

THE COASTLAND TIMES

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With friends



AT THE HALLOWEEN PARTY at the Rodanthe-Waves-Salvo Community Center, costumed friends gathered while others play inside and outside. The community building was spectacularly spooky with skeletons and eyeballs, black walls, eerie smoke and creepy things to feel in a black light room. The awesome party was arranged by many community volunteers. (MHG-M photo)

Halloween traditions continue on Hatteras

In Hatteras village, a Halloween tradition continues as costumed children gather at the Hatteras village fire station at 5:30 p.m. for hot dogs and to pick-up UNICEF cartons for trick-or-treating. The cartons are turned at the station located at 57689 NC 12, Hatteras.

In Salvo, Lifeboat Community Church will host its annual Trunk and Treat event starting at 5 p.m. and running to 8 p.m. The event is bigger this year with a bounce house, a giant slide, carnival games, a petting zoo, candied apples, hot dogs and lots

and lots of candy.

The Lifeboat church is located at 27563 NC 12, Salvo. See HALLOWEEN, Page 8A

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Manteo's activities and closings for Halloween given

The Town of Manteo invites all kids to the Roanoke Island Maritime Museum on Halloween night for a spooktacular walk through the boathouse located on Fernando Street on the waterfront.

The museum doors will creak open at 5:30 p.m. for Trick or Treaters who come to catch a glimpse of spirits that live in the boathouse. Don't forget to collect your treat on the way out!

Coastal Family Church will be presenting its 8th Annual Children's Fest at the Magnolia Pavilion from 6-9 p.m. There will be games, candy, food, face painting, music, and a separate kid's area for children ages 4 and under.

This has been a popular event in years past and promises to be bigger than before. For more information about this event call (252) 449-9062.

The Town of Manteo also announces two areas of street closing on Halloween night.

Sir Walter Raleigh Street will be closed to vehicular traffic from Uppowoc Street to Essex Street.

The second closing will be on Queen Elizabeth Street from Budleigh Street to Ananias Dare Street. These closures are to ensure the safety of the children and parents out trick or treating.

The story of Convoy K5-520 and U-576 in 1942

Monitor National Marine Sanctuary

On July 14, 1942, the convoy KS-520, with 19 merchant ships and five escorts, set sail from Lynnhaven Roads, Va.

The convoy code "KS" that identified the group indicated that it was moving south along

Special off-season twin USCG historic drill reenactments set

Another very special off-season Chief's Indoctrination Two-Drills-In-the-Same-Day event will be held at the Chicamacomico Life-Saving Station Historic Site & Museum in Rodanthe on Thursday, October 30.

"The first drill will be at the special time of 11 a.m. The second at 2 p.m. Both begin promptly, so give yourself time to park, get tickets and get to the 1874 Station where the drill begins," invited James Charlet, site manager.

The Beach Apparatus Drill, also known as the "Breeches Buoy Reenactment," will be performed for their first time by these area active-duty Coast Guardsmen who go through an initiation of events to prepare them for being promoted to the rank of Chief.

This U.S. Life-Saving Service drill is a vital part of their history, establishing their reputation for rescues, which they continue today. That these Chiefs get to participate in this drill will be their bragging rights.

NOAA partnership results in two significant maritime discoveries

Two significant vessels from World War II's Battle of the Atlantic have been discovered about 30 miles off the coast of North Carolina.

A research partnership led by NOAA's Office of National Marine Sanctuaries made the discovery this summer after several years of research and intensive field work.

Located in about 690 feet of water are the German U-boat and *Bluefields*, a Nicaraguan-flagged freighter. The two vessels are within 720 feet of each other.

"This is not just the discovery of a single shipwreck," said Joe Hoyt, a NOAA sanctuary archaeologist and chief scientist for the expedition. "We have discovered an important battle site that is part of the Battle of the Atlantic. These two ships rest only a few hundred yards apart and together help us interpret and share their forgotten stories."

