

BEFORE THE
DISTRICT ENGINEER, CORPS OF ENGINEERS
U. S. ARMY ENGINEER DISTRICT, WILMINGTON
WILMINGTON, NORTH CAROLINA

WRITTEN REPORT SUPPORTING U. S. Marine Corps application
to the Secretary of the Army requesting the adoption of
certain regulations for the use and navigation of Navigable
Waters in the vicinity of Camp Lejeune, North Carolina. .

COMMANDING GENERAL
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA

Dated 10 December 1959
Marine Corps Base
Camp Lejeune, North Carolina

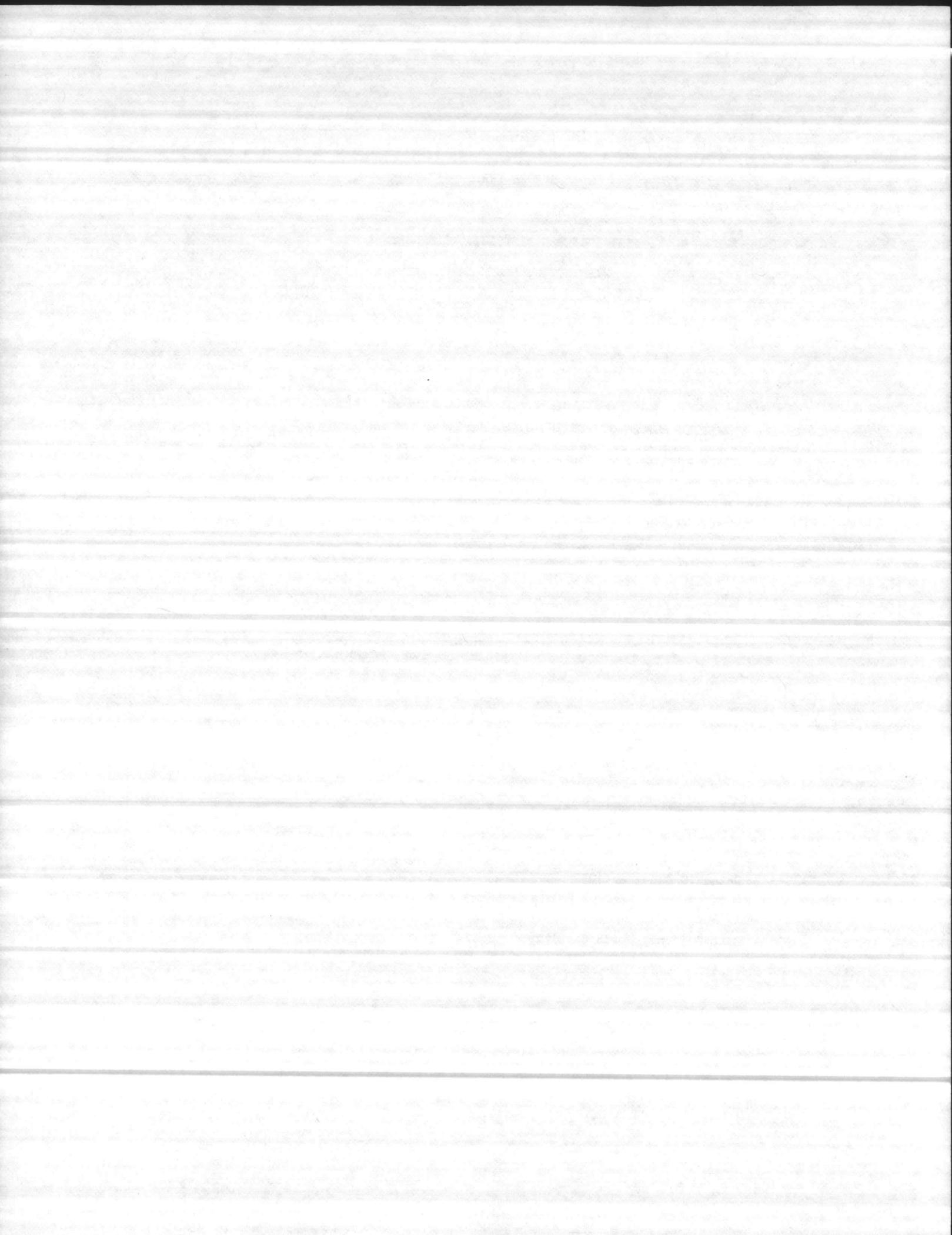
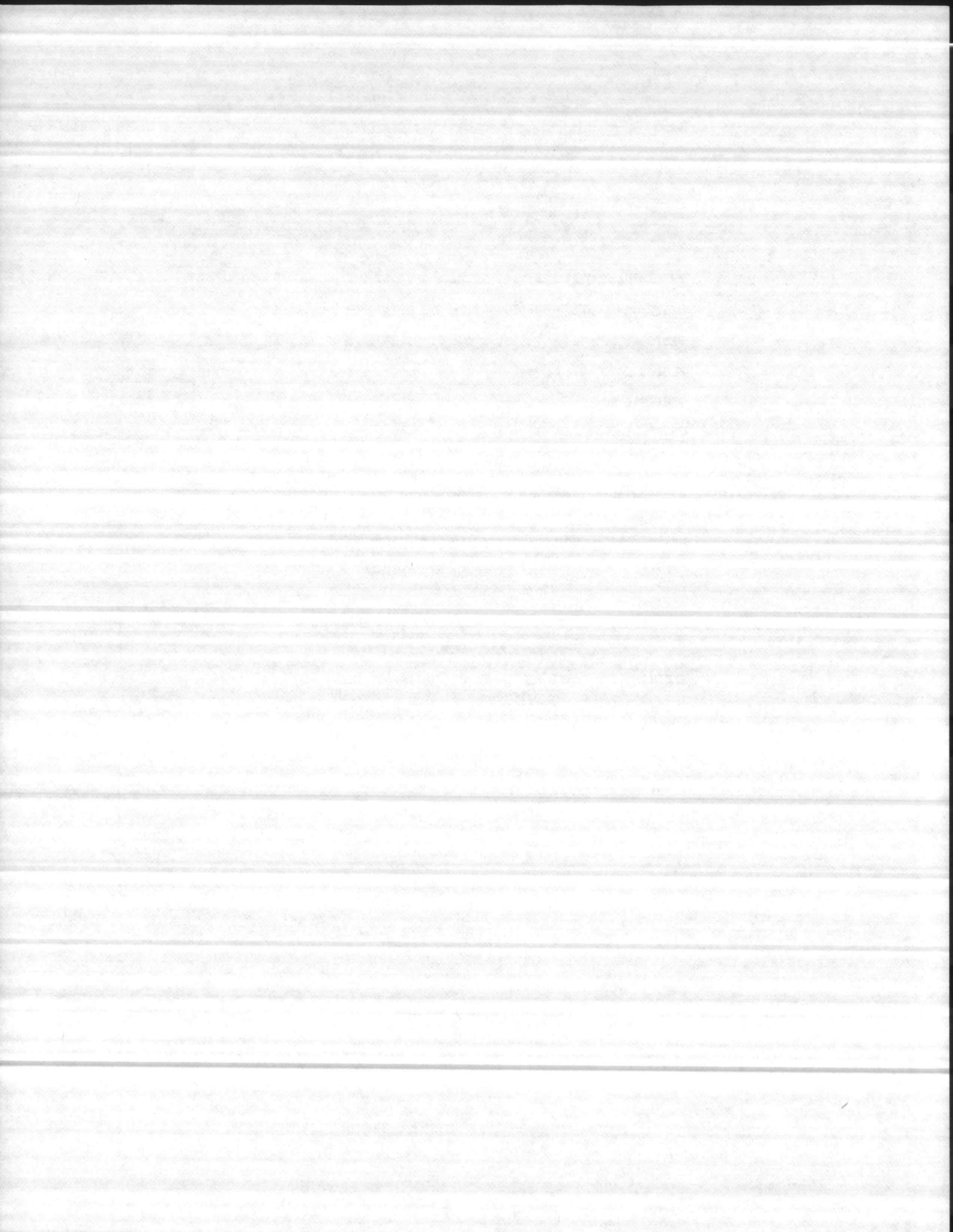


TABLE OF CONTENTS

	<u>PAGE</u>
PRELIMINARY STATEMENT	3
DISTRICT ENGINEER PUBLIC NOTICE DTD 20 AUG 59	4
PROPOSAL NO. 1.	4
PROPOSAL NO. 2.	5
PROPOSAL NO. 3.	6
CONCLUDING STATEMENT.	8
EXHIBIT "A" - DISTRICT ENGINEER PUBLIC NOTICE DTD 20 AUGUST 1959	
EXHIBIT "B" - UNITED STATES MAP-EAST COAST, NORTH CAROLINA: WESTERN APPROACHES TO BOGUE INLET 2d Ed. 24Feb58 15,042- 25-1A 1:25,000	
EXHIBIT "C" - Y and D Drawing No. 162776, dated 30 August 1941, and entitled, "PROPERTY MAP, AREA "N"	
EXHIBIT "D" - DATA PERTINENT TO THE IMPACT AREA ENCOMPASSING BROWN'S ISLAND AND VICINITY, CAMP LEJEUNE, N. C., 1 JAN 58 TO 1 OCT 59	



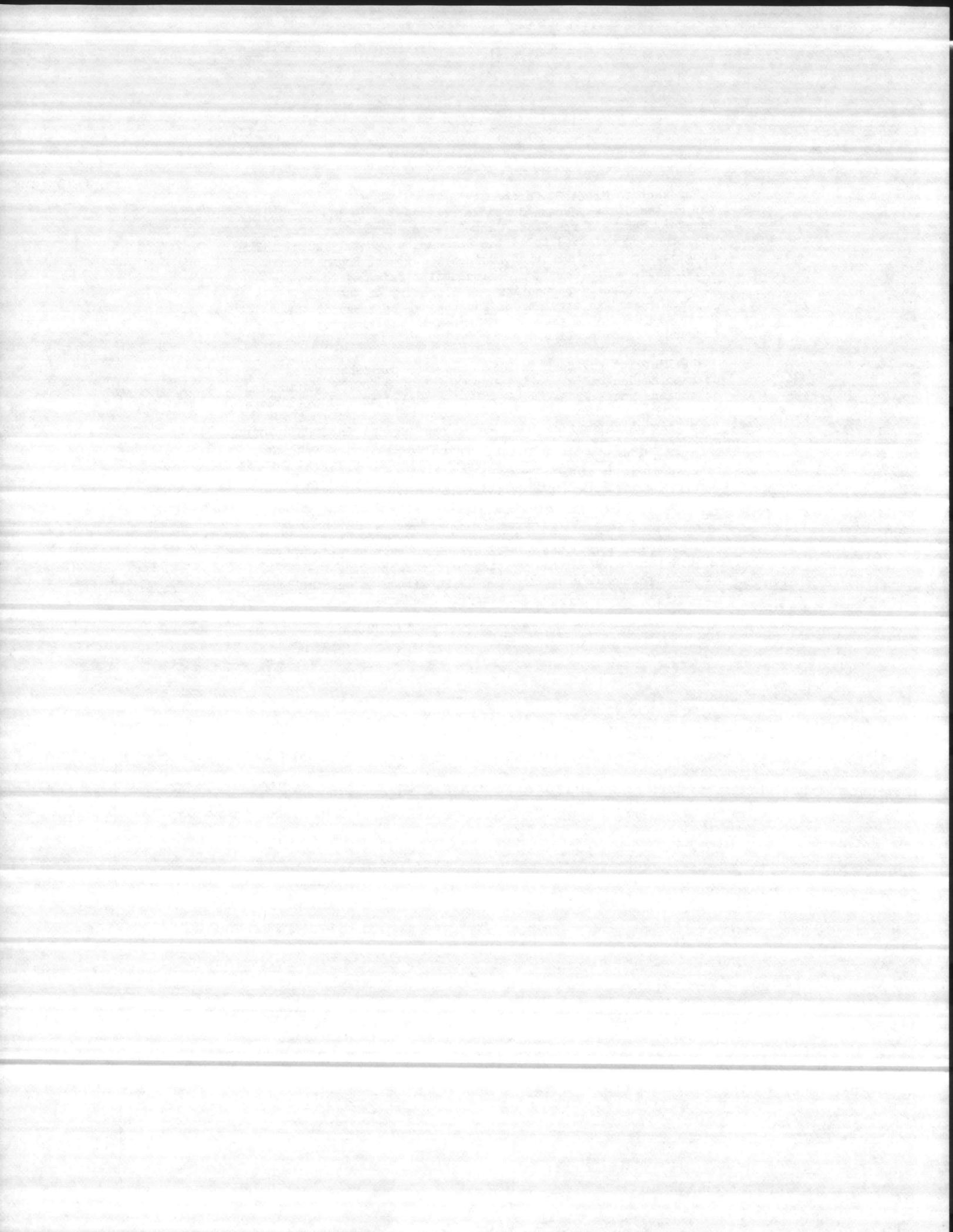
PRELIMINARY STATEMENT

Pursuant to Title 33 United States Code, Sections 1 and 3, the United States Marine Corps as represented by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, (hereinafter referred to as the Commanding General) submitted an application to the District Engineer, Corps of Engineers, Wilmington, North Carolina, (hereinafter referred to as the District Engineer) requesting the Secretary of the Army to prescribe certain regulations for the use of areas of the Navigable Waters of the United States in the vicinity of Camp Lejeune, North Carolina.

