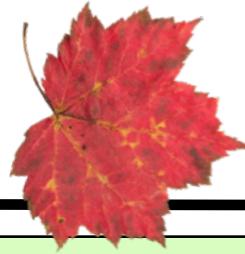




Martin's Point Homeowner's Association October 2014 Newsletter



MPHOA President's Report August 2014

1. I received a telephone call from a resident inquiring about the current situation at the gatehouse concerning the attendants on duty. I explained the situation that we faced this month. "Beach Services LLC" did not have the proper license to be employed by the community. She was not aware of this since she does not have a computer and did not receive the email that was sent out by Village Realty. I did inform our new representative from Village Realty that we do have a very few residents that do not have a computer and that they must be contacted by mail.

2. There were 2 road issues reported to Village Realty and after a search to find out who might have been responsible was unsuccessful so far so the MPHOA will have them repaired at the community's expense if the search is unsuccessful.

3. I received a call about a loose beagle type dog in the 7000 block area of Martin's Point road going after pedestrians that were walking in the street. After not being able to contact animal control I contacted the Dare County sheriff and a patrol car was sent to investigate.

4. The MPHOA August board meeting was held at the home of Sandy Byberg at 3004 Creek Road. We had 2 speakers address the board before that meeting was called to order. The first speaker represented Delta Security Services, who is currently providing the gatehouse services. The second speaker was a contractor who has done previous work for us on the gatehouse floor replacement. He spoke to the board concerning

| Table of Contents | Page |
|-----------------------------------|------|
| President's Report ----- | 1 |
| Five-Year Strategic Plan----- | 2 |
| Design Review Process----- | 6 |
| Reasons to Volunteer----- | 6 |
| Scoop the Poop----- | 6 |
| Culvert Maintenance----- | 7 |
| Kayak Outing----- | 8 |
| President's Note----- | 9 |
| Community Corner----- | 10 |
| Book Report-Torpedo Junction----- | 10 |
| Katharine the Great----- | 12 |
| Offshore Energy Development----- | 15 |
| Book Report Volunteer----- | 16 |
| Notice----- | 16 |
| Compiler's Notes----- | 16 |

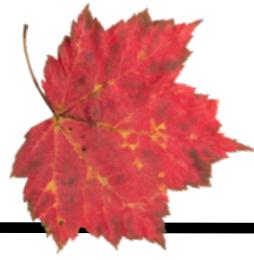
the cost of the work needed to fix the wood rot on the bottom of the gatehouse. The formal meeting came to order after the 2 speakers and discussions were held on security, gatehouse repair, recycling, the increase in chipping cost, financials and preparing the budget requests for the September meeting. Leigh Forbes was nominated for the Chairman of the Martin's Point Marina and approved unanimously. The position was previously vacant for 2014. Finally, John Finelli was appointed to the Architectural Control Committee of Martin's Point.

5. Beach Services LLC lost their appeal to obtain a security license. Therefore, Delta Security that had taken over the security at the gatehouse for Martin's Point will continue to provide security until at least the end of 2014.

6. A nominating committee was formed to search for candidates to fill the 4 positions that must be filled on the MPHOA board of directors for 2015. Six candidates have been found that are interested in running for the 4 Director positions starting in 2015. This is a very rare situation in Martin's Point



Martin's Point Homeowner's Association October 2014 Newsletter



but I feel is a very positive sign that residents are very interested in serving. There will have to be a vote for the selection of 4 out of the 6 candidates at the November annual meeting.

7. There continues to be issues with recycling and items being left in the dumpster area by residents that refuse to follow the established rules.

A Summary of Martin's Point Five-Year Strategic Plan, As of 9-20-14

In 2013, the Board sponsored a major survey to determine desired improvements in Martin's Point. Almost 200 property owners voiced opinions regarding a list of capital improvements and no cost changes that were previously generated during six focus groups with residents. Complete results of the survey are available on our HOA website: <http://martinspointhoa.files.wordpress.com/2010/05/strategic-planning-survey-full-report-11-21-13.pdf>)

An analysis of the survey revealed strong support for certain items. In order to determine the feasibility of implementing those desired by the majority, a volunteer advisory Committee was formed. Nine residents spent this past spring and summer researching and making recommendations for the Board to use as a guideline in planning. Some of the recommendations are currently in place. Others require more work before they can be implemented. Some of the suggestions were turned down by the advisory Committee due to factors they found in their research. The following information summarizes their results to date.

Capital Improvement Items Desired by the Majority and Committee Recommendations (numbers in parentheses indicate the % of survey

respondents who desire each)

Volunteer recycling (81%). The Board took action this current year and implemented it starting with two bins and growing to the current three. We realize that another bin is needed but due to budgetary restrictions this current year, we cannot implement until next year as we pay a fee for each bin picked up.

Add county water irrigation system (Phase 1) to eliminate the need for volunteer hand watering at the entry (69%). The Landscape Committee researched and received bids to install a watering system. As a part of the first of a five year entryway improvement plan, the irrigation was installed during the early spring of 2014.

Improvement to appearance and function of trash area (63%). A plan was drawn up by the Committee which involves paving additional area and moving trash bins by the hill so that they are less visible. In addition, they recommended ways to improve the existing landscape of the area to make it more cosmetically appealing. The Board is very interested in pursuing the plan presented to them and hopes to begin in 2015 with improvements if funds are available in the budget. The cost of this project would be spread out over several years to minimize its impact on annual budgets.

Add additional curtains to marina pavilion (60%). This proposal is currently being considered for the 2015 budget.

