

## Pulley Is New Hospital Head

Rodney H. Pulley began his duties Monday as the new administrator of The Brunswick Hospital.

The announcement of his selection was made by the hospital board of trustees chairman, Sam H. Edwards, following a search of several weeks. Former administrator Charles Sons was injured in a May 23 automobile accident, after which nursing director Marlene Howlett served as acting director. Sons was moved in early June to a hospital in Knoxville, Tenn., pending a transfer within the Hospital Corporation of America facilities.

Pulley brings 15 years of experience to his administration of the 60-bed acute care hospital in Supply. For the past two years he has been assistant administrator at Grand Strand General Hospital in Myrtle Beach.

His responsibilities there included construction of a physician office building, obtaining a certificate of need for an outpatient surgery project, and implementing a cardiac rehabilitation program.

Prior to his position with Grand Strand, Pulley had served as assistant to the clinic administrator of the Duke-Watts Family Medicine Center, vocational rehabilitation counselor with the N.C. Division of Vocational Rehabilitation, and rehabilitation therapist with the Guilford County mental health center in Greensboro.

A native North Carolinian, as is his wife Anita, Pulley received a B.S. degree from N.C. State University, a master's in public affairs from the University of North Carolina, and a master's in health administration from Duke University.



PULLEY

## Ocean Isle Passes Airport Ordinance

BY MARJORIE MEGIVERN

After one question and no dissent, the Ocean Isle Beach Town Board voted unanimously Tuesday to zone its airport property to protect the airspace over and adjacent to the 3,000-foot runway.

The ordinance requires height limitations of different gradations along the runway and out 250 feet on each side. For every horizontal foot along the runway the height limitation increases 20 feet. Nothing could be built in this "clear zone," which at the end of the runway would be 1,000 feet in height.

The closest subdivision to the runway is 200 feet distant, according to Mayor Lad Lane Bullington. She said a concern about the clear zone was the only one voiced at a public hearing on the ordinance last week. This concern came from Rae Sloane Cox, who owns property nearby, where she said she wanted to build a shopping

center.

"Feelings were also expressed at the hearing," Mrs. Bullington said, "that we should move to get technical planning by someone expert in airport development to expand the airport further."

Commissioner Debbie Fox, daughter-in-law of Mrs. Cox, asked Town Attorney Elva Jess what would happen if zoning rendered any property unbuildable. "It would be inverse condemnation," Jess said.

"Would there be compensation for that property?" Fox asked. "There could be," was the reply, and when Fox asked, "What do you mean 'could'?" Jess replied, "They'd have to sue us."

Before the vote Airport Commissioner Odell Williamson said, "I don't know of any property that can be utilized that would be prohibited by the airport ordinance. But what (See OCEAN ISLE, Page 2-A)

NAVIGATING LOCKWOOD FOLLY INLET can be hazardous these days. This sailboat ran aground Saturday while attempting to follow the buoy system through the inlet, leaving its passengers to wade on the shoals and chat with people who walked out on the sandbar from Holden Beach. On Sunday, a small boat capsized; the boat that came to its rescue ran aground.

STAFF PHOTO BY SUSAN USHER



LOCKWOOD FOLLY INLET SAID HAZARDOUS

## Coast Guard Pulling Channel Buoys

BY SUSAN USHER

Because of increasing boating accidents, the U.S. Coast Guard plans to temporarily remove all buoys from Lockwood Folly Inlet until dredging is completed there.

The buoys, aids to navigators, are supposed to mark the channel from the Atlantic Ocean to the Intracoastal Waterway. Some were moved by the Army Corps of Engineers so they wouldn't interfere with dredging of the inlet.

"It would be unsafe until the dredging is complete," said Boat's Mate 3rd Class Peter Deslimer, Tuesday. "So many incidents have happened, we're going to pull them altogether."

It isn't that's on the Coast Guard

won't be held liable for accidents, he added, since it didn't move the buoys in the first place.

Some of the buoys in their place near the channel still could not be relied upon for accuracy because of heavy shoaling in the inlet, the Corps of Engineers recently told the Beacon.

Three incidents were reported in the inlet this past weekend alone. On Saturday, a 30-foot sailboat was trying to follow the buoy system when it ran aground, said Deslimer. Those on board waited for the tide to rise.

On Sunday, a more serious accident occurred when a small boat brunched, or capsized in the inlet. The party was picked up by a

passing boat, which, said Deslimer, then ran aground and had to wait for the tides.

"It's been bad," said Deslimer. "Everybody's been bumping their bodies as they go through."

The buoys were originally relocated by the U.S. Army Corps of Engineers sidestepping dredge, the Merritt, which has been working in the heavily-shoaled inlet off and on since mid-June.

It returned to the job Tuesday after having a blown engine repaired, according to Bob Sattin, head of plant dredging for the Corps. He said Corps personnel have been working overtime to keep the project on schedule.

A Corps-owned hopper dredge, the Currituck, is due at the inlet on Aug.

29 to complete the dredging. The inlet has an authorized depth of eight feet and width of 120 feet at low tide.

Boaters who are unfamiliar with the inlet would do well to simply avoid it, say spokesmen for the local Coast Guard Auxiliary and the U.S. Coast Guard.