The District Engineer on 20 August 1959 published the Commanding General's application as a PUBLIC NOTICE and invited objections until 21 September 1959, a period of thirty (30) days.

In view of objections received in response to the PUBLIC NOTICE of 20 August 1959, the District Engineer, on 10 November 1959, published a NOTICE OF PUBLIC HEARING inviting interested parties to be present or to be represented at the Onslow County Courtroom, Jacksonville, North Carolina, at 10:00 A.M., EST, on 10 December 1959, for the purpose of expressing their views and suggesting changes considered desirable.

In accordance with the NOTICE OF PUBLIC HEARING as published on 10 November 1959, this written report supporting the Commanding General's application is submitted in quintuplicate for consideration of the Secretary of the Army.



DISTRICT ENGINEER PUBLIC NOTICE DATED 20 AUGUST 1959

The Commanding General's application requesting the Secretary of the Army to prescribe certain regulations for the use and navigation of Navigable Waters in the Vicinity of Camp Lejeune, North Carolina was published as a PUBLIC NOTICE on 20 August 1959. The PUBLIC NOTICE is attached hereto and made a part hereof as EXHIBIT "A".

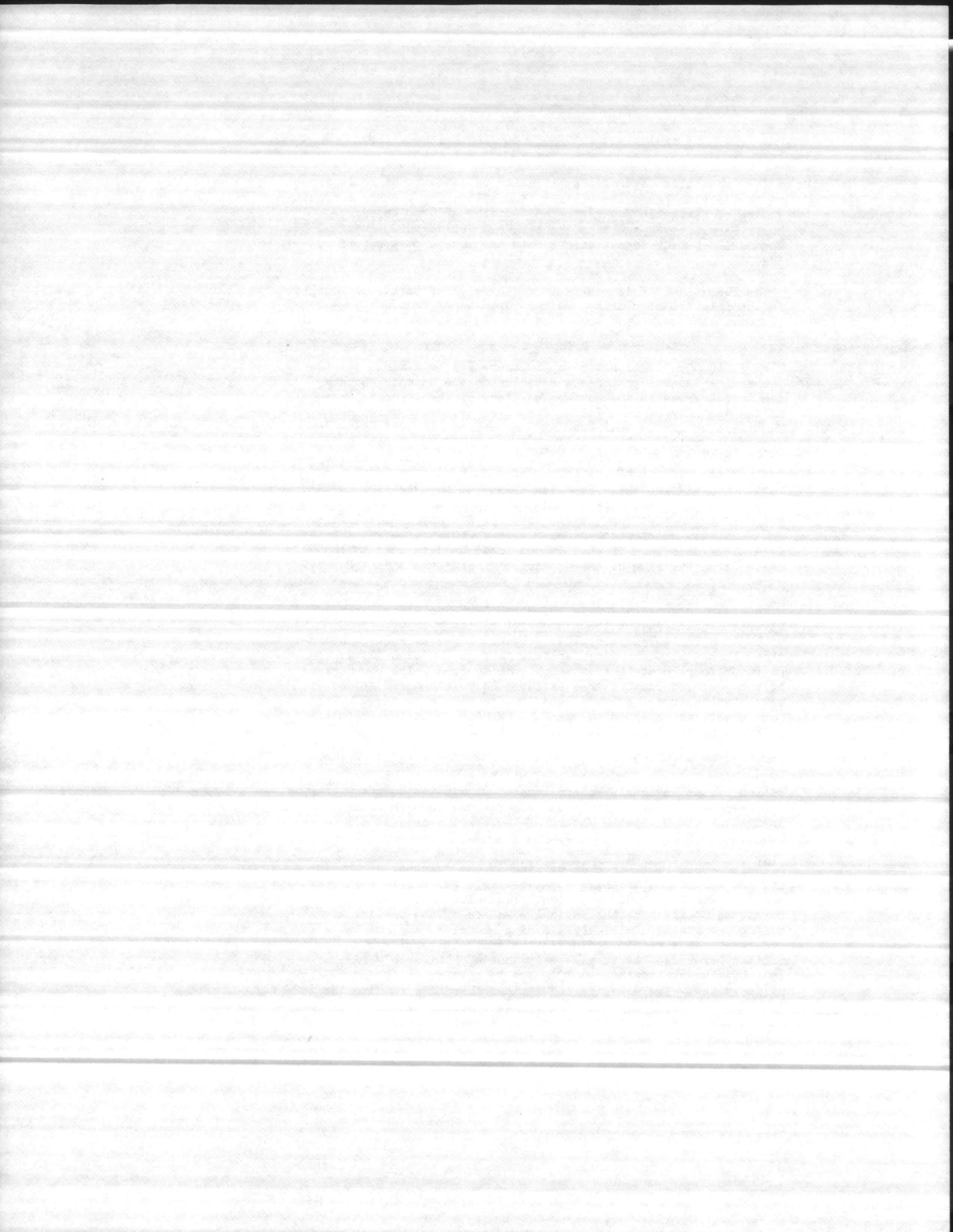
The PUBLIC NOTICE is comprised of three (3) separate proposals. In the interest of clarity and for purposes of continuity, each proposal is hereinafter presented and discussed separately.

PROPOSAL NO. 1. As noted on Enclosure (1) to EXHIBIT "A" the Commanding General proposes a revision to the existing boundary and target areas in the Navigable Waters of the Atlantic Ocean, in the vicinity of Bear Inlet, Camp Lejeune, North Carolina. The existing danger zone boundary encompasses an area which includes a portion of Bear Island. (See EXHIBIT "B") Bear Island is the property of the State of North Carolina, and under the custody and control of the North Carolina Department of Conservation and Development. Representatives of the State of North Carolina have advised the Commanding General that plans are in progress to develop Bear Island into a State Recreational Park, and "that the elimination of Bear Island from the target area is absolutely necessary if this Island is to be developed by the State Parks Division of the Conservation and Development Department".

In order to cooperate with the North Carolina State Parks Division and to insure the minimum of military interference with plans for the development of Bear Island, as a State Recreation Park, the Commanding General, through PROPOSAL NO. 1, proposes to relocate the existing bombing area. The boundaries of the proposed bombing area excludes Bear Island and at the same time conforms to lands owned in fee simple by the U. S. Government and assigned to the U. S. Marine Corps for execution of its mission. (See EXHIBIT "C")

In addition to the boundary revision, PROPOSAL NO. 1 includes an amendment to the existing regulations governing use and navigation of the Navigable Waters located within the boundary area. The amended regulation would exclude the public from using or navigating the Navigable Waters of the bombing area at all times.

The proposed regulation is written in the interest of utilizing the maximum of training time available for military aircraft bombing exercises. Under present regulations the public is permitted to navigate the Navigable Waters of the bombing area during periods when military training exercises are not in progress. As a result, prior to assigning the area for a military exercise, it is necessary that a "Notice to Mariners" be published at least three (3) days in advance of intended military use. The existing regulations therefore require the planning of a military exercise sufficiently in advance to insure that the public receive adequate notice thereof.



Since the use of the bombing area is dependent upon suitable weather conditions, the requirement that the military plan an air exercise at least seven (7) days in advance has often cancelled or limited air training when weather conditions prevailed other than as predicted.

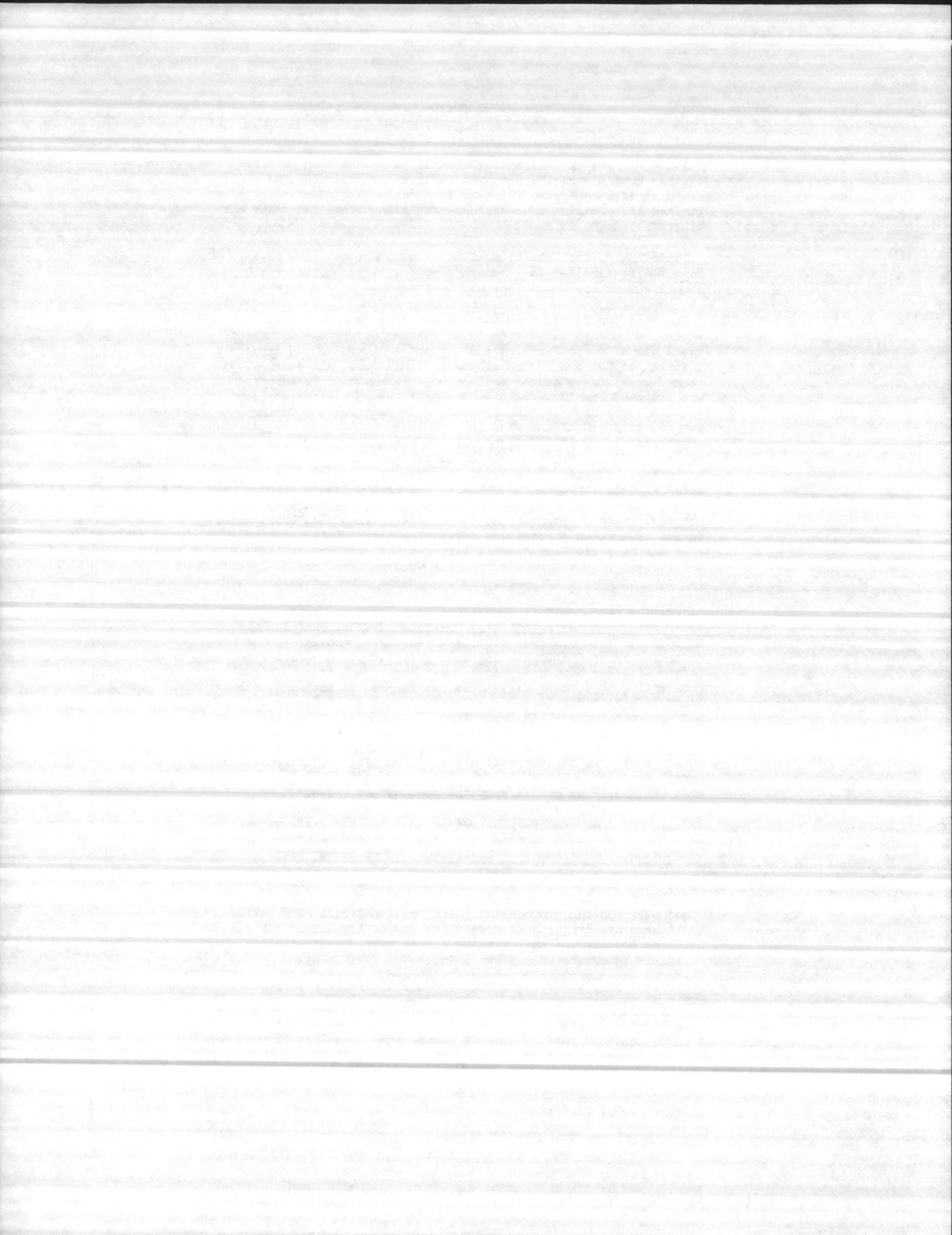
Accordingly, the intention of the proposed regulation is to permit air exercises on a moment's notice, when optimum weather conditions exist.