Refine and complete the front entry landscaping to improve the "curb appeal" to the entry of Martin's Point (59%). The Landscape Committee developed a plan to phase in this proposal



Martin's Point Homeowner's Association October 2014 Newsletter



following research and bids from local landscape companies. The first phase was completed this year with the wall entry area being revamped. The second phase (east hill) is being budgeted for 2015. The Committee recommends that the Board continue implementing the plan designed by the local landscape company and complete the project within the next four years.

Installation of security cameras at the dumpster area (59%). Several contractor bids were considered. Following a discussion, it was decided to defer this project since currently, the cost to haul away errant large items left at the dumpsters only constituted a small fraction of the cost to install and maintain a camera system. Also, installation would depend upon the relocation of dumpsters that was mentioned in the above project. Bids and information will be kept for future reference.

Purchase fire insurance for gatehouse, mailbox house and pavilion (58%). Estimates were obtained from an insurance carrier for the costs. Following a discussion of the Committee, it was decided that due to the high cost, the community was better off continuing to self-insure by using the Repair Reserve fund that is currently in the budget.

Manage the deer population (55%). Following research on current methods of removal/control, the Committee found that controlled hunt, sterilization was expensive, messy and a temporary solution. The Committee recommended we educate the community on deer resistant landscaping.

Add white lines on curved edges of roads (55%).

The Committee obtained estimates to provide 4" x 11,430 linear feet of two coats of reflective white paint with glass beads on the edges of curved road surfaces. It is being considered to include this in the five year plan.

Create additional seating at the marina (54%). Following research and discussion, it was found that the area is rarely used for social occasions other than the community's Yacht Club events. Currently, attendees supply their own seating and have not expressed the need to install permanent seating. It was therefore recommended not to proceed with this project.

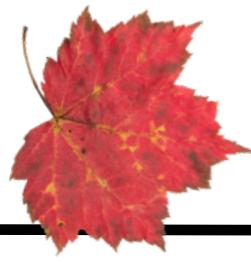
HOA should pay for clean up on a case by case basis at foreclosed houses that become unsightly if the bank refuses to act (53%). MP covenants do not give the HOA the right to enter a person's private property--such action would be considered trespassing. A 2/3 majority vote of the entire membership would be needed to change this. The Committee recommended that no action be taken given that only a slight majority are in favor of this.

Grills to be added at the marina pavilion (53%). Following research and discussion, it was decided that due to the maintenance/ash disposal and other concerns, no action was recommended on this.

Better organize boat/trailer parking at the marina (52%). Following research, an extensive plan has been developed to maximize parking of boats, trailers and cars by creating designated parking spaces. The recommendation is to move ahead and implement this plan. The Board will work with a Strategic Plan Committee member who has become the acting Marina Chairperson in order to get started with this plan.



Martin's Point Homeowner's Association October 2014 Newsletter



Add ceiling fans and better lighting to the marina pavilion (52%). Due to outdoor exposure, the fans would deteriorate quickly and need constant maintenance and replacement. The most frequent user of the pavilion, (the MPYC) has indicated that they have no interest in addition of fans. The recommendation is no action be taken.

Add additional special item pickups (for large appliances, etc. that can't be disposed of in the dumpsters) (51%). The Committee was not able to identify a commercial pickup service that is licensed and insured. A discussion with the Dare County Manager reported that they do not have the resources available to provide MP with this extra service (i.e., beyond 2x/year that is now provided).

These improvements can be completed without significantly impacting our annual budgets by implementing them over a five-year span. Of course, unexpected emergencies can arise and the Board will always prioritize to meet the immediate needs of the community.

No Cost Changes Committee Recommendations (numbers in parentheses indicate the % of survey respondents who desire each)

At least a week before each Board meeting, the agenda be posted (90%). This is currently being implemented by the management company at the post office.

The minutes of each Board meeting should be posted after each meeting (89%). This is currently being implemented by the management company at the post office.

A volunteer storm emergency plan should be put in place with responsibilities assigned (80%). Writing of this plan was agreed upon by the Committee and

is currently underway. Upon completion, it will be presented to the Board and the membership.

The gate attendant protocol should be reviewed to provide improved, consistent services (75%). Following research, the recommendations include emailing residents regarding destroying stickers when selling vehicles, and keeping the current sticker system. The Board should only issue stickers for vehicles registered to MP address. Addition of an east facing light behind gatehouse to allow sight of unauthorized pedestrian entry. This information will be passed to the 2015 Security Chair for action.

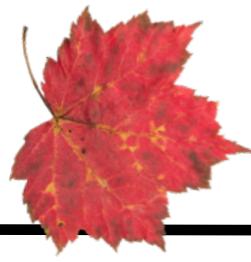
The Architectural Control Committee should inspect after a lot has been cleared and filled to ensure this doesn't create further holding areas for water by making water flow down to lower lots (71%). Research indicated that this falls under the jurisdiction of the Dare County Building Department.

Replace annual car stickers with "non-expiring" stickers that require a small refundable deposit (68%). Recommendation is to maintain the one year sticker or consider changing to a two year as a pilot. It would be re-assessed before continuing at the end of year two. The multi-year system is of greater benefit to the management company by reducing their work load than to the residents. Decals should be made with reflective material to improve night time visibility. The number of decals issued should be limited to the number of vehicles registered and licensed to a homeowner with no exceptions. This information will be passed to the 2015 Security Chair for action.

Reduce dog droppings (65%). Obtaining trash cans for the purpose of disposal throughout the community and/or to hiring a service to pick up the



Martin's Point Homeowner's Association October 2014 Newsletter



droppings would incur not only initial expenses but ongoing labor and maintenance costs. The Committee recommended that the Board continue publishing articles in the newsletter and via email requesting dog owners to clean up after their pets.

