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City of Southport

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A Community Update from Mayor J.P. Hatem, MD, MPH

September is a month of infrastructure projects and improvements so vital to our city.

Southport Sewer System: As I promoted in 2019, Southport should change direction and not build its own Waste Water Treatment Plant and should regionalize our sewer system with Brunswick County. I also promoted and it is in the best interests of the city and our citizens

to upgrade our sewer pipes and pump stations, and then merge the entire system with the county. The economies of scale and regionalization would lower our rates and move Southport in the best way forward with respect to our sewer infrastructure. A merger feasibility study has been completed and work will begin on upgrading sewer lines and pump stations. I continue to work with county and state officials on the regionalization and merger of our system.

Kingsley Park Pier: In discussion with the Parks and Recreation Director and the City Engineer, work on Kingsley Pier should begin this fall. Funding and approval from FEMA has been approved. The office of Coastal Management is scheduled to make a site visit as this is required for all work on the coast under the Coastal Area Management Act (CAMA). We all look forward to the reopening of Kingsley Park Pier.

West Bay Street and Sidewalk Stabilization: This is an urgent intervention to prevent the washout of the sidewalk and road near the Pilot Tower, the 200 Block of West Bay Street. This is similar to the project on East Bay Street using large rocks to stabilize the shoreline in that area. The overall cost is approximately \$181,000 and is scheduled to begin in October, depending on the CAMA permit and obtaining the

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A Community Update from the Mayor *continued*

appropriate size and amount of stone required. There will be press releases and door-to-door notifications prior to the beginning of this work. This is not the overall shoreline stabilization project for the 4,000 feet of waterfront that was designed almost ten years ago. The bid for shoreline stabilization has been received to develop a current plan. Our waterfront has changed over the years and an updated plan is necessary. The city has funding for the initial aspects of the waterfront stabilization project—five million dollars—and we will continue to seek funding from the legislature. In the interim, we must intervene short-term when necessary, until the full project to build up and preserve the entire waterfront is in place.

URD—Underground Residential Distribution—Burying Power Lines: Wooden stakes with an orange plastic ribbon tied to them have been placed to mark the intersections of property borders with adjacent property and the City Right of Way. Generally, the underground lines will be directly beneath the existing overhead lines. The work covers Howe Street to Burrington Avenue and from West St. George Street to West Bay Street. According to the Electrical Superintendent, the Primary Line has to be placed first on Lord Street to feed the other side streets and then work will begin on West West Street. This project will take months for completion and it is an exciting next step as our city's power lines continue to go underground.

Hurricane Preparedness: The City of Southport held a Hurricane Symposium in May. No municipality is more prepared or has the experience that Southport has with respect to Hurricanes and Tropical Storms. Look for the latest information on these weather systems on cityofsouthport.com and click on Emergency Operations Center. I appreciate the efforts of Incident Commander, Fire Chief Charles Drew, all the chiefs, police, and first responders, the city manager, the entire city staff, elected officials, and all who participate in helping our city through these storms. Safety and the protection of lives is what is most important. Please continue to stay vigilant and ready during the continuation of Hurricane Season.

City Pier at Ed Taylor Harper Waterfront Park: Structural repair and maintenance of City Pier began on August 28 and will continue through at least September 11th. During this work, certain sections of the pier will be closed.

Cemetery Maintenance: A contract was awarded for the maintenance of three Southport Cemeteries—Old Smithville Burying Ground, Northwood Cemetery, and John N. Smith Cemetery. This will allow the Public Services Department to work in other areas of the city including maintenance of our City Parks, such as Franklin Square Park.

The Annual Children's Crab Derby will be held on Monday, September 4th at the Old Yacht Basin City Dock. Registration for the Crab Derby will begin at 8:30 a.m. in front of City Dock, located on West Brunswick Street. The catch-and-release race will begin at 9:00 a.m.

September is also a month of the changing of the seasons, the end of summer, the beginning of football season, and an optimism that the fall of the year brings. It is especially a time for remembrance, of September 11, 2001, a terrorist attack on the United States. We commemorate this as "Patriots Day" and the City of Southport Fire Department will hold its annual event on Monday, September 11th, at 9 a.m., at the Southport Fire Station, along with our Police and EMS First Responders in honor and remembrance of those who lost their lives on that tragic day. I look forward to seeing you there and may the blessings of fall be with you, your families, and all who visit our great city.

