Board of Transportation member Odell Williamson, State Rep. David Redwine, State Rep. Dewey Hill and State Sen. R.C. Soles.

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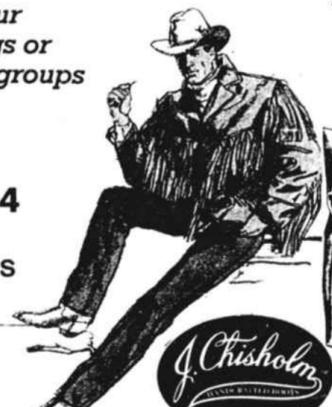
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