Once a boat owner rents a slip at the marina, they should have the right to renew their rental of the same slip (63%). The Board has taken this under recommendation to implement.

School drop/pick up points should be moved out of the mailbox/trash area (62%). Following a discussion with the Director of Transportation of Dare schools, the Committee concluded that current area works well for children and parents. State regulations don't require buses to enter private communities. It was felt that moving to side streets for drop off/pick up would require parking on the common areas which could damage them. The recommendation is no change.

A by-law amendment should be added to get dead trees visible from the road removed from any homeowner lot (61%) The 2/3rd vote needed to get this passed is not supported by the % who desired this in the survey.

A list should be developed for gate attendants that indicates for each homeowner, the names of allowable guests who don't require telephone authorization to enter (59%). A call list is currently maintained by the gatehouse for those residents who want to limit access to their property. Recommendations: email residents to use cell number or other means to ensure phone will be answered promptly, encourage residents to call the gate to notify of expected guest, alert gatehouse when visitors are expected late/middle of night. The Board should consider installing an answering

machine in the gatehouse for when attendants are busy with recording visitor information. This information will be passed to the 2015 Security Chair for action.

Traffic laws, especially speeding, need to be better enforced through an increased police presence (57%). Board is addressing the problem by a portable speed limit monitor and continued encouragement of police patrols in MP.

We should charge a nominal fee to store boats and trailers at the marina and use the income for continued maintenance of the marina (52%). Proceeding with this would require a number of preliminary pre-requisite actions. The information and plan for better organizing the marina in the Capital Improvements section of this document would need to preclude any plans for marina upkeep and fees. A lawyer would need to be consulted to ensure that fees for parking boats at the marina would not be in violation of the Common Area Rights. Recommendation is to continue study of this following more information on the Capital Improvement plan of reorganizing the marina.

The membership has consistently asked the Martin's Point Board to involve the community in making decisions and to consider its longer-term needs. The Board has listened. This comprehensive plan will guide the decisions and actions of the Board and help ensure they are responsive to the needs and desires of Martin's Point property owners for years to come.

Respectfully submitted by Greg McMahon and Bobbie Overton, Co-Chairpersons, Strategic Plan Committee, September 2014



Martin's Point Homeowner's Association October 2014 Newsletter



Why Martin's Point has a Design Review Process

Like many community associations, we have a set of written design review standards and processes. Some homeowners mistakenly believe these standards restrict their freedom of individual expression; actually they provide a framework within which each homeowner can express individual tastes and preferences. The standards have been carefully developed to reflect a balance between individual rights and the good of the entire association—that is, property values. OK, but why are do we need processes and guidelines to maintain architectural standards? Perhaps most important, we need a basis for treating all homeowners fairly and reasonably. Written guidelines allow you and the design review committee to work from the same criteria. Sometimes architectural requirements can be complex. The guidelines show you exactly what is required, and helps you design improvements that comply with the community's standards. And then there's the application and approval part of the process. The review committee members assure you they want the paper work to be as simple as possible for everyone. The guidelines take the guesswork out of your application and their decisionmaking. In fact, they not only provide criteria for the current committee to make appropriate decisions, but for successive committee members to make consistent decisions in the future. Without the criteria in the guidelines, the application approved today may result in construction deemed unacceptable by new committee members upon completion. One last purpose of the guidelines

is to clarify the association's authority in this area. State statutes and our governing documents give the association a legal right to enact and enforce design review standards. The guidelines spell this out so everyone understands they must comply even if they don't agree.

Ten Reasons to Volunteer for the Association

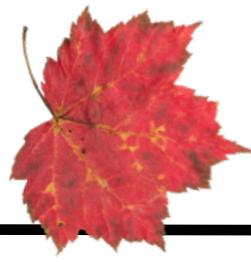
1. Protect your self-interests. Protect your property values and maintain the quality of life in your community.
2. Correct a problem. Has your car been towed, or do you think maybe maintenance has been neglected?
3. Be sociable. Meet your neighbors, make friends, and exchange opinions.
4. Give back. Repay a little of what's been done for you.
5. Advance your career. Build your personal resume by including your community volunteer service.
6. Have some fun. Association work isn't drudgery. It's fun accomplishing good things with your neighbors.
7. Get educated. Learn how it's done—we'll train you.
8. Express yourself. Help with creative projects like community beautification.
9. Earn recognition. If you would like a little attention or validation, your contributions will be recognized and celebrated.
10. Try some altruism. Improve society by helping others.

Why Scoop the Poop?

Besides being a nuisance, uncollected dog waste



Martin's Point Homeowner's Association October 2014 Newsletter



is a serious problem for our association. Next time you're tempted to leave your dog's droppings on the lawn, please remember these facts:

1. The Environmental Protection Agency is becoming aggressive about enforcing the Clean Water Act. Our association could be fined if dog waste goes uncollected.
2. Uncollected dog waste may lead to a special assessment. If fined by the EPA, the association could face a potential special assessment that would be levied against all members—not just dog owners.
3. The appearance and quality of the common areas are known to affect home sales—not just whether and for how much they sell, but how quickly.
4. The more residents complain about dog waste, the more time the manager must spend on enforcement rather than serving the association.
5. Uncollected dog waste spreads disease and attracts rodents who feed on pet waste.

Importance of Maintaining Driveway Culverts

Water must drain from the spot it hits the ground to its final destination. The systems of swales (ditches) in Martin's Point are designed to collect storm water runoff and they are intended to prevent water from staying on the roadways and the surrounding areas. Water remaining on the asphalt is a major contributor to the premature degradation of the roadways. The culverts act as a conduit to allow the water to freely flow along the swales.