"Boaters need to be told to avoid the inlet," said Jack Ziefel, public information officer for the Auxiliary.

For the past three months, Deslimer said, the local notice to mariners has listed the inlet as hazardous to surface navigation.

Boaters, whether local or visiting, he said, "are supposed to read those local notices before getting underway."

## Death From Meningitis Said No Cause For Alarm

BY SUSAN USHER

The death of a Brunswick County restaurant employee from meningitis earlier this month is no cause for panic, according to local public health officials.

"As far as we're concerned, it should be no cause for concern," Acting County Health Director John Crowder said Tuesday. The infection is spread only by very close personal contact with the person while he or she is infectious.

The 24-year-old woman was admitted to Brunswick Hospital in Supply on Aug. 2 and died later that day, according to Marlene Howlett, director of nursing.

Autopsy determined the cause of death to be meningococcal meningitis, confirmed both Mrs. Howlett and

Crowder. That is the most common form of meningitis, which is an acute inflammation of the membranes or meninges of the spinal cord or brain or both.

Crowder said no additional cases have been reported. The incubation period for the bacterial infection can range from two to ten days, with three to four days more common.

"If anyone were going to have symptoms they should have shown up by now in most cases," he said.

Symptoms include high fever, severe headache, vomiting, pronounced rigidity of back and neck, twitching or convulsions, delirium, coma and in some cases spotting of the skin.

This death is the first reported from meningitis this

year in Brunswick County. One death was recorded last year.

Crowder said the health department, local physicians and other health providers have received a number of calls and visits from people concerned about possible contagion.

Persons who were in closest contact with the woman—family members—have been treated, said Crowder.

As a voluntary precaution, Brunswick Hospital did identify and treat staff and others who had direct contact with the patient during her admission, treatment and after her discharge from the hospital.

"It's not required, but it's suggested," she said, by the Center for Disease Control in Atlanta, Ga.

## Three Die On County Highways

Traffic accidents in Brunswick County Saturday claimed the lives of three, one of whom was a county resident.

Clara Deen Williamson, 46, of Supply was killed as a passenger in the 1979 Oldsmobile driven by Conale Ann Evans, 22, of Supply. The oldsmobile south on rural paved road 1147 near Holden Beach, about 2:45 a.m., Evans was traveling at a high rate of speed, according to Trooper J.V. Face. She swerved off the left side of the road and collided with a tree.

Evans and another passenger, Frederick Evans, 21, of Shallotte were taken to Brunswick Hospital for treatment of Class A injuries.

No seat belts were being used by driver and passengers.

Evans was charged with DWI and driving after revocation of license. A possible charge of manslaughter is under investigation, according to Roby Gaskley of the State Highway

patrol. The car sustained \$1,000 in damages.

Later that day, about 6 p.m., Pierre Talton, 35, of Cleveland, Ohio, was driving north on U.S. 17, in a 1983 Renault, when his car crossed the center line and collided head-on with a 1978 Cadillac driven by Sara Massingill Williamson, 64, of Shallotte, according to Trooper L.M. Richardson.

Talton, who was wearing a seat belt, was killed, as was his seven-year-old son, Pierre Lamont Talton, who was sleeping in the back seat.

Williamson was treated at Brunswick Hospital for minor injuries, while Talton's two-year-old daughter, in a child restraint seat in the back seat of his car, was uninjured.

The Renault suffered \$4,000 in damages, while the Cadillac sustained \$1,000 in damages.

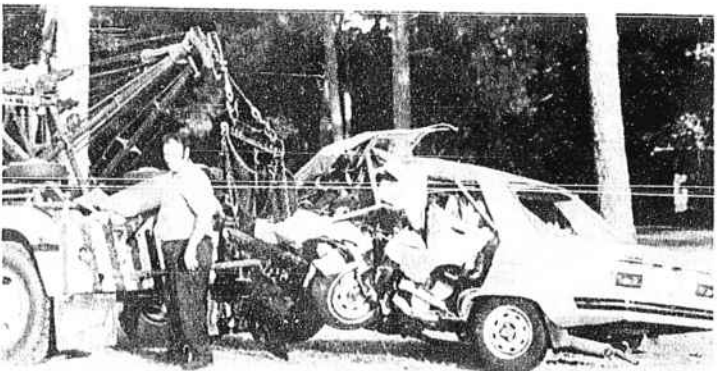
These deaths bring the 1986 total on Brunswick County roads and highways to 11, the same figure reached at the end of August last year.

Also on Saturday a one-car accident sent five people to Brunswick Hospital.

Carl H. Hinkle, 49, of Greensboro, was traveling east on Highway 130, a mile west of Shallotte about 9:15 a.m., when he ran off the road on the right, came back and crossed to the left and skidded back again, his 1977 Ford van turning over four or five times.

According to Trooper R.L. Murray, Hinkle and two of his children, Toby and Tracy, both 15, were thrown from the vehicle. They and Tara Hinkle, 11, and Barbara Hinkle, 38, were taken to Brunswick Hospital with Class A injuries.

The car sustained damages totaling \$2,100. No charges were filed.



HILLY CLEMMONS loads debris on his wrecker from a Saturday collision on U.S. 17 that killed a father and son.

STAFF PHOTO BY SUSAN USHER