The position of the Commanding General in this matter was explained and discussed with local residents, representatives of the State of North Carolina and any and all parties who expressed interest or concern in the proposed regulation. All parties concerned unanimously agreed that no objections would be advanced to the proposed bombing area provided that the regulation would be amended to permit navigation through the bombing area during periods of non-military use. The proposed bombing area regulation, as presented, would of course, afford the military an opportunity of realizing the maximum utility of its aircraft during planned exercises. However, in view of the aforesaid protests, and as a means of demonstrating the military's spirit of cooperation, the Commanding General has informed the parties concerned that the proposal would be compromised to include an amendment which would permit navigation through the Navigable Waters of the bombing area during periods of non-military use. Therefore, in lieu of the present proposed regulation, the Commanding General is prepared to offer the following regulation for consideration:

"(2) The regulations. Vessels may proceed along established waterway except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours, or a red light at night, from a flag pole forty feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from the observation tower forty feet in height located at the northern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

"(3) Enforcing Agency. The regulations in this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representative."

PROPOSAL NO. 2. As noted on Enclosure (2) to EXHIBIT "A" the Commanding General proposes to amend the boundaries of an existing inaccurate danger zone area. The proposal realigns the northern boundary of the existing danger zone area to include Navigable Waters between Brown's Inlet and Bear Inlet. Although these Navigable Waters are hazardous during periods of military target practice, no regulations exist which govern use and navigation therein. At the same time the realignment of the northern boundary excludes a portion of Navigable Waters to seaward of Bogue Inlet which are not in fact dangerous during



military target practice. The exclusion of these waters from the danger zone will benefit the users of the area.

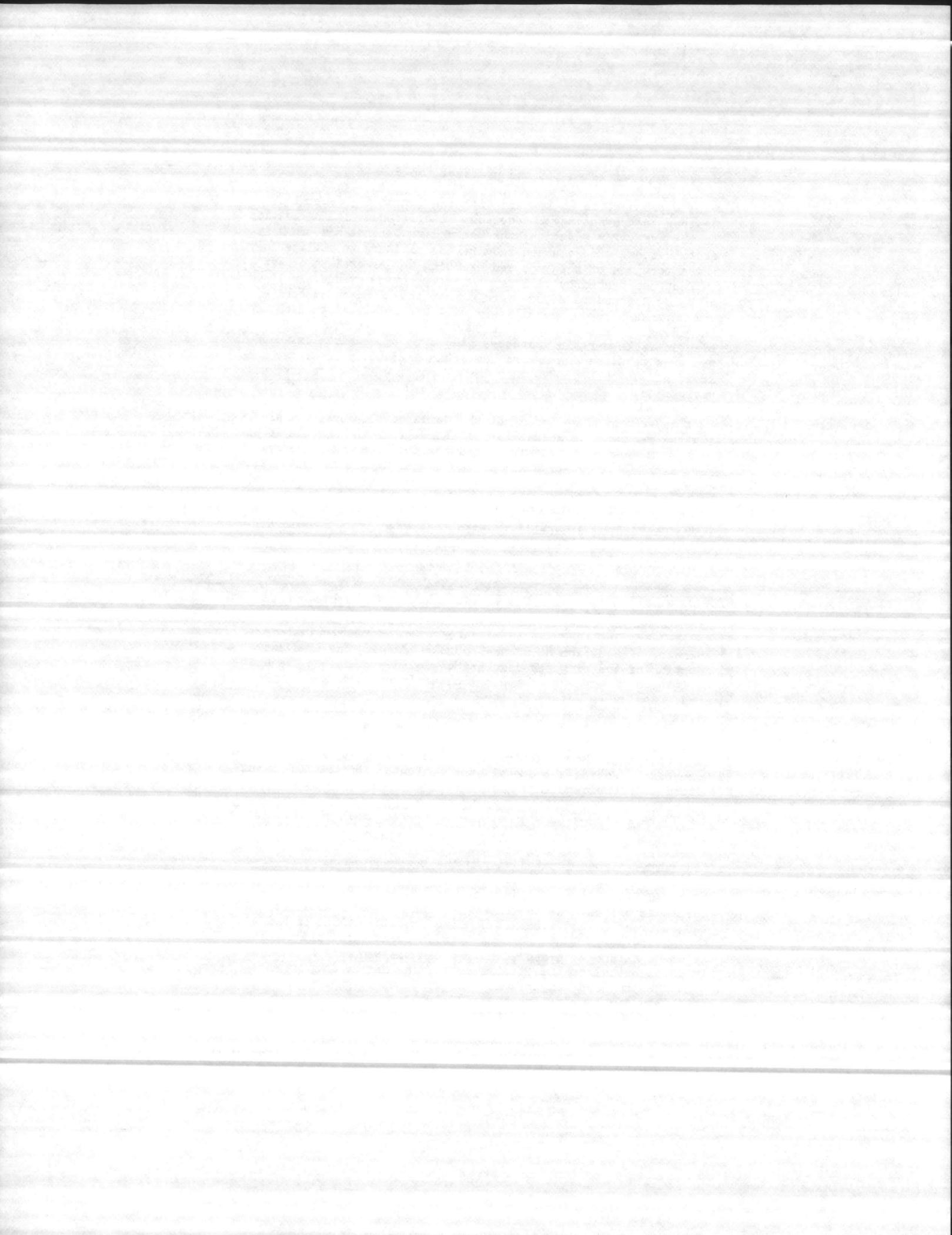
This proposal is in keeping with the Commanding General's desires to prevent any unnecessary interference with navigation in the area. In addition, the Commanding General has promulgated certain local orders which require the military to utilize only those portions of the proposed existing danger area which are in fact endangered by military target practices. Thus, in lieu of using a standard 25,000 yard danger zone fan, as authorized under present laws, the military will use only that portion of the navigable area which is in fact made dangerous by target practice. In certain instances, the type of ordnance impacted in the area requires the use of less than a 25,000 yard danger zone area, and at such times, only that portion will be excluded to navigation.

It is worthy of mention that the Commanding General has always invited requests to adjust the military training schedule so as not to unreasonably interfere with the food fishing industry. For example, target practice in the danger zone area is curtailed during the months of January, May and December, in the interests of the Menhaden Fishing Industry.

The Commanding General's proposal has been explained and discussed with interested parties. There appeared to be no protests to its establishment and adoption.

PROPOSAL NO. 3. As noted in Enclosure (3) to EXHIBIT "A", the Commanding General proposes the establishment of a new danger zone area and the adoption of appropriate regulations thereto. Establishment of the proposed danger zone area and adoption of the proposed regulations would exclude the use and navigation of Navigable Waters located in the proposed danger area. Navigable Waters of the Intra-Coastal Waterway would neither be interfered with nor impeded. In the interest of national defense and for the better protection of life and property, it is requested that the proposal be approved without qualification. More particularly, and in support of the Commanding General's proposal, the following information is submitted for consideration:

1. Except for a portion of the submerged lands of "Brown's Inlet", and subject to an easement for the Intra-Coastal Waterway, the United States of America, in 1941, condemned in fee simple, lands located within the proposed danger zone area, for the purpose of establishing a Marine Corps training area. (See EXHIBIT "C") As illustrated by EXHIBIT "B", the Marine Corps use of the area is primarily concerned with artillery target practice and aircraft bombing exercises. The nature of the Marine Corps lands at Camp Lejeune negate possible consideration of alternate areas which may be utilized for this purpose. It is essential to the fulfillment of the Marine Corps mission that the proposed danger zone area continue to be available for artillery and bombing exercises.



2. Located within the Navigable Waters of the proposed danger zone area is highly sensitive unexploded ordnance which presents a serious hazard to life and property. The terrain features of the danger zone area are of a nature to render impossible the removal or neutralization of more than ten percent of the unexploded ordnance located therein.

3. For purposes of illustration, EXHIBIT "D" describes the type and amount of ordnance impacted within the danger zone area during the period from 1 January 1958 through 1 October 1959. Included in the figures compiled is a conservative estimate of ordnance which failed to detonate upon impact. Periodic searches of the area conducted by experienced demolition personnel have resulted in the neutralization and recovery of the amount and type of ordnance illustrated on EXHIBIT "D". It should be noted that only a small amount of unexploded ordnance has been successfully neutralized and removed.

The unsuccessful efforts of the demolition personnel is principally due to the nature of the terrain of the danger zone area. The area is comprised of numerous sand islands and marsh tidelands which are traversed by a series of water courses.

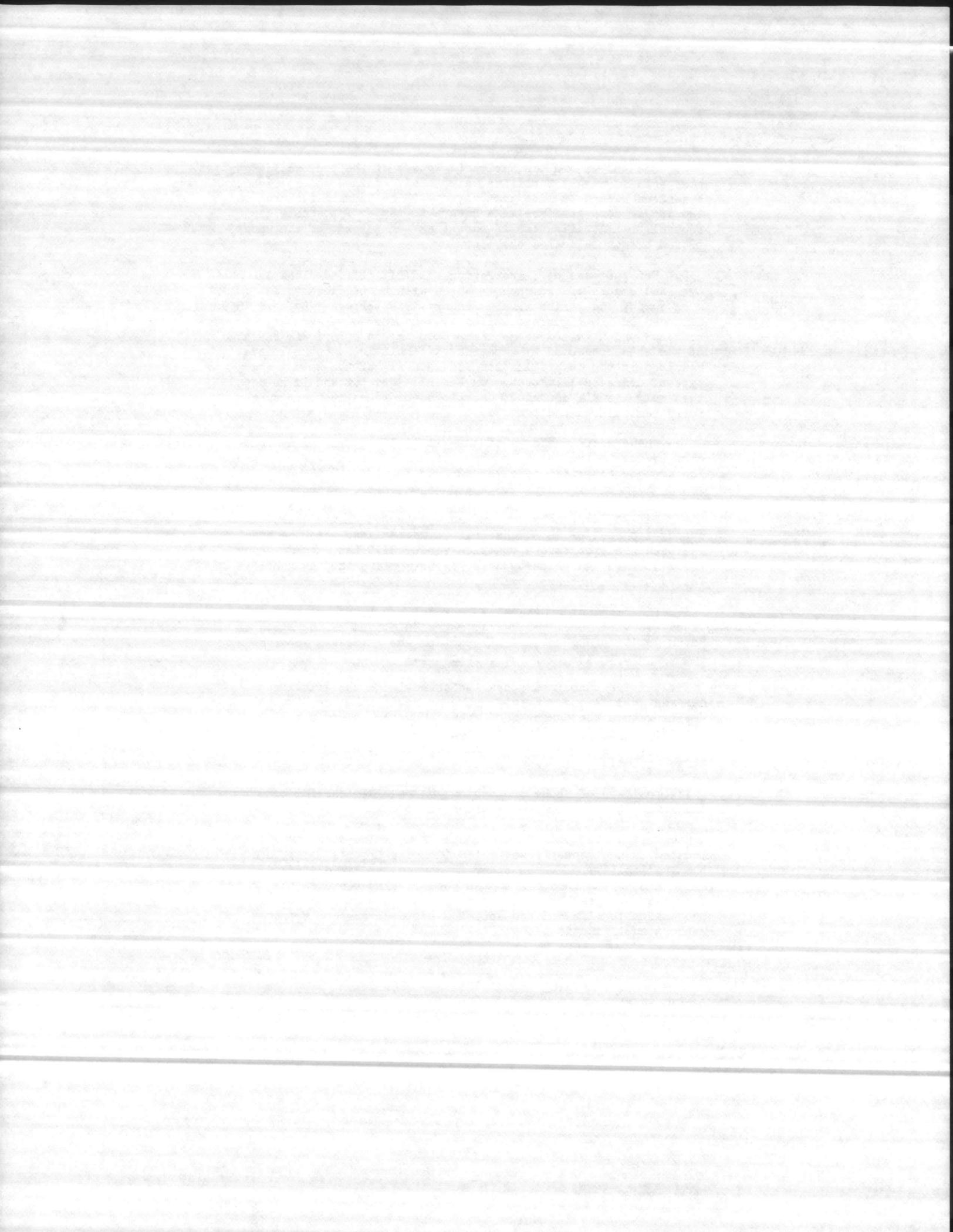
EXHIBIT "D" describes the ordnance impacted in the area during a period of 18 months. If it is realized that the area has been used for target practice since 1941, the hazards which exist to life and property using or navigating the Navigable Waters therein appears obvious.

4. The Commanding General's proposal has been explained and discussed with local residents, representatives of the State of North Carolina and any and all parties who expressed interest and concern in the proposed regulation.

The parties concerned appear to acknowledge the existing hazards to life and property using or navigating the Navigable Waters within the danger zone area. However, certain parties are adamant in protesting the exclusion of navigation of Brown's Inlet during periods when the military is not using the area for target practice.

The position of those protesting has received careful consideration by the Commanding General.