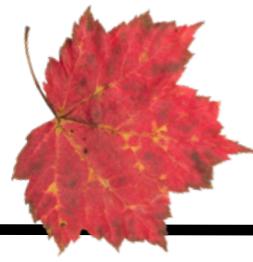
The driveway culverts are each owner's responsibility, and it is important to keep the culverts properly maintained. Culverts become clogged with dirt and debris when neglected, and must be cleaned to ensure that the water does not back up and flood an area. There are several ways to clean a driveway culvert without having to call in a professional. These tips will help keep the roadways from deteriorating prematurely.

1. Pull the debris out of each end of the culvert with a rake or hoe. Remove as much debris as possible while watching for snakes, rats, glass, pieces of metal or other hazards.
2. Scoop out any dirt and leftover debris from each end of the culvert with your shovel. Get all of the muck and sludge out of the bottom of the culvert as far as you can reach from each end.
3. Bag up all of the material you removed from the culvert. Place all of the debris in heavy, lawn grade trash bags. Keep an eye out for living as well as manmade hazards while you work.
4. Open the water supply valve feeding your hose to its highest setting. Position yourself at one end of the culvert. Spray into the culvert with your water hose. Focus the stream of water at the bottom of the culvert to cause an under wash that will clear the culvert.
5. Wash out the culvert until it is as clean as possible with the water hose. Bag up all of the debris you washed out of the culvert. Pick up and bag all of the debris in the drainage area along the length of your property to prevent a new clog.

The Martin's Point Homeowners Association is



Martin's Point Homeowner's Association October 2014 Newsletter



going to be monitoring the status of the culverts throughout the neighborhood. If there is an issue with any driveway culvert, the Association will notify the property owner.

MPYC Kayakers Annual Overnight Trip

The members of the Kayak group of the Martin's Point Yacht Club would like to share some memories and photos with you of this year's overnight trip to Ocrakoke. It was filled with adventure, great food and fun with seventeen neighborhood friends as well as a unique look into



the history and people of Ocrakoke island.

For adventure, we did two paddles. The first was an eight mile paddle on Slash Creek and Pamlico Sound in Hatteras. Not bad for a group ranging from 60 years to 80+ years in age! The sound offered a bit of challenge with windy and choppy conditions but once we got into the sheltered creek, we were able to get a glimpse of native wildlife and flora. Local fisherman and women were bringing in their catches to be sold and processed for market. One of the highlights of this

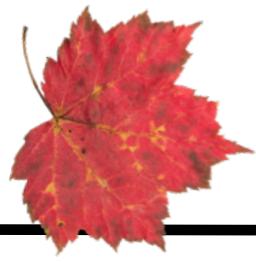
adventure was the challenge of paddling under a very low bridge at high tide. In order to do this, we discovered that you needed to slide down onto your back in the kayak in a prone position and propel yourself under the bridge using your hands to push the kayak through; or if you were limber enough, use your paddles to push yourself through. There were literally inches of clearance between you and the underside of the bridge. Fortunately, no one encountered spiders, critters or snakes while attempting this!

For history of Ocrakoke Island and its people, we had the distinctive honor of being accompanied for a day by Amy Howard the head of the Historical Museum and descendant of the original owner of the entire island. Amy gave a breakfast talk giving background and history of the island. After our morning paddle of Silver Lake and the Pamlico Sound, we all boarded golf carts and were led all over town by Amy who took us on a two hour tour of the history of the area. In the evening, we were invited to her father's restored 1800's home for "happy hour" where we were entertained with stories of colorful characters, ship wrecks, and life on the island from the Ocrakoke's native point of view. Her father, Phillip, is the great-great-great great-great grandson of the man who purchased the island in 1759. Interspersed with the stories, we were delighted with the tunes of the Molasses Creek fiddler, David, husband of Amy. We all left with a much





Martin's Point Homeowner's Association October 2014 Newsletter



b e t t e r
understanding of
those who call
Ocrakoke home.

Hope you enjoy
some of the
pictures we
brought back to
share. Ralph
Deger and Bobbie
Overton, co-



captains of the group
would like to extend
our sincere appreciation
to Ginger and Ralph for
the extraordinary effort
they made in planning
this trip for the group to
make it so exceptional.

Submitted by:Ginger
Webster, Ralph Deger and Bobbie Overton



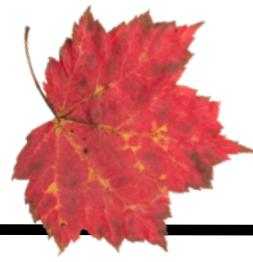
President's Note

These were donated by my wife and I as parting gift to the MPHQA for the planter in front of the gatehouse!! Think of the Myatt's every time you enter this Fall and Winter since we will be at the next stage of our lives living in Brunswick Forest, Leland, NC. when our home here sells!!





Martin's Point Homeowner's Association October 2014 Newsletter



Community Corner

Book Review: *Torpedo Junction*

As thoroughly documented in the book *Torpedo Junction* by Homer H. Hickham and numerous Internet sites, the Outer Banks of North Carolina experienced the deadly drumbeat of war within a few weeks of the entry of the United States into World War II. *Torpedo Junction* focuses on the first six months of these sea battles and documents how the United States eventually applied resources and strategies to counter the U-boat invasion that seemed by April 1942 to be unstoppable.

On December 11, 1941, Germany declared war on the United States and one month later the German U-Boat 123 sank a British merchant ship off Cape Cod. On January 18th U-Boat 66 torpedoed two ships off the Outer Banks and eight more ships were lost during the remainder of the month. In addition to tankers and cargo ships, the toll up and down the coast also included passenger ships, trawlers, US Navy destroyers, and US Coast Guard ships, as well as other non-combatants.

