

Limits Defined On Fishing Around Piers

- Fisheries Committee Meets, Winston-Salem
- Fisheries Regulations Codified, Approved

A new regulation adopted by the commercial fisheries committee at its recent meeting, states that no one, except fishermen on the piers, may fish within 500 feet of the end of the pier or within 300 feet on either side.

Fishermen in boats interfering with anglers on piers have been a source of contention along the North Carolina coast.

The attorney general informed the fisheries committee, in session last week at Winston-Salem, that the commercial fisheries division has no authority to supervise sports fishing piers, but it does have jurisdiction over waters surrounding the piers.

The regulation will be advertised 30 days before it becomes effective.

The committee decided that July 1962 would be the earliest a hearing on issuance of private oyster leases in the South River area could be held. The hearing, when the date is set, will be at Morehead City.

The fisheries committee has requested Hargrove Bowles Jr., director of the Department of Conservation and Development, to ask the governor for \$2,500 to \$3,000.

The funds would finance a survey in lower Albemarle sound to determine the advisability of dredging oyster shells there for road materials and poultry feed.

The survey would also report on the effect of such dredging on fish and wildlife and would be made under the supervision of Dr. A. F. Chestnut, director of the Institute of Fisheries Research, Morehead City.

The committee urged that the survey be made as soon as possible after funds are provided and says results of the survey will be the subject of public hearings before a final decision is made on the dredging.

Approved was the new codification of fisheries regulations. Orders for printing and advertising them were given and the rules will be placed on file with the secretary of state, Thad Eure.

C. G. Holland, commercial fisheries commissioner, reported that the vessel Atlantic, part of the state fleet, had been sold. The vessels Chowan and Roanoke have been turned over to the fish and

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Toastmasters Conduct Drive for New Members

A drive for new members is being conducted by the Carteret county Toastmasters, announces John Baptist, president. He reminds prospective members that the club meets the second and fourth Wednesday of each month at the civic center in Morehead City.

Persons interested in training for public speaking are invited to call James McLain, PA6-3300, or Cecil Smith, PA6-4097. The presidents said previous speaking experience is not necessary.

It's October!



Show this picture to anyone who has never lived along the North Carolina coast and he would know it's October. The sea oats, golden and heavily laden, swing above the dunes, and on the shore surf-casters are enjoying their favorite sport beneath a blue sky and an Indian summer sun.

News-Times Photo by McComb

Salvors Hope to Beach Ship, Clear Way to Aviation Dock

Salvagers of the Potomac hope to beach the charred hulk in shallow water as soon as possible in order to clear the way into the Aviation Fuel Terminals dock.

There is a possibility that the remains of the tanker, which burned in Morehead City harbor two weeks ago today, will be beached on Radio Island. There, tanks would be freed of gas fumes and all of them emptied while further salvage operations were undertaken.

As the ship lies now, no tanker can get to the Aviation Fuel terminal dock. This means that when present tanks on land are empty, the military bases, which have been getting jet fuel from Morehead City, would have to be supplied from Norfolk and Charleston.

A large amount of frozen food was found in good condition on the tanker last week. The refrigerated compartment, heavily insulated, was at the stern and low in the ship, which afforded it maximum protection from the flames.

Capt. C. L. Peterson, of Merritt, Chapman and Scott, ship salvors, is in charge of salvage operations. He hopes to be able to float the Potomac away from here. If this can be done, the time required is estimated at 30 days.

Depending on the amount of damage to the interior of the ship, it may also be possible that she could be repaired. But this cannot be determined immediately.

Taken off the Potomac over the weekend were 16,000 barrels of jet fuel. It was pumped into a small tanker. Standing by with fire equipment was the Coast Guard.

Lt. John Riddell, commanding officer of Fort Macon group, said the smell of gasoline and fuel oil in the harbor area will be strong on flood and ebb tides until the ship is moved, because she is still seeping oil.

The Coast Guard inquiry into the blaze, which destroyed the tanker Sept. 26, ended Thursday night. The inquiry was conducted at the Reserve building, Fort Macon, by a board headed by Capt. Joseph Bresnan, chief of staff, Fifth Coast Guard district.

Questioning of crewmen aboard the tanker, and persons involved in fighting the blaze, started last Tuesday morning. The probe was carried out to determine the cause of the multi-million dollar blaze. Results will be announced by the commander of the Fifth Coast Guard district, Norfolk, when the investigation is complete.

This may not be until the end of the year, according to Coast Guard authorities.

Testifying Thursday was Capt. Arthur Hunter, of the Potomac, who told of his efforts to start the Potomac's engines and get her away from the Aviation Fuel dock when the fire started.

When it was seen that the tanker couldn't be moved because the flames were already engulfing the

bow, he ordered the engines stopped. When the first explosion occurred, which was in a matter of seconds after the danger was realized, the captain gave orders to abandon ship.

Captain Hunter was one of seven picked up by the Morehead City partyboat, Bunny II. Capt. Arthur Lewis, of the Bunny II, said when he and three men on his boat decided to go to the stern of the tanker, they thought there was only one man there.