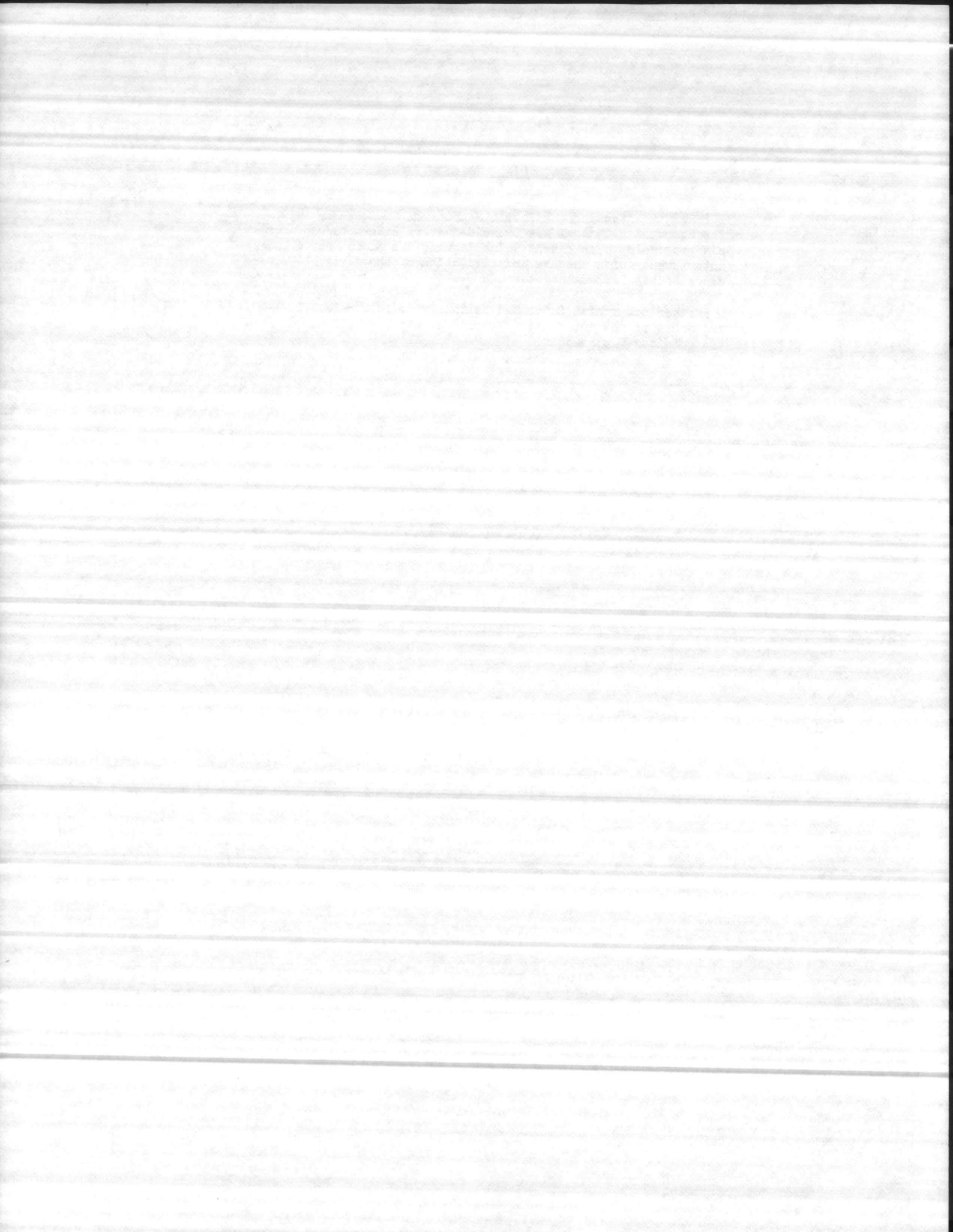
However, in view of the existence of unexploded ordnance located in the danger area, which includes Brown's Inlet, and the availability of three other inlets in the immediate area which are more accessible to the food fishing centers, the Commanding General is of the opinion that in the interest of protection to life and property the proposal must be approved without qualification.



CONCLUDING STATEMENT

Prior to attending the Public Hearing on 10 December 1959, the Commanding General has exercised every effort to compromise his proposals to an extent which insures the minimum of military interference with the use and navigation of the Navigable Waters described in Proposals 1 through 3.

Further compromise is deemed neither morally nor legally advisable if the interests of public safety and national defense are considered paramount.

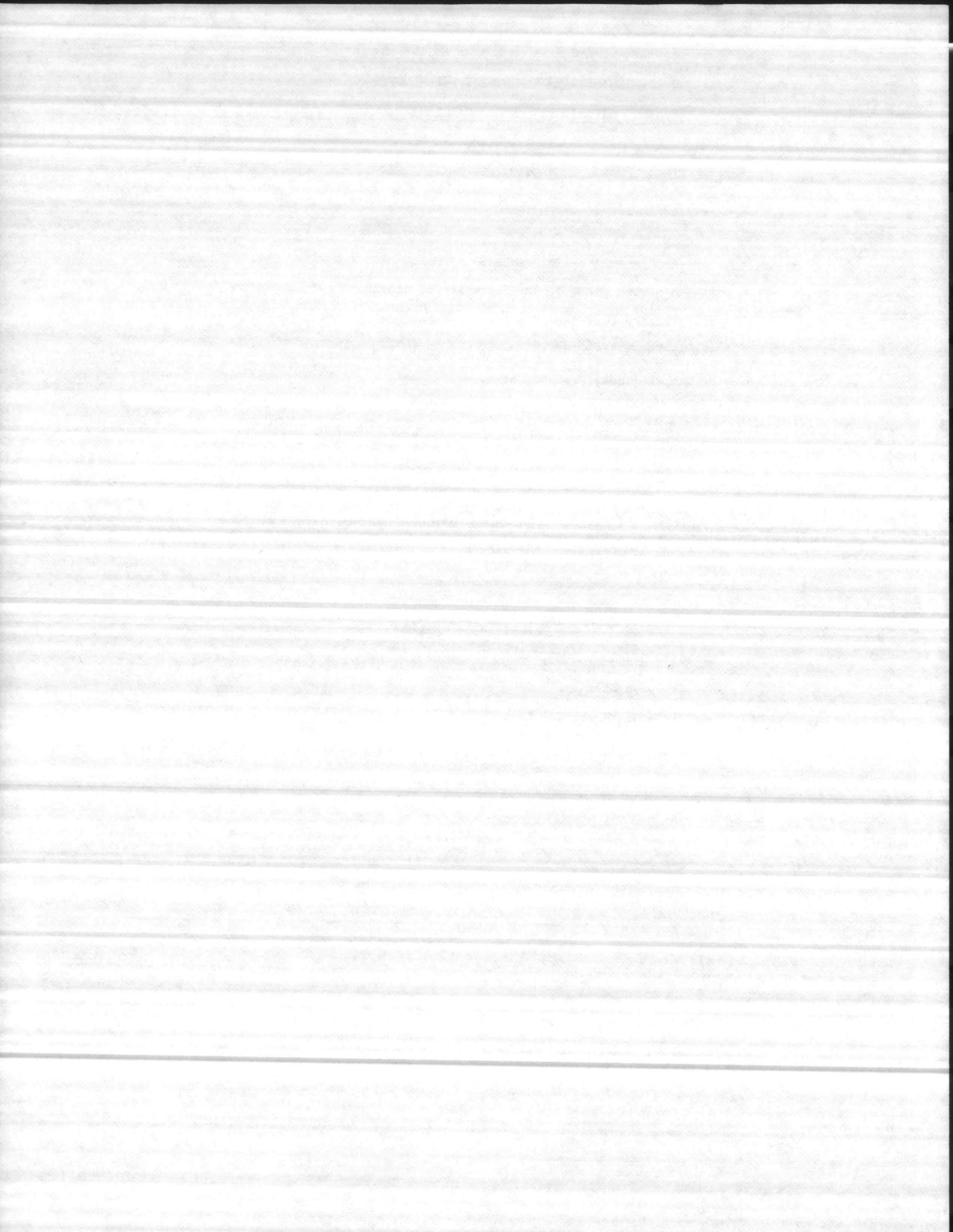


DISTRICT ENGINEER, CORPS OF ENGINEERS
U. S. ARMY ENGINEER DISTRICT, WILMINGTON
WILMINGTON, NORTH CAROLINA

SUPPLEMENTAL WRITTEN REPORT on behalf of the United States Marine Corps to the Secretary of the Army requesting the adoption of certain regulations for the use and navigation of navigable waters in the vicinity of Camp Lejeune, North Carolina.

COMMANDING GENERAL
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA

Dated 18 December 1959
Marine Corps Base
Camp Lejeune, North Carolina



The purpose of the Public Hearing was to provide interested parties an opportunity to express their views and discuss three proposals, as submitted by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, to the Secretary of the Army, requesting the adoption of certain regulations for the use and navigation of navigable waters in the vicinity of Camp Lejeune, North Carolina.

With respect to Proposals 1 and 2, as published in PUBLIC NOTICE dated 20 August 1959, the parties attending the PUBLIC HEARING appeared to concur that the establishment of Proposals 1 and 2 would be in the best interests of all concerned, provided that, Proposal No. 1 be amended in accordance with the Commanding General's recommendations as outlined in his written report submitted to the District Engineer on 10 December 1959. (The Commanding General's Written Report of 10 December 1959 is hereinafter referred to as the "Commanding General's Written Report".)

Proposal No. 3 received careful consideration, however, the parties to the HEARING were unable to reconcile their opinions and views thereto.

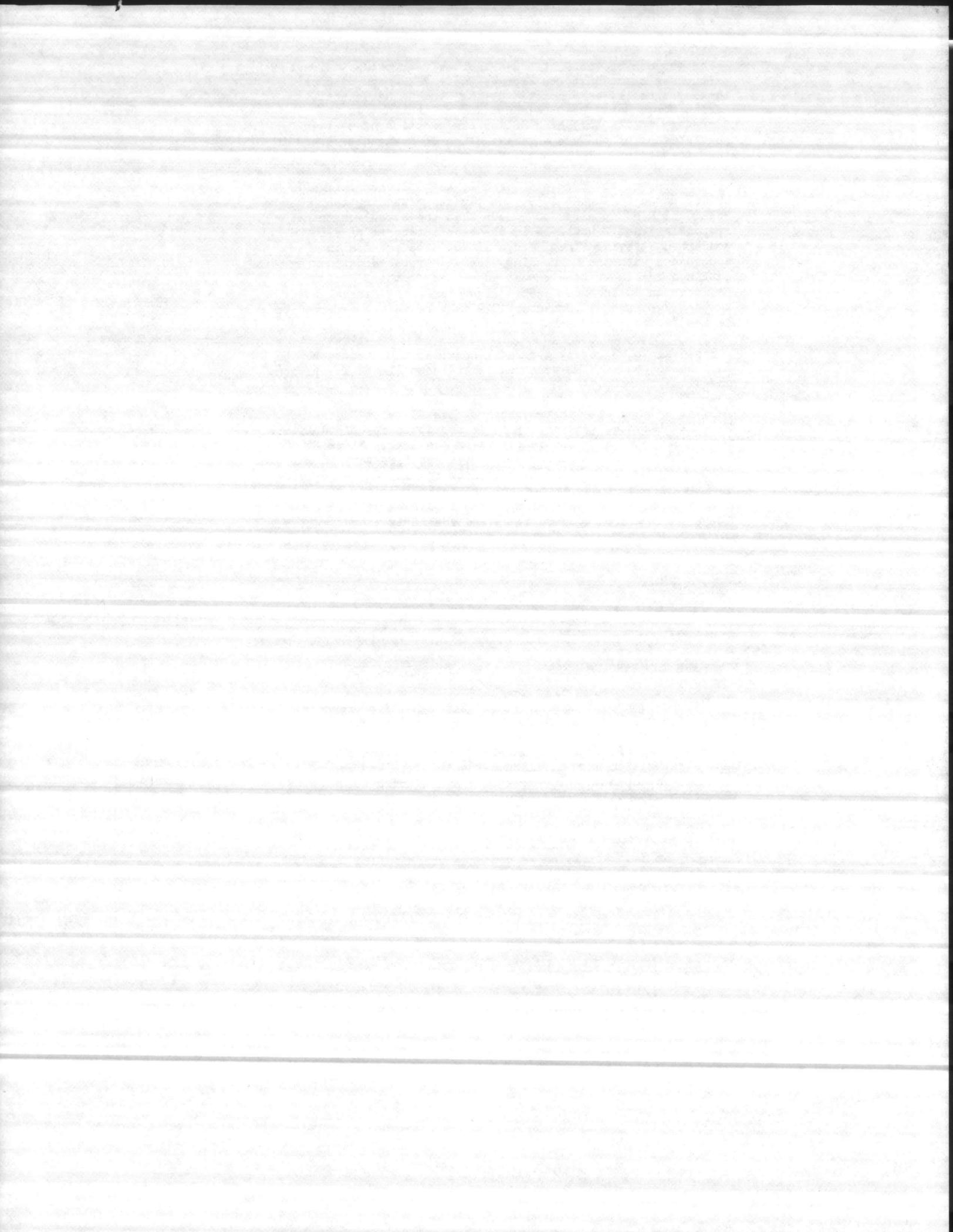
In accordance with instructions of the District Engineer, this Supplemental Written Report is submitted in quintuplicate for consideration by the Secretary of the Army. Since Proposals 1 and 2, as described, appear satisfactory to all parties concerned, this report will be restricted to replying to inquiries of those protesting the establishment of Proposal No. 3. In this regard, the inquiries will be outlined and numbered consecutively and the reply thereto will follow.