At the outset of war, German Admiral Karl Doenitz believed that he could neutralize US military power if he had enough U-Boats deployed to disrupt military and commercial sea-borne traffic off the American coast. Once war was declared he put his strategy in play, with dramatic results early on. February's Outer-Banks ship losses were 9, March's 26, and April's 47.

Vessels heading north typically would ride the Gulf Stream to Cape Hatteras, then navigate to the west and closer to shore as the Gulf Stream veered

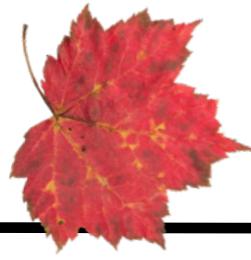
out to sea. A typical U-Boat captain followed a general action plan, which began with staying submerged during daylight. His greatest fear was to be surprised on the surface by armed military airplanes. With the onset of darkness the U-Boat would surface and position itself in the shipping channels, where coastal-community lights would silhouette the ships as they passed by. After putting a torpedo into a target the U-boat would maneuver close to the stricken ship to determine the ship's name so as to report that back to Germany in the captain's daily action report. The typical U-Boat captain did not attack the survivors in lifeboats and would even apologize for attacking the ship by noting, "...after all we are at war." Stricken ships normally sent off SOS signals upon attack and the U-Boat captain knew other ships and planes would soon arrive to attack him. When a tanker was torpedoed it usually burst into flames causing the death of most if not all on board. In the words of the U-Boat crews the first three months of 1942 were "Happy Days" because they largely were unopposed by allied warships and aircraft.

The Commander in Chief of the US Fleet at the time was Admiral Ernest J King who detested his British Admiralty counterparts and ignored their lessons learned from fighting German U-Boats. The British in turn thought he was "...intolerant and suspicious of all things British." The Navy Coastal commander under King was Rear Admiral Adolphus Andrews who was much more receptive of the British advice, but was hamstrung by Admiral King's intransigence.

Eventually, petroleum interests and Winston Churchill persuaded President Roosevelt that the staggering loss of life and ships was crippling the



Martin's Point Homeowner's Association October 2014 Newsletter



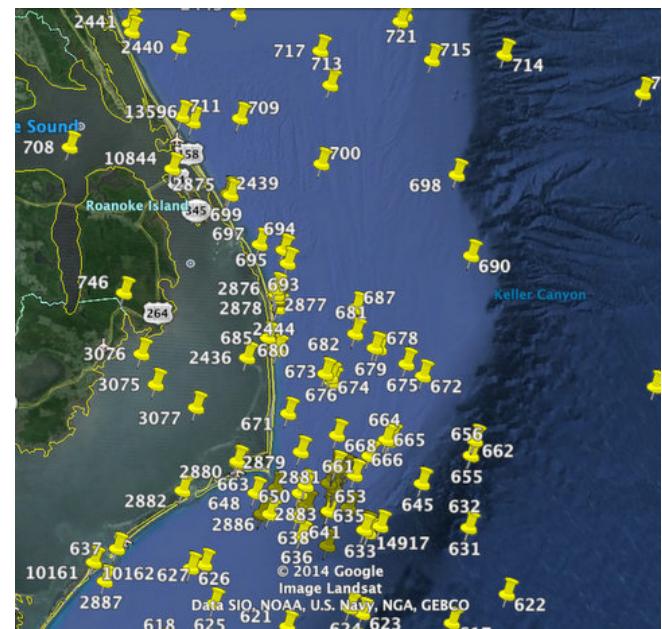
Trans-Atlantic Alliance, which forced Admiral King to permit Andrews to implement many of the British strategies, beginning during April 1942. These consisted of dimming coastal lights at night, applying more naval and military air assets, establishing coastal convoys--known as Bucket Brigades--and enlisting armed private US and British vessels—known as the Holligan Navy--to augment military assets. These measures were effective and by the summer of 1942 Doenitz realized that the diminishing merchant marine losses were not worth the increasing cost of lost U-Boats crews. The tally was that 285 ships had been attacked and 7 U-Boats were lost. He recalled most of his crews.

One of the first naval successes against the German onslaught was on April 14, 1942, when the destroyer Roper USS (DD-147) engaged the German U-Boat 85. The Roper had a crew of about 145 men and was commanded by Lieutenant Commander Hamilton Wilcox Howe. The U-Boat 85 was commissioned on 7 June 1941 under the command of 26-year-old Eberhard Greger. She had completed three combat patrols in the North Atlantic and her fourth patrol to the Outer Banks was to be her last. For amore detailed accounting of the sinking of U-Boat 85, see the official after-action report that Commander Hamilton filed, at <http://www.uboatarchive.net/U-85RoperActionReport.htm>

The Hampton National Cemetery holds the remains of 28 German sailors from U-Boat 85; Captain Greger is not among them. Search for [German_submarine_U-85_\(1941\)](#) at Wikipedia for more information on the sailors buried there.

For a contemporary look at the players in Torpedo

Junction you can join a scuba diving club to view sunken ships, U-Boats, and other wrecks off the Outer Banks. Three of the U-Boats rest on the bottom near Cape Hatteras and are in about 100 feet of water. For a more comprehensive view of all shipwrecks and obstacles in US coastal waters, see the Wrecks and Obstructions Database maintained by NOAA at http://www.nauticalcharts.noaa.gov/hsd/wrecks_and_obstructions.html That site links you to a number of applications for data display, such as the one shown below that identifies wrecks and obstructions within the framework of Google Earth. Note the pin 700 in the upper part of the image, which is the U-Boat 85 wreck. Among other facets of the data base, NOAA keeps track of whether the vessels are actual or potential polluters, largely of oil still trapped in wrecks that

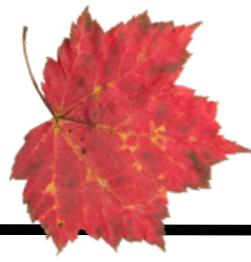


is released as they rust away.