The discovery of *U-576* and *Bluefields* is a result of a 2008 partnership among NOAA, Bureau of Ocean Energy Management, National Park Service, East Carolina University and UNC-Coastal Studies Institute. The partners have been working together to survey and document vessels lost during World War II off the North Carolina coast.

This project, which sails into the Atlantic Ocean at least once each summer, has documented 30 shipwrecks from the World War II period.

Since 2009, the East Carolina University's Program in Maritime Studies and Coastal Studies Institute's Maritime Heritage program has conducted research connected to the lost *U-576* and an analysis of the KS-520 convoy, of which *Bluefields* was member.

The institute's staff and graduate students have served as the intellectual engine of some legs of the initiative, delving into

archival information. Dr. Nathan Richards heads the CSI Maritime Heritage program and is a faculty member at East Carolina University's Program in Maritime Studies.

Propelling the August 2014 discovery forward was work done by ECU graduate students John Wagner, John Bright and Stephen Sanchagrin (all have completed MA theses on the project). Both Wagner and Bright analyzed the watery battlefield and, with the help of Dr. Tom Allen of the geography department at East Carolina, created a predictive model that showed areas of seabed in priority order for finding the *U-576*.

Researchers used sonar to scan the ocean floor. Last year, the team found the *Bluefields*. Earlier in 2014, the research team used one-kind of submersible that showed unidentifiable "blobs," but because of underwater currents and depth the sonar pictures could not be improved.

In August, the research team again headed for the first priority target area. Added to the team for the discovery cruise aboard NOAA research vessel *SRVX Sand Tiger* were Cardinal Point Captains and SRI International. SRI brought different underwater instrumentation to the search.

A Bluefin autonomous

underwater vehicle (AUV) was used to capture high resolution multi-beam imagery of the U-boat, which rests upright on her starboard side.

And the moment of the *U-576* discovery was captured by Coastal Studies Institute's John McCord who has been the project's videographer and photographer since 2008.

The newly identified wrecks are protected under international law. Although *Bluefields* did not suffer any casualties during the sinking, the wreck site is a war grave for the crew of *U-576*.

"In legal succession to the former German Reich, the Federal Republic of Germany, as See DISCOVERIES, Page 7A

Discovery crew



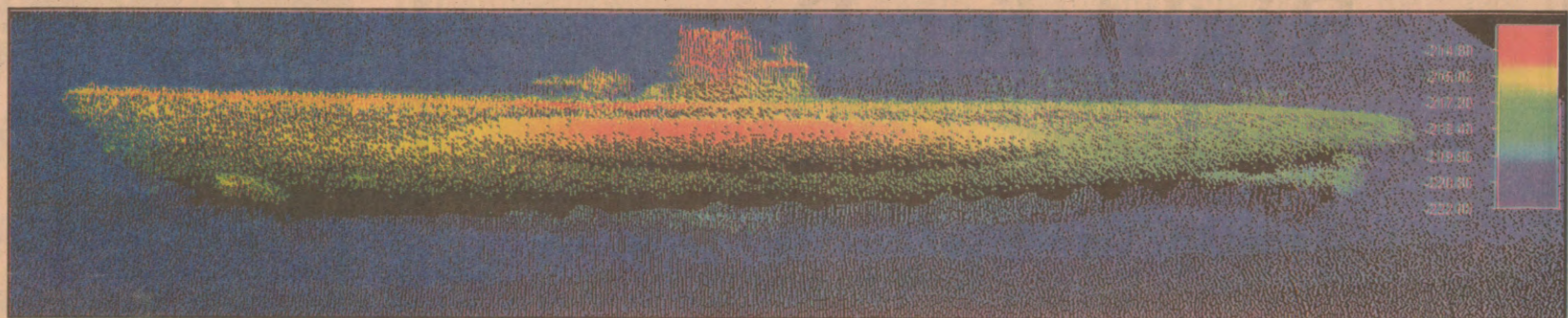
THE CREW WITH A BLUEFIN AUTONOMOUS UNDERWATER VEHICLE aboard the NOAA research vessel *SRVX Sand Tiger*. The multi-organization crew discovered U-boat 576 in 690 feet of Atlantic Ocean water. The freighter *Bluefields* is within 720 feet of the U-boat. (UNC CSI:McCord)