INQUIRY NO. 1

PROPOSAL NO. 3 PROPOSES THE ESTABLISHMENT OF A NEW DANGER ZONE AREA FOR THE BETTER PROTECTION OF LIFE AND PROPERTY.
WHAT ARE THE DANGERS REFERRED TO IN PROPOSAL NO. 3?

The presence of unexploded, highly sensitive ordnance located in the proposed danger zone area renders the use or navigation of the navigable waters therein dangerous to life and property. EXHIBIT "D", attached to the Commanding General's Written Report, illustrates the type and amount of ordnance impacted in the danger zone area during a period of 18 months extending from 1 January 1958 through 1 October 1959.

As described on EXHIBIT "D" the success of either recovery or neutralization of ordnance which failed to explode upon impact during the said period was negligible. Intensive efforts to recover the unexploded ordnance is impeded due to the nature of the terrain of the area.



INQUIRY NO. 2

ARE MILITARY PERSONNEL PERMITTED TO USE OR NAVIGATE THE WATERS OF THE DANGER ZONE AREA FOR PRIVATE REASONS?

Except for use of the navigable waters of the Intra-Coastal Waterway, which waters of course are available for either civilian or military use at all times and without interference, military personnel have been prohibited from either entering or using waters within the danger zone area except on receipt of official permission to do so. The Commanding General has promulgated the following orders concerning this matter:

1. BASE ORDER 5000.1A of 31 January 1957
Subj: Base Regulations
2. BASE ORDER 5510.1A of 19 October 1956
Subj: Trespass on Brown's Island
3. BASE ORDER 11102.1A of 11 February 1957
Subj: Training Areas and Facilities
Regulations Governing the Use of

More particularly, a portion of Base Order 5000.1A, cited above, as it concerns hunting and fishing, is hereinafter quoted:

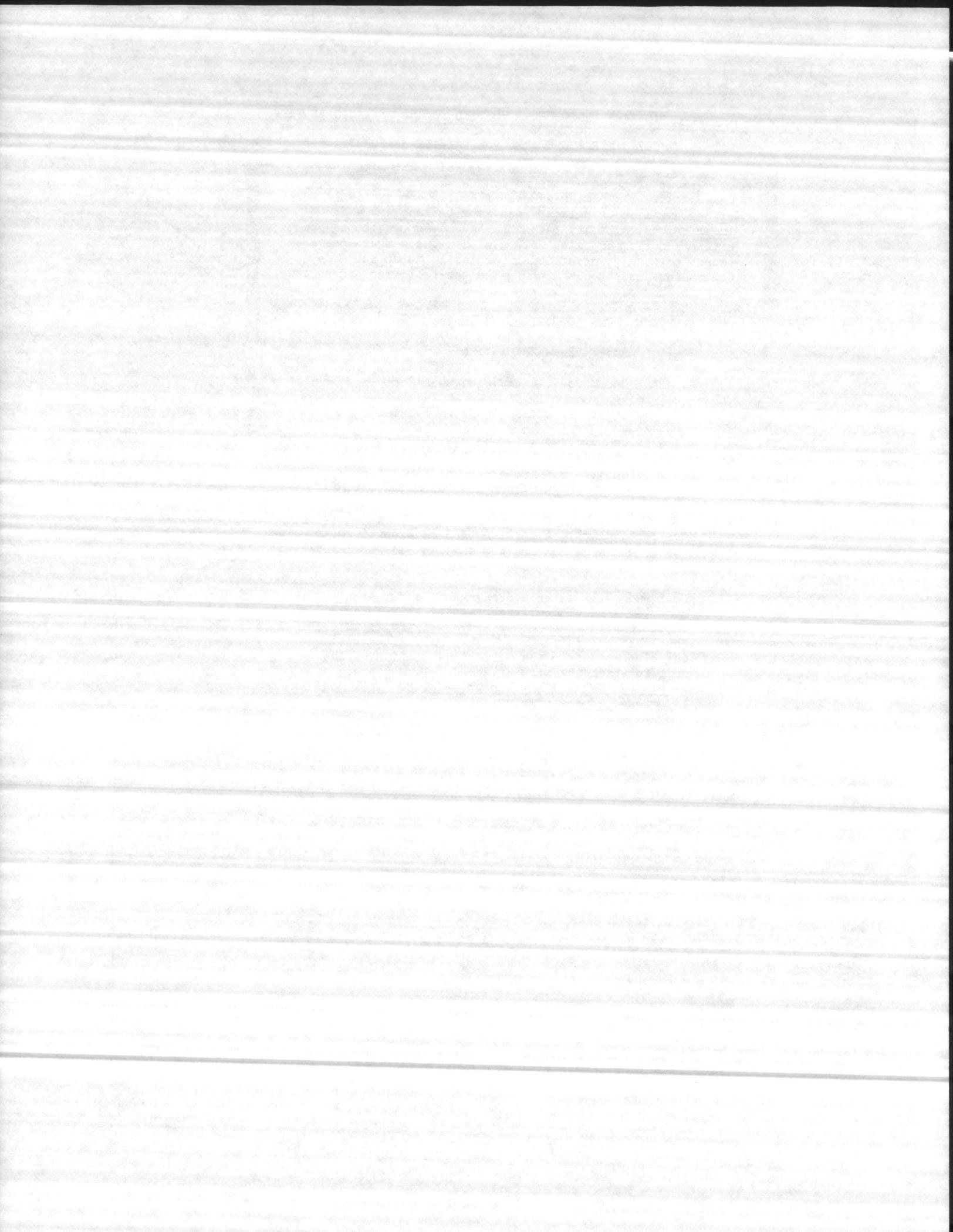
"No person will enter a designated danger area or maneuver area without ascertaining by reference to the current Base Order and Weekly Bulletin that the area is clear and then only after obtaining clearance from the Operations Section of the unit to which they are attached. Impact areas G-10, L-2, K-2 and N-1 (Brown's Island) will not be entered at any time."

Impact Area N-1 includes the navigable waters as described in Proposal No. 3.

INQUIRY NO. 3

IS THE GOVERNMENT CONSTRUCTING A FISHING PIER IN THE DANGER ZONE AREA? AT PRESENT, ARE THERE ANY GOVERNMENT-OWNED FACILITIES IN THE DANGER ZONE AREA?

There are no Government-owned facilities located within the proposed danger zone area. A fishing pier presently under



INQUIRY NO. 4

ARE WATERS OF THE INTRA-COASTAL WATERWAY ENDANGERED BY
THE PRESENCE OF UNEXPLODED ORDNANCE?

There is no evidence of unexploded ordnance within the waters of the Intra-Coastal Waterway. The Commanding General has exercised every reasonable means of insuring safe passage along the waterway. In addition to periodic inspections, training orders provide that no ordnance shall be impacted within 300 yards of either bank of the Intra-Coastal Waterway.

INQUIRY NO. 5

FIRING FROM RANGE G-5 PRESENTLY IMPACTS INTO AREAS OF BROWN'S INLET. IS IT POSSIBLE TO RELOCATE FIRING POINT SO AS TO ELIMINATE BROWN'S INLET AS AN IMPACT AREA?

Relocation of the G-5 firing point would not eliminate the existing navigational hazards in Brown's Inlet. In addition, as illustrated on Enclosure (2), shifting the firing point of the G-5 Range would include within the danger zone area inhabited areas, as well as the Intra-Coastal Waterway.

INQUIRY NO. 6

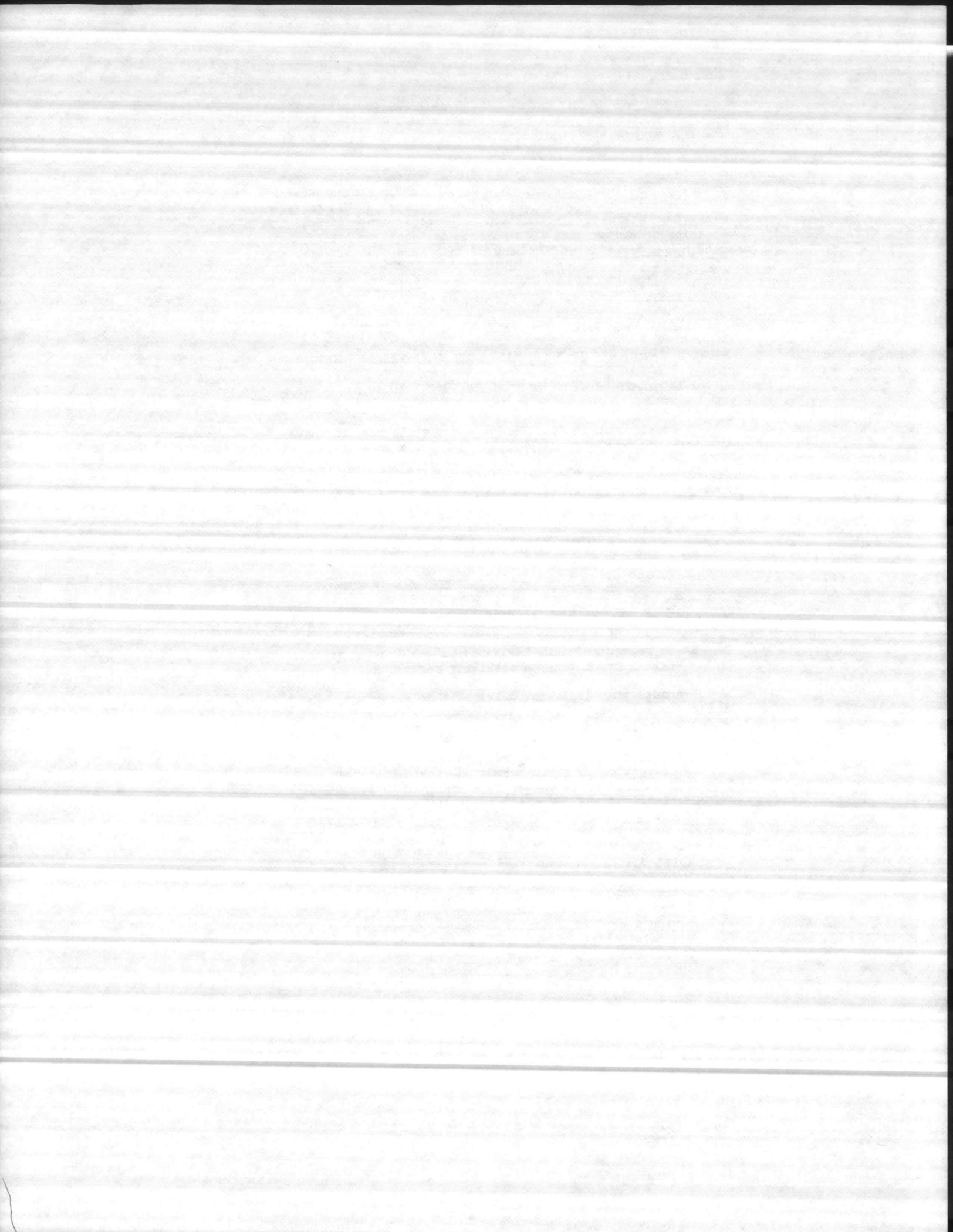
IS THERE ANY PORTION OF THE PROPOSED DANGER ZONE AREA WHICH MAY BE USED BY SPECIAL PERMIT?