Finally, one of the British ships in the Hooligan Navy, the HMS Bedfordshire, was sunk by a



Martin's Point Homeowner's Association October 2014 Newsletter



German torpedo in early May 1942, resulting in the loss of the entire 34-man crew. Four bodies from the Bedfordswere discovered on Ocracoke beaches and in the water, and are buried in the Ocracoke British Cemetery. Every year on or about May 12 Park Service, Coast Guard, and British Navy representatives hold a brief graveside memorial service to honor the sacrifice of British sailors buried there.

Finally, the author of *Torpedo Junction* is an Army combat veteran of the Vietnam War. His book is dedicated to the 165-feet-long US Coast Guard Cutter Dione (WPC-107), most of whose crew were from coastal North Carolina. The Cutter served until decommissioning in 1963. Her crew's service is symbolic of the sacrifices many make to protect us against natural- and human-induced risks along our coasts.

Katharine the Great (White Shark)

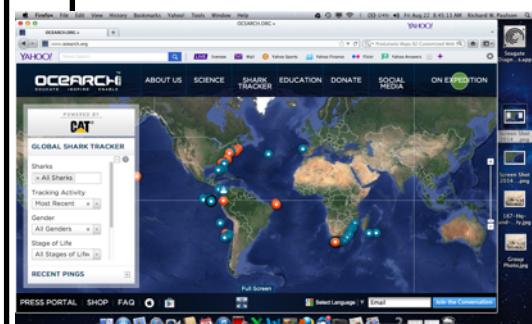
The ocean is the shark's domain and we need to be mindful of how we share it with them. Sharks have been swimming in the Earth's oceans for about 450 million years and predated the dinosaurs by more than 200 million years. They are among the Earth's ultimate survivors.

OCEARCH is a not-for-profit research organization attempting to track and document the life cycles of great white sharks and other large apex predators. It is one of several government, private, not-for profit, or university organizations around the world that are studying these creatures that are needed to keep life in the ocean both balanced and healthy. As for OCEARCH, it is an open-source organization that allows ordinary citizens and research scientists to contribute to and share data on

the movement, biology, and health of sharks. They have developed a Global Shark Tracker that can be downloaded from the I-Tunes store at no cost or accessed directly at <http://www.ocearch.org/>. The organization claims that all the data they collect

are in the public domain and available to researchers as well as ordinary citizens. It also promotes education,

examples of which can be found on U-Tube and on-line social media.



In 2013 OCEARCH briefly captured and released several Great White Sharks near Cape Cod and tagged them with various data-logging and transmitter capabilities so as to allow the sharks to "...report in..." from time to time via Argos satellites. As you may recall from our last Newsletter, ARGOS is a French system that piggybacks on numerous US and European polar-orbiting satellites that support search-and-rescue, and wildlife research. For more ARGOS information, see <http://www.argos-system.org/web/en/55-news.php?item=585>

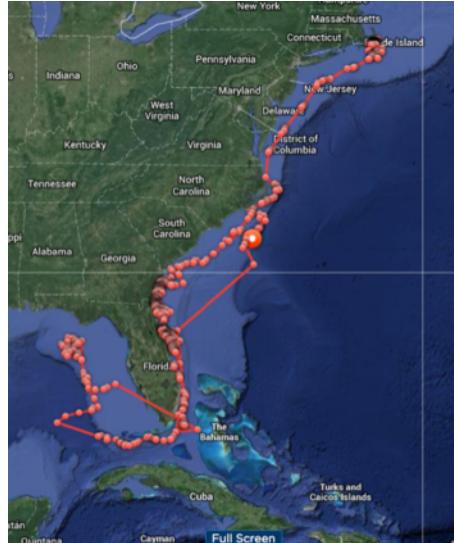
On August 19, 2013 one of the Cape-Cod-tagged sharks that was given the name *Katharine* was measured to be more than 14 feet long, weighed 2,300 pounds and classified as "...immature." After she was released I began to monitor Katharine and checked in on her progress from time to time. Her movements since release are displayed in the Shark-Tracker image on the next



Martin's Point Homeowner's Association October 2014 Newsletter

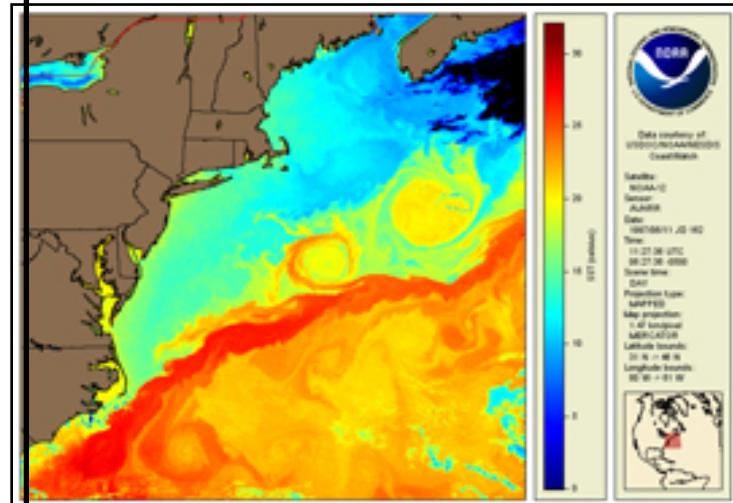


page. As you can see, after hanging out around Cape Cod for a while, Katharine worked her way down the coast to Florida, then further wandered into the Gulf of Mexico near Pensacola before heading back around the Florida Keys. Note that Katharine's track seems to include crossing from the Gulf to the tip of Florida, which is just an artifact from no other intermediate reports received from Katharine during that time. The second image shows her travels during September, where she seems to be hanging out well off the Mid-Atlantic coast and making a beeline for Long Island.