Moment of discovery

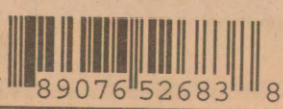


THE IMAGE FROM THE UNDERWATER VEHICLE was adjusted and folks celebrated at the readily identifiable image of *U-576*. Celebrating (from left) are Pasquale Derosa with Cardinal Point Captains, Brandi Carrier with Bureau of Energy Management, John Bright with the National Park Service and Joe Hoyt with NOAA. The photographer is John McCord with UNC-Coastal Studies Institute, who has been documenting partnership discoveries since 2008. (UNC CSI:McCord)

World War II submarine



THE GERMAN U-BOAT 576 is shown high resolution multi-beam image, taken by a Bluefin autonomous underwater vehicle (AUV). The image was captured during an August 2014 discovery said by NOAA and partners. (UNC CSI:McCord)



1942

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leutenant Hans-Dieter Heinicke, made the decision to head back home to Germany. However, prior to leaving U.S. waters, Heinicke and his crew would encounter convoy *KS-520*.

Having completed his first two patrols without a single kill, and making only marginal gains during his third and fourth patrols, when Kpl. Heinicke saw the *KS-520* just off Cape Hatteras, he probably saw it as the perfect opportunity to increase his success as a U-boat captain.

In spite of his damaged ship, Heinicke decided to attack at all costs. However, at 4 p.m. just before he could fire his torpedoes, one of the Coast Guard cutters picked up a sonar contact. The Coast Guard crew dropped three depth charges, followed by five more 10 minutes later. Then at about 4:15 pm, the *U-576* fired four torpedoes into the convoy. Two torpedoes rocked the *Chilore*, one hit the *J.A. Mowinckel*, and the fourth struck the *Bluefields* amidships on its port side, sinking her in minutes.

The *U-576*, already damaged, surfaced in the middle of the convoy and immediately the Armed Guard crew on the merchant ship, *Unicoi*, opened fire and scored a hit. Almost

DISCOVERIES

(continued from Page 1A)

a rule, sees itself as the owner of formally Reich-owned military assets, such as ship or aircraft wreckages," said the German Foreign Office in a statement.

"The Federal Republic of Germany is not interested in a recovery of the remnants of the *U-576* and will not participate in any such project. It is

concurrently, two U. S. Navy Kingfisher aircraft straddled the *U-576* with depth charges and sent it to the bottom of the sea with all 45 crew members. Over the next hour, Escort Group Easy, in concert with patrol aircraft, continued to conduct antisubmarine operations to ensure the U-boat had in fact been sunk.

Meanwhile, the damaged *Mowinckel* and *Chilore* maneuvered inshore to await tow operations. Unfortunately, this took them into the Hatteras minefield. Regrettably, during a salvage attempt, the tugboat *Keshena* struck a mine and sank, while *Chilore* later sank under tow in the mouth of the Chesapeake Bay. In addition to the deaths of the 45 submarine crew members, the skirmish resulted in four Allied casualties.

international custom to view the wreckage of land, sea, and air vehicles assumed or presumed to hold the remains of fallen soldiers as war graves. As such, they are under special protection and should, if possible, remain at their site and location to allow the dead to rest in peace."

United States policy on sunken state vessels, such as these, reaffirms sovereign government ownership of the wrecks, including German ownership of *U-576*.

"Most people associate the Battle of the Atlantic with the cold, icy waters of the North Atlantic," said David Alberg, superintendent of NOAA's Monitor National Marine Sanctuary. "But few people realize how close the war actually came to America's shores. As we learn more about the underwater battlefield, *Bluefields* and *U-576* will provide additional insight into a relatively little-known chapter in American history."

(Staffer Mary Helen Goodloe-Murphy contributed to this report.)

National
**Bake &
 Decorate**
 Month