It is recognized that navigable waters located south of Bank's Channel may not be particularly dangerous.

Provided that it is acknowledged that a certain element of risk exists in this area, the Commanding General offers no objection to permitting unrestricted navigation within these waters during periods of non-military use.

If navigation is to be permitted within the above described waters of the danger zone area, it is recommended that Section 1 of the proposed regulation be revised to read as follows:

"THE REGULATIONS (1) Except for waters of the Intra-Coastal Waterway and navigable waters located south of Bank's Channel, all navigable waters located in the above areas shall be closed to navigation at all times except for vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina."

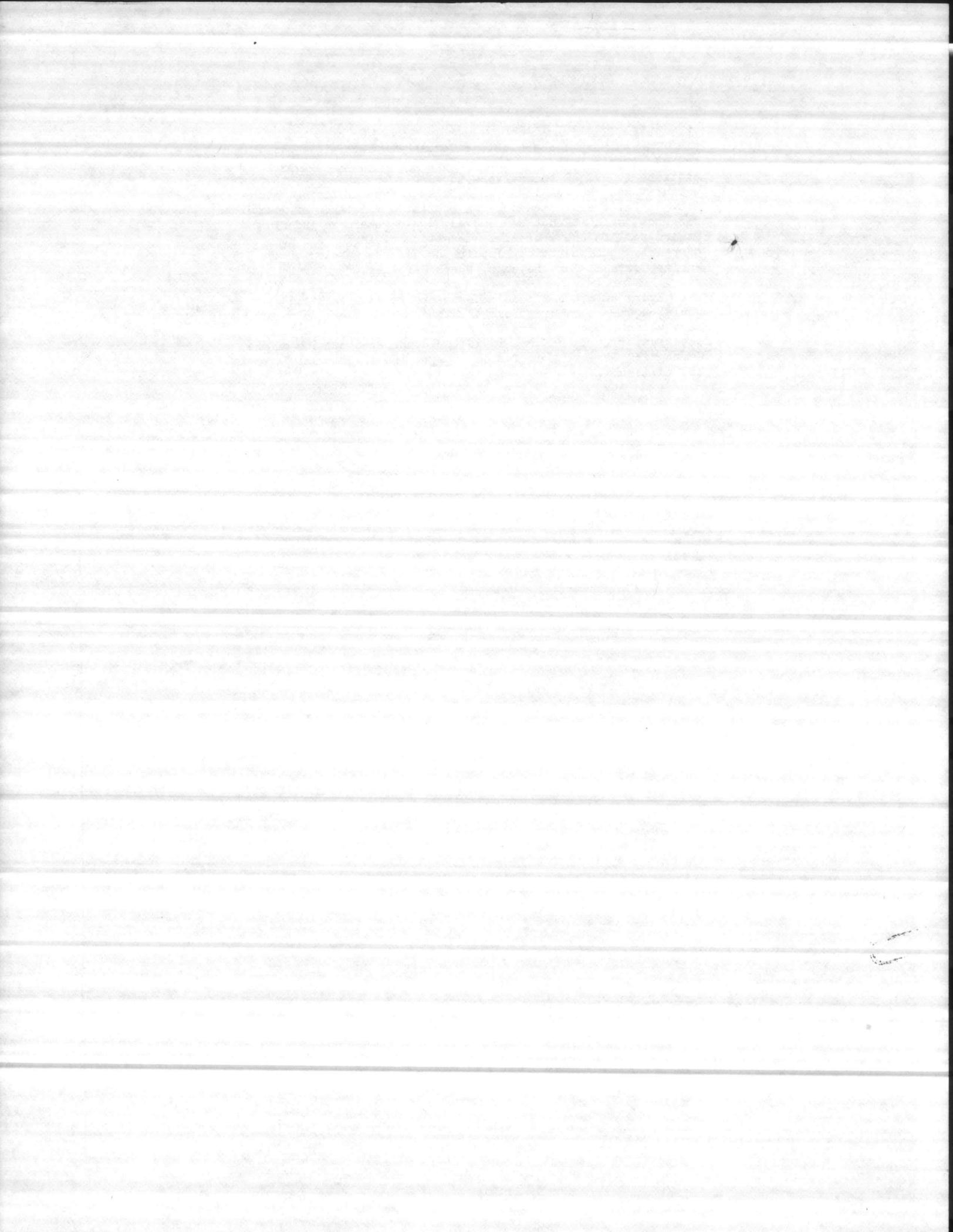


The primary concern of the Commanding General is based upon the moral principle that the United States should not permit its citizens to expose themselves, knowingly or otherwise, to dangers which it has created in Brown's Inlet. Even if firing into Brown's Inlet should cease, the continued existence of unexploded ordnance, which cannot be removed, would remain an indefinite hazard to life and property. Cessation of firing and abandonment of ranges would certainly impair the defense mission of the U.S. Marine Corps at Camp Lejeune, North Carolina.

Every effort has been made to arrive at a solution which would require something less than recommending exclusion of navigation in Brown's Inlet. No alternate solution appears satisfactory. Therefore, it is the considered opinion of the Commanding General that further compromise of Proposal No. 3 is not advisable.

Respectfully submitted,

S. S. WADE
BRIGADIER GENERAL, U. S. MARINE CORPS
COMMANDING



U. S. ARMY ENGINEER DISTRICT, WILMINGTON
CORPS OF ENGINEERS
308 CUSTOMHOUSE
WILMINGTON, NORTH CAROLINA

SAWOP

20 August 1959

PUBLIC NOTICE

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has made application for revision of Danger Zone Regulations affecting navigable waters endangered by military artillery and bombing operations in the vicinity of Onslow Beach, Camp Lejeune, North Carolina.

Attached hereto are maps showing areas of danger zones together with regulations which are proposed to govern navigation within these areas. It is to be noted that inclosures 1 and 2 are proposed revisions to existing danger zone areas. Inclosure 3 is proposed to establish a new danger zone area in an area where highly sensitive, unexploded projectiles are a serious hazard to life and property.

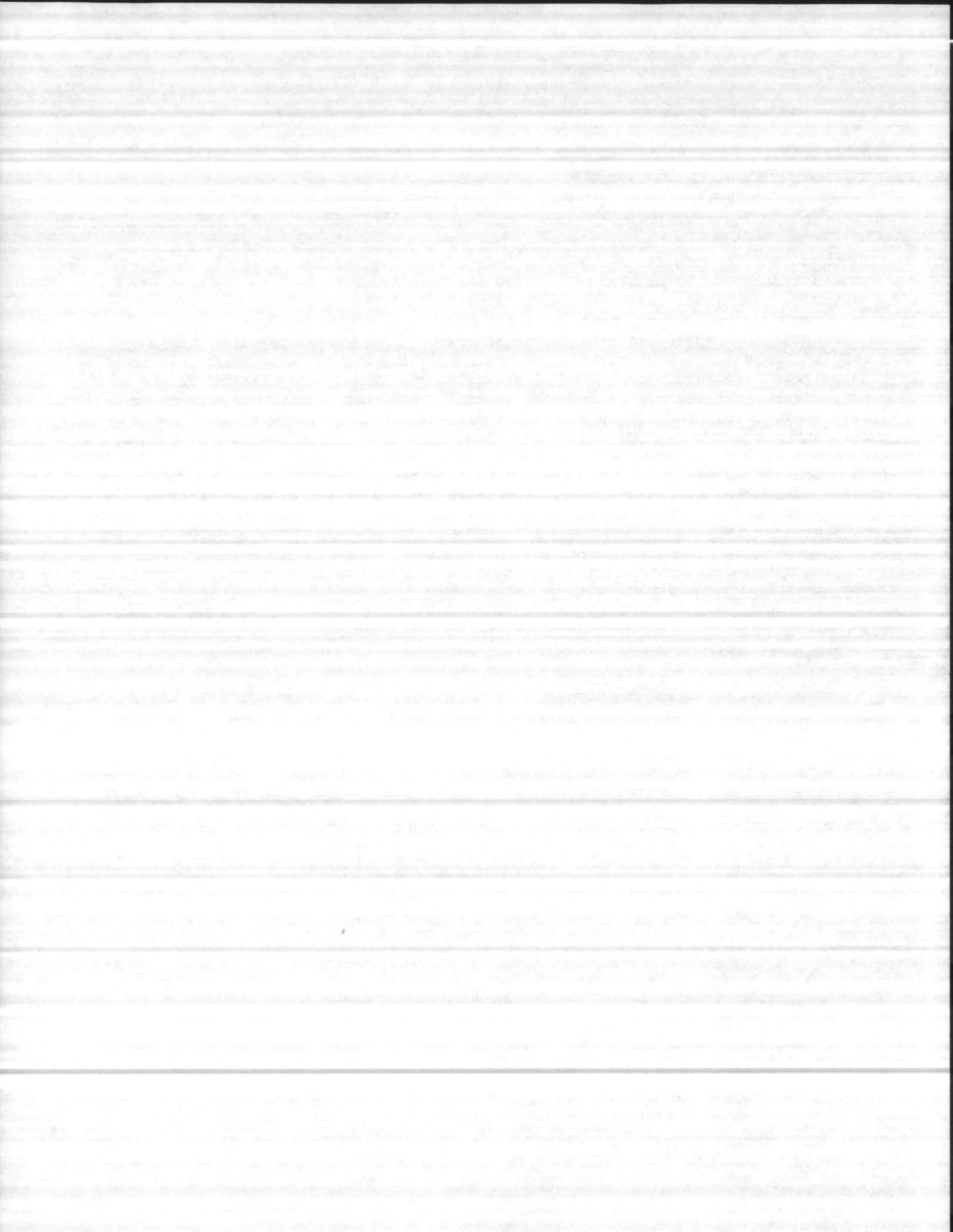
Please advise me if you have any objections to these proposed changes in Danger Zone Regulations or if you know of any person, firm, or association that may be opposed to this action. Objections will be received at this office until 21 September 1959.

Incls
Maps w/regulations

H. C. Rowland, Jr.
H. C. ROWLAND, JR.
Colonel, Corps of Engineers
District Engineer

Incl. 2 E

Enclosure (12)

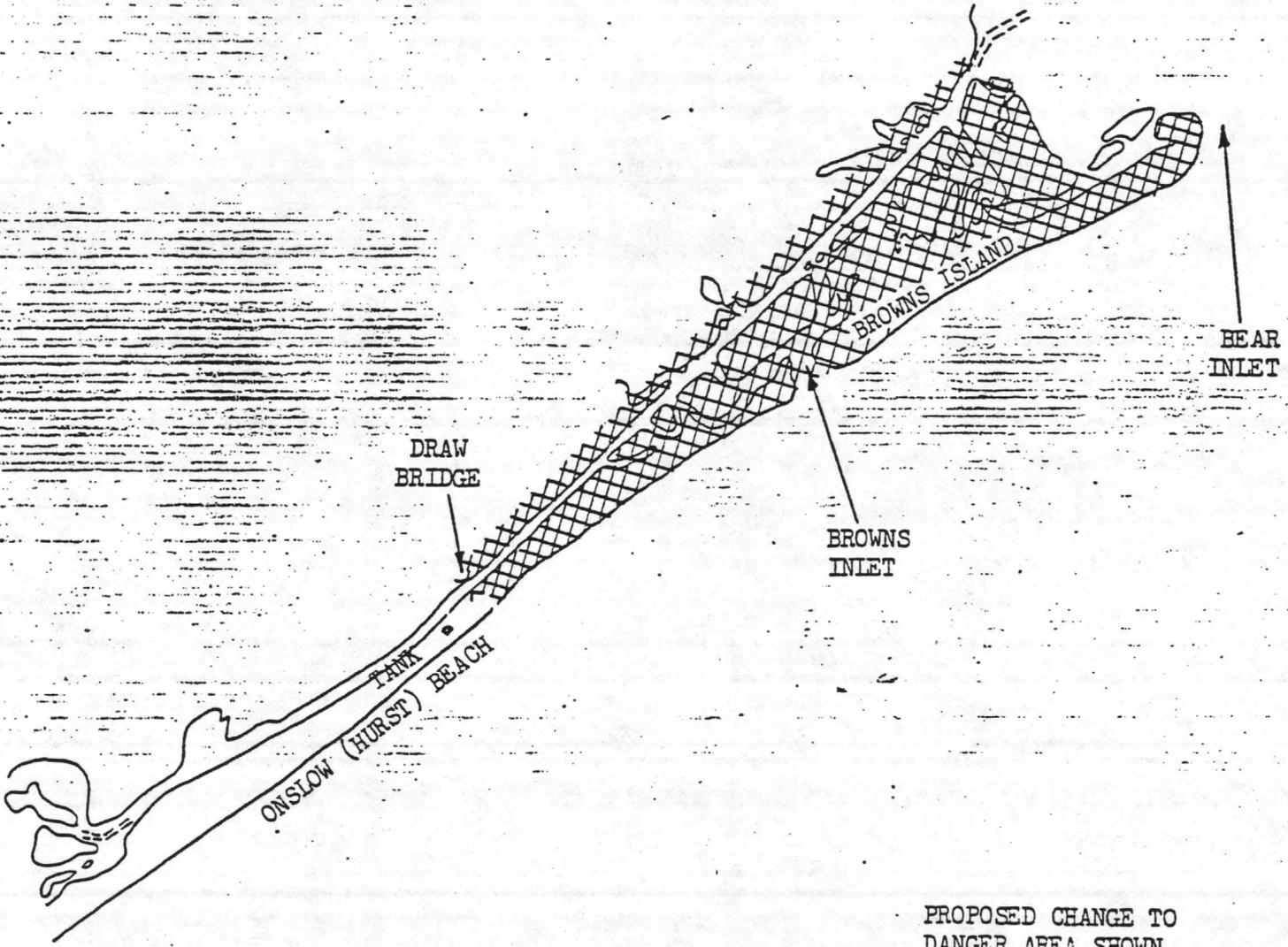


34°40'

77°10'

AREA DESCRIPTION: The sector of the Atlantic coast, to include all inlets, streams, bays, and water, marshes, islands, banks, and shores therein contained, bounded on the north by Bear Creek, on the East and South by the Atlantic Ocean to the meridian 77°16'20"; thence by this meridian to latitude 34°34'31"; and thence by a line bearing 44° from this point until the line intersects Bear Creek.