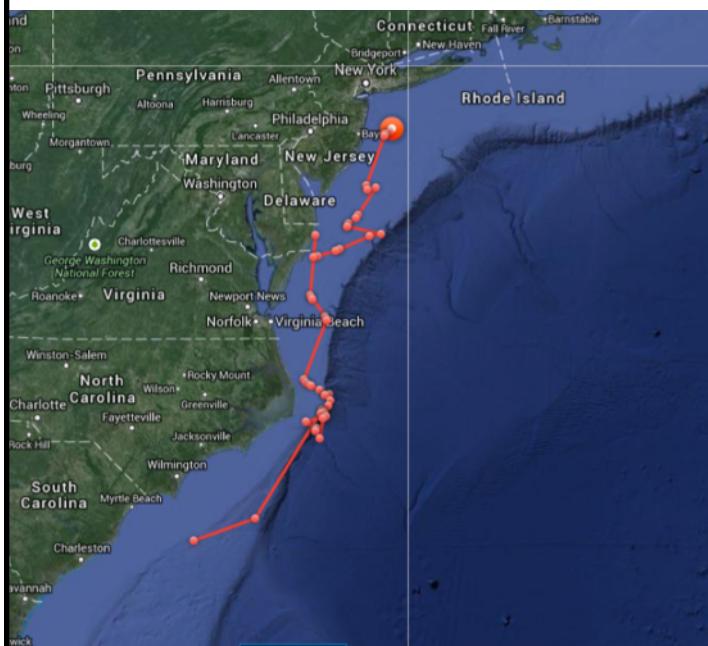
On a more close-and-personal basis, during her 2013 journey south she reported in at 7:32 PM on December 12 from at least one point within a mile of the beach in Kitty Hawk, where Route 158 makes the turn at the Home Depot and heads south. After leaving Kitty Hawk Katharine seemed to head out to deeper water on her migration down the coast.

The preliminary data show that Katharine and other tagged migrating Great White Sharks



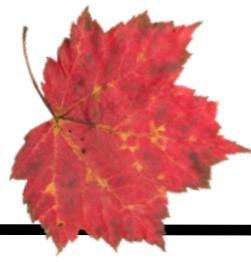
generally swim much closer to Florida beaches than Outer Banks beaches, perhaps to avoid the five or six miles per hour northeasterly flow of the red-tinted Gulf stream in the image above--which heads out to sea north of Hatteras.

Another not-for-profit organization, the American Elasmobranch Society focuses on increasing our scientific knowledge of fossil and living sharks. It seeks to advance the scientific study of living and fossil sharks, and promote education, conservation, and sensible protection of these natural resources. It collaborates with the Florida Museum of Natural





Martin's Point Homeowner's Association October 2014 Newsletter



History, which maintains a database on human-shark interactions and makes such data available at: <https://www.flmnh.ufl.edu/fish/sharks/Statistics/statistics.htm> The Museum data show that Dare County, NC is relatively safe from shark interactions, with 6 recorded between 1935 and 2013, of which one was fatal, In 2001. In contrast these data show that all of North Carolina suffered 48 interactionss with 3 fatalities, again with the most recent one in 2001.

Another Internet website, of the Shark Research Institute in New Jersey, at [http://www.sharkattackdata.com/place/united states of america/north carolina](http://www.sharkattackdata.com/place/united%20states%20of%20america/north%20carolina) gives a different North Carolina tally of human-shark interactions, with 87 recorded interactions and 11 fatalities between 1900 and 2012. Australia in contrast had 1190 documented shark interactions, of which 275 were fatal. Recall that Australian Prime Minister Harold Holt disappeared in the surf in 1967 near Melbourne while swimming with friends. Notwithstanding all the conspiratorial suggestions about his disappearance—kidnapping by Soviet or Chinese submarines, UFO abductions and so on—death by a human-shark encounter was a more likely explanation of his disappearance.

The Florida Museum of Natural History provides practical guidance about safe ocean beach practices, at <https://www.flmnh.ufl.edu/fish/kids/Avoid/avoid.htm> Briefly synopsized, the Museum's guidance is;

1. Always swim in a group.
2. Don't wander too far from shore.
3. Avoid the water at night, dawn, or dusk.
4. Don't enter the water if bleeding.

5. Don't wear shiny jewelry.
6. Don't go into waters containing sewage.
7. Avoid waters being fished and those with lots of baitfish.
8. Don't enter the water if sharks are present
9. Avoid an uneven tan and brightly colored clothing.
10. Don't splash a lot.
11. Use care near sandbars or steep drop-offs.
12. Don't relax just because porpoises are nearby.
13. Don't try to touch a shark if you see one!
14. If attacked by a shark, the general rule is "Do whatever it takes to get away!"

Closer to home, the North Carolina Aquarium at Pine Knoll Shores celebrated Shark Week from July 27 through August 2, 2014, also to promote a better understanding of the shark's roll in maintaining a balanced and healthy ocean.

Finally, Outer Banks teachers may wish to download lesson plans from OCEARCH www.oceansearch.org/#curriculum and use the Global Shark Tracker as a tool to follow some of the sharks that transits our coastline, so as to inquire of the students,



"Where is Katharine today?