But when they arrived, the other six, who had been clinging to the dolphins, showed up. The captain highly commended Lewis and Howard Jones, BM1, Harkers Island, a Coast Guardsman, for their heroic rescue efforts. Jones and three other men in a Coast Guard 30-footer, picked up survivors.

The captain said all of his crew followed orders in the crisis. He especially commended chief engineer, N. E. Nations, second engineer W. F. Craig, and the chief mate, W. L. Maholland.

The chief mate testified that after the explosion he ordered the men, some of whom were by that time at the stern of the ship, to "take to the water. Get out of here as fast as you can!"

Maholland said that he and the captain assisted the men over (there was at least one line down from the stern to the water) until they were of the opinion that all the men were off, then they went overboard.

Pete Salopek, the radio operator aboard the ship, is still missing. One of the crewmen died. Twenty-two suffered minor burns and other injuries. Forty-four men was the ship's complement at the time of the fire and two others, relief men, were at Morehead City, ready to take up their jobs when the tanker left.

The board considering all the evidence taken in the three days of testimony consists of Captain Bresnan; Lt. Cdr. L. W. Goddu, Coast Guard Marine Inspection Service, Wilmington, and Lt. Cdr. Harry Gardner, Coast Guard Marine Inspection Service, Wilmington.

Army Engineers Call For Dredging Bids

Wilmington—Col. R. P. Davidson, district engineer, Corps of Engineers, has announced that bids are scheduled to be opened in his office Oct. 24, 1961 for maintenance dredging at Manteo (Shallowbag) Bay, N. C.

The work to be done consists of the removal and disposal of all shoal material lying above the plane of 12 feet below mean low water in the channels between Wancese, N. C., and the gorge in Oregon Inlet. The quantity of material to be removed is estimated to be approximately 300,000 cubic yards.

Colonel Davidson stated that bids under this procurement are solicited from small business concerns only and that the procurement is to be awarded only to one or more small business concerns.

Fisheries Official Predicts 'Normal Season' for Oysters

Prices Start Off Well, Expected to Hold Up

At the end of the first week of the 1961-62 oyster season, it looks as though there will be a "normal oyster season this year," according to C. G. Holland, state commercial fisheries commissioner.

Prices have been quite good, but the oysters have not been shucking out too well. "It's still too warm," commissioner Holland remarked. The fact that oysters come in cold weather.

In Newport river hand tongers, numbering between 30 and 40, are working. They were getting from \$3.50 to \$4 a tub (five pecks) and averaging \$4 a bushel, according to reports last week. The price has dropped slightly since then.

In Pamlico, Hyde and Dare counties, where most of the oysters are harvested by dredging, boats are averaging 10 to 15 tubs per day.

David H. Wallace, Annapolis, Md., executive director of the Oyster Institute of America, predicts an "exceedingly high price for oysters" this winter. He attributed the expected highs to shortage of oysters in former highly productive areas.

There has been a heavy kill-off of oysters in Delaware and Chesapeake bays.

Dr. A. F. Chestnut, shellfish specialist and director of the Institute of Fisheries Research, UNC, Morehead City, says that Chesapeake bay oystermen will be harder hit this year than in recent years. However, the Delaware bay area seems to be pulling out of the slump.

An unknown disease is killing oysters in those waters, Dr. Chestnut says. It generally is referred to as "MSX." A spore believed to cause the mortality has been found, but where it comes from or how to prevent its toll of oysters is still a mystery.

Dr. Chestnut says that kill-off of oysters for several years has occurred in various parts of the world, England, Canada, and Australia. But the oysters have always made a comeback. He said scientists believe that some oysters develop a natural immunity to the disease and it is from these that the beds are eventually replenished.

When Virginia, which produces a third of the US oyster supply, is hit by a catastrophe like MSX, this naturally ups the price of oysters. Other oyster-producing areas enjoy the higher profits. Mr. Wallace, in a recent interview with a Richmond newspaper, said:

The committee acted at its recent meeting at Winston-Salem. If the land transfer had been effected, it was proposed that the National Guard armory, planned for Morehead City, be built on it. The committee suggested that the Board of Conservation, in the interest of future development, might consider selling some of the land after a "fair appraisal" is made of its value.

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Eastern Rulane, Beaufort, has moved into its new store on highway 70 east of Beaufort near the intersection of highways 70 and 101. The store is having its grand opening all this month.

30 Attend Good Egg Breakfast Friday Morning

Thirty people, representing poultry producers, county agents and city and county officials from Beaufort and Morehead City, attended a Good Egg breakfast Friday morning at the REA building, Morehead City.

Mrs. Frances Lamm, egg consultant with the North Carolina market association, delivered the main talk. She spoke on the nutritional value of eggs and discussed the growth of the egg industry in North Carolina.

Guests at the breakfast included mayors George Dill and William H. Potter of Morehead City and Beaufort; county commissioner Gaston Smith; county agriculture agent R. M. Williams; home economics agent Floy Garner and W. C. Carlton, manager, Carteret-Craven Electric Membership Corp.