NOTE: All bearings in this section are referred to True Meridian.

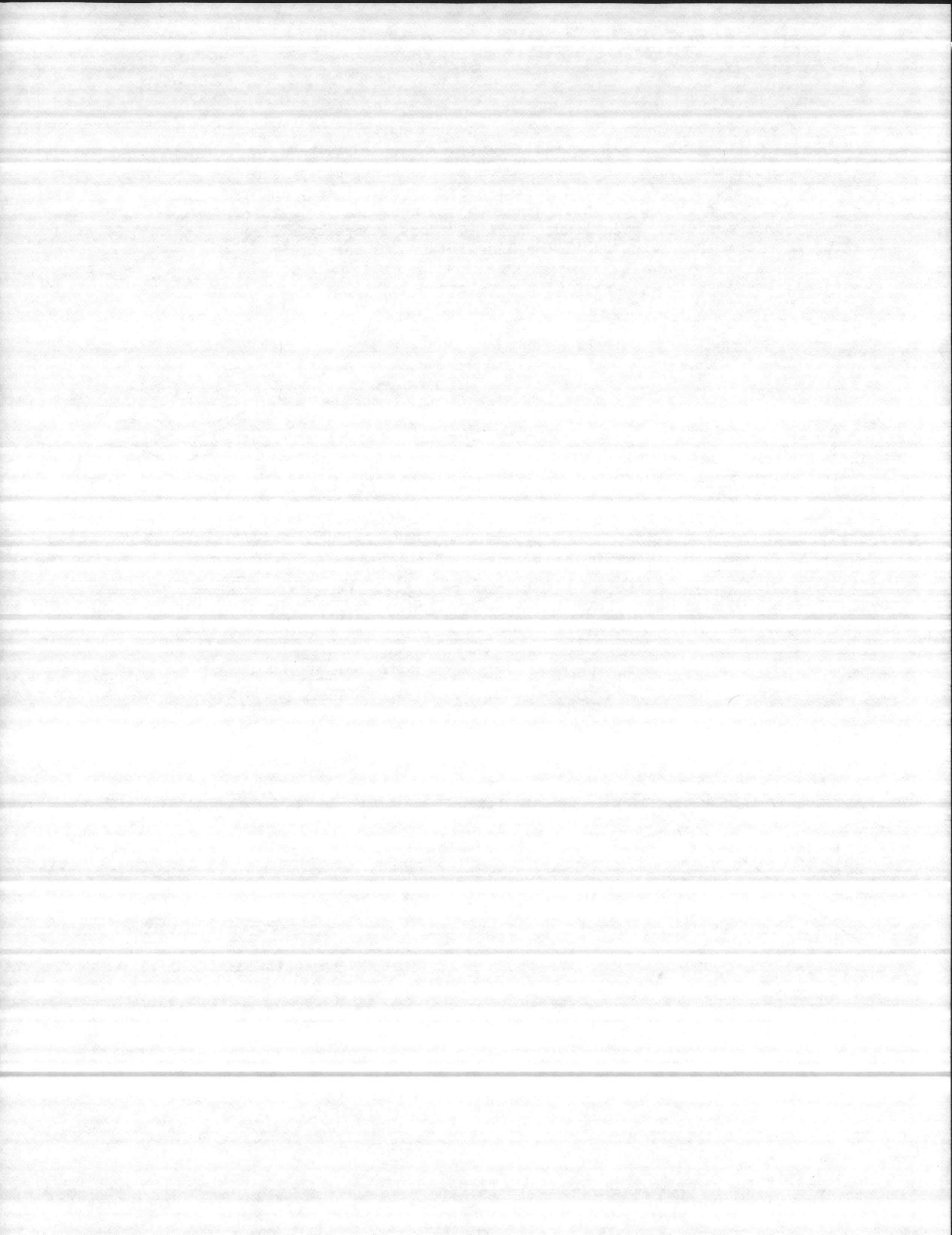


PROPOSED CHANGE TO DANGER AREA SHOWN CROSSHATCHED

77°20'

34°30'

Note - See reverse side for regulations to govern the danger area



ATLANTIC COAST SECTOR (Impact and danger area for aircraft bombing and cannon fires)

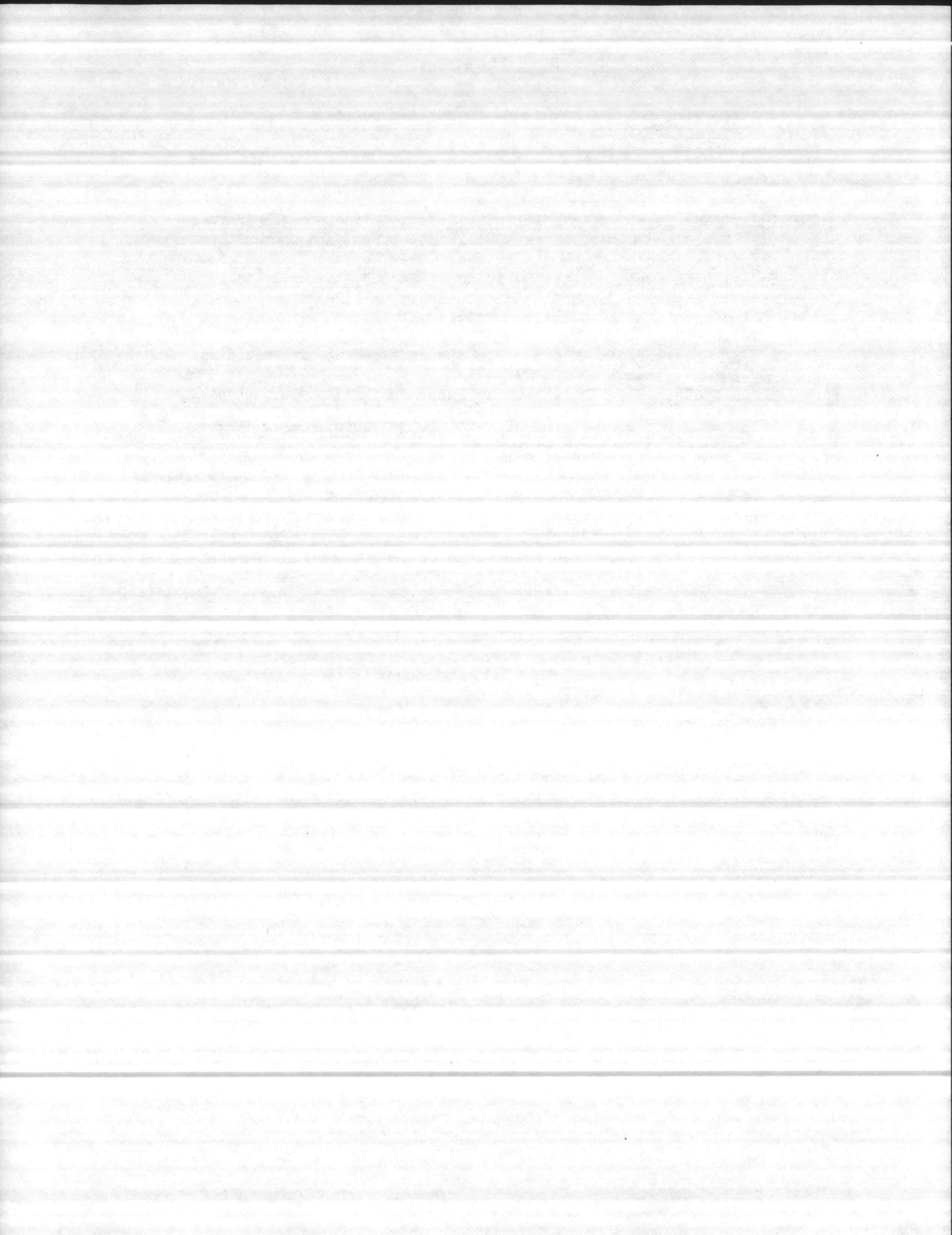
THE AREA. The sector of the Atlantic Coast, to include all inlets, streams, bays, and water, marshes, islands, banks, and shores therein contained, bounded on the North by Bear Creek, on the East and South by the Atlantic Ocean, to the meridian $77^{\circ}16'20''$; thence by this meridian to latitude $34^{\circ}34'31''$; and thence by a line bearing 111° from this point until the line intersects Bear Creek.

(NOTE: All bearings in this section are referred to true meridian)

THE REGULATIONS. (1) The waters included in the above areas shall be closed to navigation at all times except for through traffic proceeding along the Intracoastal Waterway or for vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina.

(2) No vessel shall attempt to anchor or land in this area due to the presence of duds and unexploded ordnance.

(3) The regulations in this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.



Public Notice dtd 20Aug59 re application by Commanding General, Marine Corps Base, Camp Lejeune, N. C. for revision of Danger Zone Regulations affecting navigable waters endangered by military artillery and bombing operations in the vicinity of Onslow Beach, Camp Lejeune, North Carolina.

LIST TO RECEIVE ALL PUBLIC NOTICES RE PERMITS

WASHINGTON, D. C.

Sen. Sam J. Ervin, Jr., Senate Office Building, Washington 25, D. C.
Sen. B. Everett Jordan, Senate Office Building, Washington 25, D. C.
Asst. Chief of Engrs for Civil Wks, Dept of the Army, ATTN: Oprs Div, Misc Civil Wks
Washington News Service, 1604 K. Street, NW
The American Waterway Operators, Inc., Suite 502, 1025 Conn. Ave., NW, Wash 6, D. C.
Association of American Railroads, Transportation Bldg., Wash 6, D. C. (2)
Hydrographer, Hydrographic Office, Dept of the Navy.

RALEIGH, N. C.

Honorable Luther H. Hodges, Governor of the State of North Carolina
N. C. State Ports Authority (2)
N. C. Wildlife Resources Commission
N. C. Department of Conservation & Development
News and Observer
N. C. State Highway Commission
U. S. Dept of the Interior, Bureau of Sport Fisheries & Wildlife, Branch of River
Basin Studies, 2404 Hillsboro Street
Dept of Administration Division, N. C. Department of Justice
~~Director, N. C. Dept of Water Resources, PO Box 9392~~

NORFOLK, VIRGINIA

Chief Engineer, Norfolk Southern Railway Company
Esso Std Oil Co of New Jersey, Supply & Transportation Dept, 8201 Hampton Blvd, Nfk 8
Texas Company, Marine Dept., PO Box 5116, South Norfolk, Va
Southern Transportation Company, 8400 Larrimore Avenue
Norfolk, Baltimore & Carolina Line, 937 East Water Street
Dept of Commerce, US Coast & Geodetic Survey, SE Dist Hqs, 102 W Olney Rd, Nfk 10
Commander, Fifth U. S. Coast Guard District

JACKSONVILLE, FLA.