Martin's Point Homeowner's Association October 2014 Newsletter



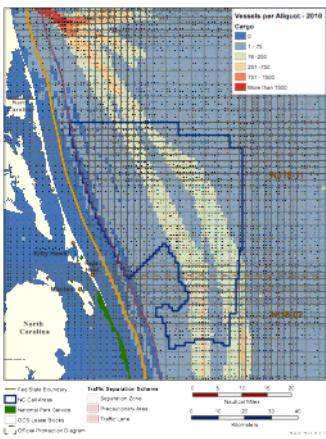
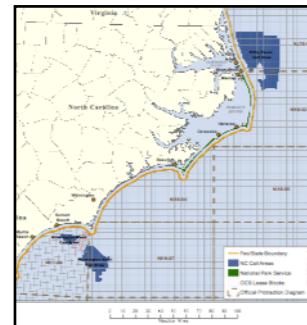
Offshore Energy Development

The Department of the Interior's Bureau of Offshore Energy Management (BOEM) maintains the Federal Government's role in offshore Oil and Gas—as well as renewable—energy management.

Oil and Gas--With respect to Oil and Gas, there are no plans to attempt to develop these resources along North Carolina's coast so we will revisit that issue when the current five-year plan expires in 2017.

Renewable Energy--Renewable energy development by State can be seen at <http://www.boem.gov/Renewable-Energy-State-Activities/>

At this site, you will see that North Carolina seems to be slated for development in two Call Areas near Wilmington and one off Kitty Hawk. As shown as dark blue in the map, these are areas where the BOEM has “called” for private-sector statements of interest in leasing Federally controlled coastal areas for implementing energy production. Since

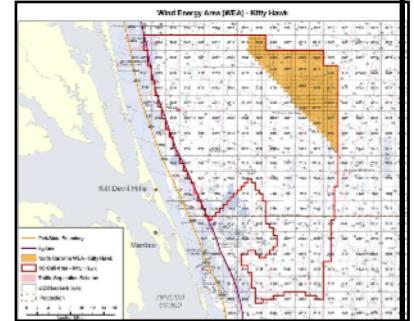


the entrance to Chesapeake Bay is just north of the Kitty Hawk Call Area there is a lot of consideration of ship traffic in determining where in that geographical area energy will be developed. For

example, the map to the left provide estimates of how many cargo ships travel through our near-shore areas. This map and others not included here show a high concentration of vessels converging on the entrance to Chesapeake Bay. The Call Area in the map is the dark red line

On August 7, 2014 BOEM released an “...Area Identification...” report with respect to development in NC Call Areas and acknowledged the Town of Kitty Hawk requested there be no

development within 20 nautical miles of the the Kitty Hawk coast. The final map shows in orange the area that has been identified for development. Go to <http://www.boem.gov/State-Activities-North-Carolina/> for a complete copy of the “Announcement of Area Identification”. There are a lot of bidding, environmental, and legal hurdles the government and private-sector companies must go over before the turbines begin to whirl off shore and out of sight.



Finally, you will note there is a line on this and other maps, which is about 3 nautical miles from the coastline. This defines the 8(g) Coastal Revenue Zone, within which the Federal Government must share 27 percent of the income received by offshore development with the state. The Kitty Hawk Call Area is bounded by that line, so North Carolina will not receive any of the revenue the Federal Government eventually will receive for developing wind farms offshore.



Martin's Point Homeowner's Association October 2014 Newsletter



Book Report Volunteer

Among the mysteries of the Outer Banks are the wild horses of Corolla, their status, and habitat, and how they arrived and when. Before 1985 the road from Duck to Corolla was unpaved, rarely used, and the horses were at little risk to automobiles and humans in general. When the road was paved it was like the Oklahoma Land Rush that resulted in runaway development and tourism into wild-horse habitat, resulting in the deaths of many of them. In subsequent years, the Corolla Wild Horse Fund—incorporated as a 501 (c) 3 nonprofit in 2001—has sought to assure their survival and wellbeing. As stated at <http://www.corollawildhorses.com/> the Fund's mission is to “*To protect, conserve, and responsibly manage the herd of wild Colonial Spanish Mustangs roaming freely on the northernmost Currituck Outer Banks, and to promote the continued preservation of this land as a permanent sanctuary for horses designated as the State Horse and defined as a cultural treasure by the state of North Carolina.*”

The wild horses of Corolla are not unique, there are similar Atlantic-Coastal herds elsewhere, such as Shackleford Island, North Carolina, Cumberland Island, Georgia, Assateague and Chincoteague in Maryland and Virginia, and Sable Island off the Canadian Nova Scotia coast, and perhaps elsewhere. Some of the US herds are on land administered by the National Park Service, whereas Parks Canada manages the Sable Island National Park Reserve, Nova Scotia. In 2002, Bonnie Urquhart Gruenberg wrote a book about these herds, entitled “*The Hoof Prints in the Sand: Wild Horses of the Atlantic Coast*”

Would anyone in our community who is



knowledgeable about horses and these protected reserves, read and critique Ms. Gruenberg's book and determine if these herds continue to thrive? If so contact the compilers of this newsletter, below.

Community Corner written by
Richard W. Paulson

NOTICE

If you left a pair of kayak paddles at the Marina on July 19 or 20, contact John Finelli (261-8786) or Myers Fuller (480-4713).

Compiler's Notes

This issue of the MPHQA Newsletter was prepared by:

- **Myers Fuller**
(myersf@vrobx.com) Association Management,
Village Realty and Management Services, Inc.
- **Richard W. Paulson**
(Richard.w.paulson@earthlink.net), Martins
Point resident.