

Noe Marine Ways Is a Busy Spot During Autumn

Next to spring time, the fall months, September, October, and November, are the busiest of the year for Captain West Noe and his son, Clarence, who along with Cecil Skarren, operate the Noe Marine railways just north of the Beaufort draw bridge.

In the autumn they clean the bottoms of fishing vessels, put in new wooden planks where necessary, and end up by applying copper paint to the hulls below the water line.

Copper paint is to a boat as undercoating is to a car, only more so. No automobile owner has to worry about worms eating into the floor boarding or chassis.

Cleaning a Must

Fishing boats, however, must be brought out of the water almost every two to four months for cleaning.

"Down here," said Clarence Noe, "a boat comes out about every two months for a going over. That's because of the swift current in the Newport river caused by the tides. The faster the tide, the greater opportunity for shipworms, sea grass and barnacles to stick on."

"If a boat lies over in west Beaufort, the tides don't run quite as fast there, so it doesn't get as fouled."

Getting the boat out of the water, said Captain Noe, is rather simple, once you get on to it. The boat glides close to the shore with the bow pointing inland. When it gets to the right spot, the captain added, it is directly over a submerged railway track on which are wedges attached to a cable car.

Paint Repels Borers



Cecil Skarren applies copper paint to the hull of a fishing boat.

The keel of the boat is so maneuvered as to be directly over the cable car, and as the car is pulled by an electric motor up the track, the keel glides into the wedges. In no time at all, the boat is up the track, several yards from the shore.

Then the Noes start scraping the barnacles, sea grass and all other forms of clinging marine life from the hull.

Two Tools Used

Clarence said they use two tools for this. One is a small scraper about two feet long. The other is a farmer's hoe, straightened out to make the scraping easier.

Once the bottom is clean the Noes look sharply for signs of shipworms. The scientific name for these destructive aquatic animals is Teredo Navalis.

Teredo is a lamellabranched mollusk which means it is a close relative to the oysters, clams, and snails, even though it resembles none of them. It is a slimy little nonsegmented worm which spends all of its life, or at least the enjoyable portions, eating wood.

"Leave a ship in the water down

here for two years," said Clarence, "and you need an entirely new hull."

Bores Riddle Wood

"Somehow these worms burrow into any wood that is below water and then eat passageways through the lumber. They make the wood look like beehives."

All contaminated wood is removed and replaced by new, then the boat is ready for copper paint.

Summertime, said Clarence, is the worst season for shipworms. "They evidently don't move about so much in winter, so in cold weather we are not bothered nearly so much." Noe added, however, that he was speaking for Beaufort only. He had no idea whether it held true all along the coast.

The copper paint used by Noes is a dark red, which seems, said the captain, to have less copper in it now than in prewar days. The paint aids in preventing marine life from attaching on to the hull.

Since the copper paint is applied only below the waterline, a string is tied to little nails tapped into the hull at the water level. This

Sidewalk Skipper

(Continued from Page 1)

shrimp was small and quality poor. Some shrimpers left Pamlico and Carteret county for Southport but due to the trouble there between four large dealers and the shrimpers, many returned to their home ports. Dissatisfied with the prices they were getting from the dealers, Southport shrimpers sought union organization as an answer to their problems.

The Tender Heart, menhaden boat owned by Elmer and Dewey Willis of Williston, started fishing last week with Fred Fulcher of Williston the captain. The Tender Heart fished off Lewes, Del., during the summer.

The word from Atlantic to Swansboro is not good when it comes to evaluating the food fish catches. Things have been dull, mighty dull.

Every day sees more and more menhaden boats tied up on Beaufort and Morehead City waterfronts. Beaufort fisheries boats were bringing in between 600,000 and 700,000 the last week in October and the first week of this month.

Belhaven folks blamed the Marine corps — whether the Marines deserve it or not — for a series of blasts a couple weeks ago that rattled their teeth. The Marines have target practice in Pamlico sound about 25 miles from Belhaven.

string, said Clarence, enables the painter to get an even demarcation between the white topside and the copper paint below.

Captain Noe has had his boat repair shop since 1937, but he has worked with fishing boats all his life.

When the first boom was heard one Monday night, it was accompanied by a shock that seemed to move houses off their foundations and the surprise tumbled a good share of the populace out of their beds and into the streets.

The explosions were judged powerful enough to shatter windows at a distance of five miles.

Barbour Marine Supply co., Beaufort, is busily engaged in readying menhaden factories for the winter work. Machinery has been overhauled and repaired at Beaufort Fisheries, the Fish Meal co., and Quinn's in Beaufort, and Robert Taylor's in Morehead City.

J. O. Barbour, jr., of Barbour Marine Supply co., Beaufort, reports that a Nordberg Marlin engine was recently installed in the trawler, Sadie, of Atlantic. The Sadie is owned by Capt. Howard Nelson and skippered by Capt. Wally Mason.

A machine shop of top calibre, Barbour Marine has also been doing work for T. A. Loving co., engineering firm building Morehead City port terminal.

The Beaufort firm recently repaired the Canadian freighter, Mayhaven, which tied up at Morehead port terminal.

Capt. John Nelson, former fisheries commissioner, says he's feeling fine these days. Although he's "retired" he's always on the go, except perhaps when his television set is showing scenes other than snow storms, then he's content to sit a while.

Board to Meet

The next meeting of the Board of Conservation and Development will take place in Raleigh in January.

TEXACO

Marine Dealers

OFFER YOU THE FINEST IN MARINE PRODUCTS AND SERVICE

H. C. SIMPSON
Marine Dock
Morehead City, N. C.

MONROE GASKILL
Roe, N. C.

D. MASON
Atlantic, N. C.

J. WESLEY SMITH
Atlantic, N. C.

V. TAYLOR & SONS
Sea Level, N. C.

J. F. LITTLETON
Swansboro, N. C.

D. M. SALTER
Merrimon, N. C.



TOPSAIL MARINE
SERVICE
Beaufort, N. C.

DUFFY DAY
Roe, N. C.

G. H. DAVIS & SONS
Davis, N. C.

DELMAS LEWIS
Marshallberg, N. C.

ALBERT LEA
Harkers Island, N. C.

GROVER PAUL
Harlowe, N. C.

J. M. DAVIS

CONSIGNEE

THE TEXAS COMPANY

PHONE 2-3321

BEAUFORT, N. C.