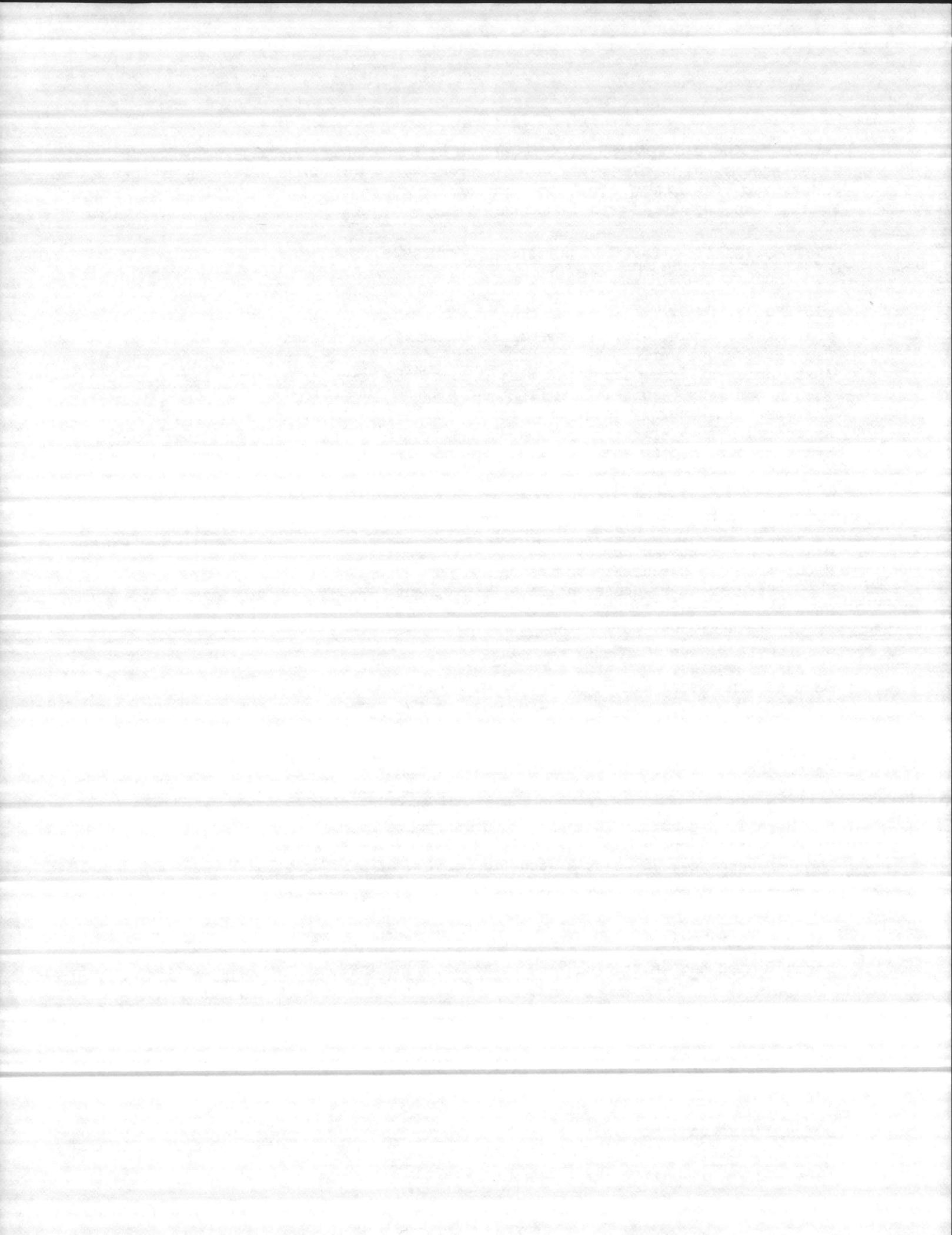
Logan Diving and Salvage, 309 Consolidated Building, Jacksonville 2, Fla.
Gulf Atlantic Towing Corporation, PO Box 4908, Jacksonville 1, Fla.

WILMINGTON, N. C.

N. C. State Highway Commission (6)
Parmele-Harrelson Dredging Corp., 242 Princess Street

NEW YORK, N. Y.

Continental Grain Co., 220 Produce Exchange, NY 4, NY, - ATTN: Coordination Dept.
CAPTAINS CLUB, Inc., 111 East 39th Street, NY 16, NY.



International Paper Company, Southern Kraft Division, Georgetown, South Carolina.
Outboard Boating Club of America, 307 North Michigan Avenue, Chicago, Illinois.
C. G. Willis, Inc., PO Box 128, Paulsboro, N. J. - ATTN: Mr. Jack Hogan.
Mr. John B. Quinn, 518 Sharpe Building, Lincoln, Nebraska.
S. C. Loveland Co Inc., 151 South Front Street, Philadelphia 6, Pennsylvania.
T. B. Hutcheson, Chief Engr., Seaborad Air Line Railroad Co., 3600 West Broad St.,
Richmond, Virginia.
Ben Wattenberg, Editor, RIVERS & HARBORS Magazine, 80 Lincoln Avenue, Stamford, Conn.
Division Engr, USA Engr Div, S. Atlantic, PO Box 1889, Atlanta, Ga., - ATTN: SADKO.
Keystone Steel Wire Company, Peoria, Illinois.

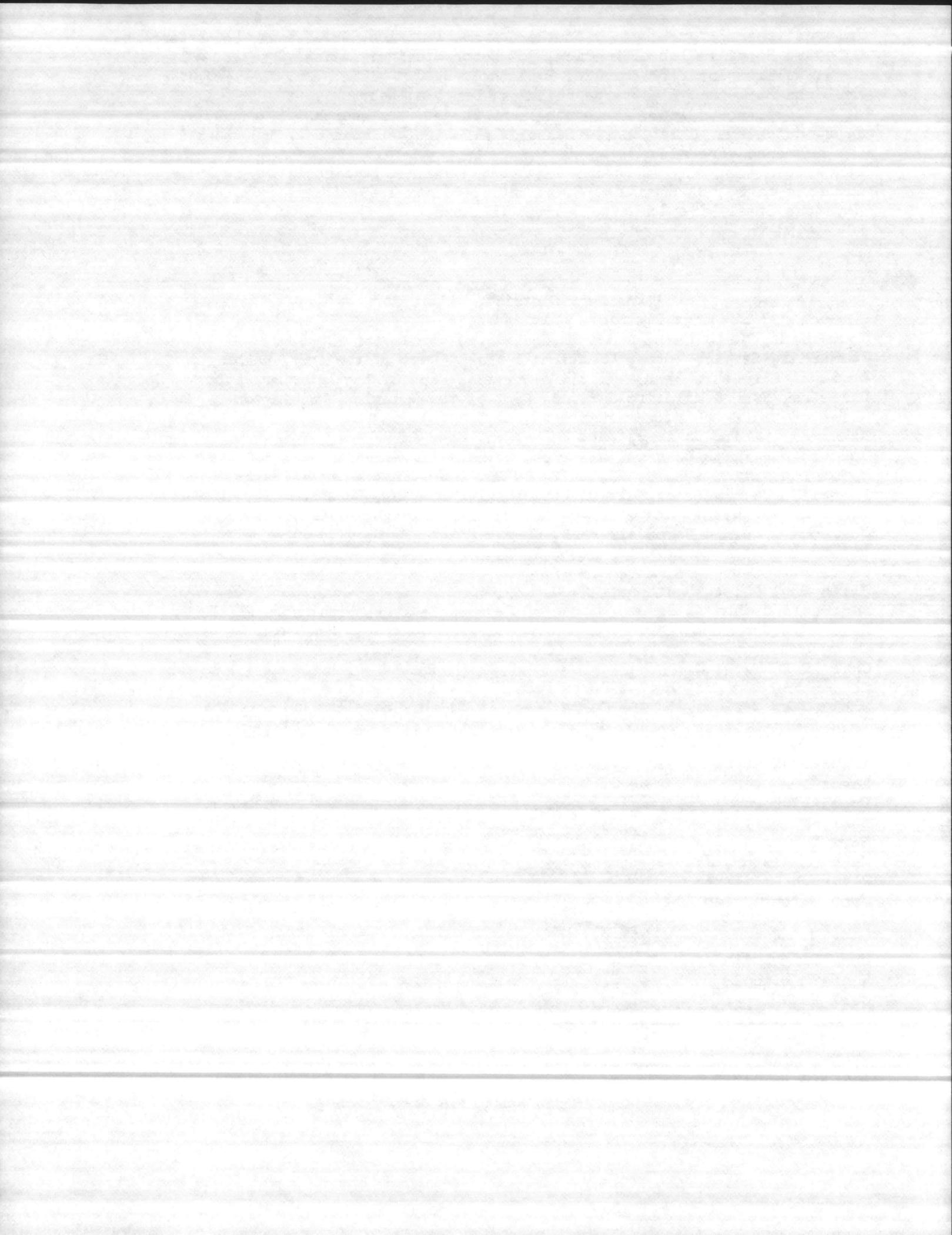
District Engineer, USA Engineer District, Wilmington, N. C.
Steve Wall, USA Engr District, Wilmington, N. C.
Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.
Commander, Service Force, US Atlantic Fleet, Dept of the Army, Washington 25, D. C.
Regional Director, Fish & Wildlife Service, Dept of the Interior, Atlanta, Georgia
Director, Fish & Wildlife Service, Dept of the Interior, Washington 25, D. C.
Chief of Staff, USAF, Washington 25, D. C. (2)
Commander, Third US Army, Fort McPherson, Georgia
Commandant, Fifth US Naval District, Norfolk 11, Virginia
Federal Aviation Agency, Region 2, PO Box 1689, Fort Worth 1, Texas
Fisheries Commissioner, Div of Commercial Fisheries, Morehead City, N. C.
Board of Education, State of North Carolina, Raleigh, N. C.
Commander, Marine Corps Air Base, Cherry Point, N. C. (2)
Wilmington Star-News, Wilmington, N. C.
Carteret County News, Morehead City, N. C.
State Port Pilot, Southport, N. C.
Honorable Graham A. Barden, House of Representatives, Washington 25, D. C.
Honorable Graham A. Barden, Representative in Congress, New Bern, N. C.

CAMP LEJEUNE, N. C.

Commanding General, Marine Corps Base
Public Wks Officer, Marine Corps Base, ATTN: Mr. Sabella (2)
Base Range Officer, Marine Corps Base, ATTN: Capt. Smith (2)

SWANSEBORO, N. C.

Mayor	Leslie E. Guthrie
Postmaster	Dexter Smith
Leary Stanley	Dr. J. P. Corbett
Bert Tolson	Harry Moore
John Littleton, Jr.	Jesse T. Moore
Fitzhugh Littleton	W. C. Moore
John Wetherington	M. H. Lisk
J. C. Riggs	Craig Lisk
Tyre Moore	Charlie Baker
Mrs. Lina Smith	W. T. Casper
Kenneth Meadows	Ed Milstead
Carl Ward	Edward Hurst
H. L. Williams	John S. Jones
W. R. Dennis	E. B. Riggs
Burns Moore	Henry A. Tolson
Richard T. Riggs	Mr. A. D. Emmett, Dist Biologist, N Wildlife Resources Commission
E. L. Milstead	



SNEADS FERRY, N. C.

Postmaster
Farlie Fulcher
Joe Millis
Willard J. Riggs
Grover Fulcher
E. J. Rhodes
George K. Shepard
Mart Fulcher
B. F. Millis
James W. Lewis
H. U. Justice
Alton Capps
Dave Millis
Bert Edan
Gwen Jenkins
Cyrus Lewis
Wilbur Shepard
R. E. Lewis
Clarence Rhodes
Odie Rhodes
Ed Lewis
Harry Lewis
Lonnis Everett
Arthur Everett
J. W. Hill
Ollie Marine
J. T. Fulcher
Buck Powell
Will Ansley

JACKSONVILLE, N. C.

Postmaster
Mayor
Chairman, Bd of Co. Comm, Onslow County
G. E. Maulsby
Ramon H. Askew
E. W. Summersdill
H. E. Day
Secretary, Chamber of Commerce
Fender V. Capps
Agent, Standard Oil Company
Agent, The Texas Company
Daily News
Mr. J. T. Graham, Attorney at Law
Mr. Carl Venters
W. F. Justice, Clerk of Court, Onslow Co.