Musical entertainment was provided by Bertie Robinson, Phyllis Youngblood, Brenda Cox and Ann Locke of the Newport senior 4-H club.

Port Calendar Morehead City State Port

American Miller—Docked yesterday to load tobacco for Europe.

Fernmoor—Due Saturday to unload cargo of tapioca flour.

Heidelberg—Due Saturday to load tobacco for Europe.

Marit Maersk—Due Sunday for tobacco for the Far East.

Syllum—Due Oct. 18 to load tobacco for Europe.

Erlangen—Due Oct. 20 to pick up tobacco and lumber for Europe.

Ships in a military movement. Landformed, will dock at the port during the three-day period Oct. 11-13.

Board Adopts Resolution

The board of county commissioners adopted at their recent meeting a resolution expressing thanks to those who assisted during the burning of the tanker Potomac in Morehead City harbor. The resolution follows:

"The board of Carteret county commissioners wishes to express its appreciation to all governmental and civic units and individuals who contributed so generously of their time and facilities in helping to prevent a more serious disaster than that which actually occurred when the motor vessel Potomac burned in Morehead City port on the night of Sept. 26, 1961.

"We most heartily commend those who, with personal risks and under adverse circumstances, worked so hard in what we believe was an act that saved many lives and many thousands of dollars in property. Since all who took part are not known, we are using the media of newspapers as bearers of this message of appreciation."

Coast Guard Looks For Missing Boat

The Coast Guard has been searching for the past several days for the trawler, Thomas J, out of Behaven.

The trawler was last reported seen going through the Beaufort drawbridge last Monday, Oct. 2, headed north.

Lt. John Riddell, commanding officer of Fort Macon Coast Guard station, said Elizabeth City Coast Guardsmen have been searching Pamlico sound from the air. Surface craft have also been looking for the vessel.

The lieutenant said the search is being handled by district headquarters, Norfolk. Names of persons aboard or the owner are not known here.

Person Injured
Martha Gunn, Newport, was reportedly injured in an auto accident Friday night. Details of the accident were not available at press time. The accident victim was treated at Morehead City hospital and then transferred to Chery Point.

Coast Guard Aids Two Boats

Engine failure of two boats brought out the Coast Guard Saturday afternoon, according to reports from Fort Macon.

The first assist was to a 14-foot rented outboard that developed engine trouble off the Fort Macon state park beach. The boat, operated by H. M. Garmy, Atlantic Beach, was towed to docks on the Atlantic Beach causeway by the Coast Guard 30-footer.

Later the same afternoon, Fort Macon dispatched the 40-footer to Core Creek to aid a 33-foot pleasure boat, Plymouth Rock.

Causer Arthur, Chery Point, was the owner of the boat. It was towed to Cannon Boat Works for repairs.

Coast Guard crewmen on the two assists were Howard Jones Jr., BM-1; Frederick Hurst, EN-2; Wilson, SN; Harold Snipes, EN-1; Adams, DC-3; and Coty, SA.

Tide Table

Tides at the Beaufort Bar

HIGH	Tuesday, Oct. 10	LOW
8:23 a.m.		2:27 a.m.
8:36 p.m.		2:53 p.m.
	Wednesday, Oct. 11	
8:52 a.m.		2:59 a.m.
9:07 p.m.		3:28 p.m.
	Thursday, Oct. 12	
9:22 a.m.		3:28 a.m.
9:41 p.m.		4:02 p.m.
	Friday, Oct. 13	
10:00 a.m.		3:56 a.m.
10:26 p.m.		4:37 p.m.

Waterfront Brings Thrill



Leslie Bryan, on the bow of the Little Sister, fish trawler, battles the mysterious creature on his line. Mike Clapsadl, in bermuda shorts, tried to help Bryan by taking turns with the rod.

Yum-Yum! Fish Fry Tomorrow!



Capt. Otis Purifoy, Morehead City, helps Miss Stella Propst select some luscious fat mullet for tomorrow night's fish fry at the National Guard armory, Morehead City. Tickets are only \$1 each and all proceeds will go to the county cancer society. Sponsoring the fish fry is the Carteret Business and Professional Women's club. At left is the club president, Mrs. Frank Sample, with Miss Lyda Piner, who is assisting Miss Propst with the big event.

Photos by Reginald Lewis
This is the "thing" that got away just as it was gaffed at the bow of the trawler, Little Sister.

By ELLEN MASON

A big one got away Tuesday afternoon even though two 15-year-old Morehead City youths put up a valiant battle. Leslie Bryan and Mike Clapsadl took turns trying to land whatever it was Leslie hooked, but lost it just as they got it to the top of the water after a two hour fight.

About 100 onlookers watched the boys as they waged their battle against the water creature. Of those who glimpsed it as it neared the surface on the final pull, most thought it was a skate that would easily have weighed 75 pounds.

The boys were using a live spot. See EXCITEMENT, Page 7