September 2023 Newsletter

Meet... David Kelly Grounds Supervisor/Vector Control

What is your position? How long have you been with the City?

Grounds Supervisor/vector control (Mosquitoes), 7 years

What would people find most surprising about your position?

Making sure all the parks and surrounding areas are done without disturbing the public.

Describe the mission of the department.

To make all the parks and the surrounding areas within the city look good for the tourists and the locals.

What are some of the projects you have undertaken in your time with the city?

Redesign and laid the brick pathway at Fort Johnson and the chairs on the lawn redid the playground at Lowe White Park, put irrigation in some of the parks around town, pruned trees, and planted trees around town with the forestry committee after a hurricane had to stake up some down trees in the parks.

What are some of your goals/aspirations for the upcoming year?

To have irrigation in all the parks, to have a good team within the grounds department, to make sure that the 4th of July goes smoothly, and just have a good year in general.

Is there anything you would like the public to know that they may not already?

The grounds crew and public works do their best to make the city look good and we do whatever we have to do to get whatever comes at us done.

What do you like to do in your time off?

Spend time with my family, fish, and play golf.

What is a fun-fact about you?

I was born and raised here, four houses down from the public works shop.

What are some of your favorite things to do or visit in Southport?

I like to take my kids to the shops around town like I used to do as a kid, go eat at Famous and some of the other local restaurants, and fish around the Waterfront and yacht basin.

Complete this sentence. "Southport is..."

Home and it will always be!



September 2023 Newsletter

World Rabies Day

Animal Protective Services Department

North Carolina rabies law requires that all owned dogs, cats, and ferrets must be vaccinated against rabies by four months of age ([NCGS 130A-185](#))

One of the primary responsibilities of the Animal Protective Services Department is to follow and enforce the N.C. Rabies Public Health Program under the direction of the Brunswick County Health Director. Here are some of the most frequently asked questions regarding animal bites.



I was bitten by a dog/cat/ferret. What happens now?

1. All dog/cat/ferret bites that are treated at a Healthcare Facility are required by NC law to be reported to the local Health Department, Animal Protective Services, or Law Enforcement.
2. An attempt will be made to locate the animal that bit you. If the animal can be located, the rabies status of the animal will be determined, and a mandatory 10-day quarantine period will begin (regardless of the rabies status). After the 10-day quarantine period, you will be contacted with the status of the animal.
3. Always be sure to follow your physicians' instructions and the recommendations of the local Health Department.

My pet bit someone. What happens now?

1. If your animal has been identified as the animal that caused the bite, you will need to provide proof of a current Rabies vaccination.
2. A mandatory 10-day quarantine period will begin (regardless of the rabies status).
3. Health Department guidelines will determine where your animal will be quarantined. If it is **current** on Rabies, a home quarantine can be considered if all requirements are met. If it is **not current**, you will be required to board your pet at a Veterinary Facility that can accommodate a quarantine, or it will be transported to the Brunswick County APS. **All charges for the 10-day quarantine period will be at the owner's expense.**
4. After the 10-day quarantine period, the animal's health will be evaluated, and you will be contacted with the status of the animal.
5. Citations may be issued for any violations that occurred.

Why is the Quarantine for 10 days?

The 10-day quarantine period ensures that the dog or cat remains available so that it can be observed for signs of rabies. If the animal remains well during the 10 days, this indicates it did not have the rabies virus in its saliva at the time of the bite, and therefore the bite victim does not have to receive an expensive and unpleasant series of shots to prevent rabies. This is why it is so important that the dog or cat under quarantine be strictly confined at all times to ensure that it cannot run away or be injured. The 10-day confinement and observation period for dogs and cats that bite humans have stood the test of time as a way to prevent human rabies. This quarantine period avoids the need to destroy the biting dog or cat in order to test its brain for the rabies virus.

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WORLD RABIES DAY

WHAT IS RABIES?

Rabies is a viral disease that is most often transmitted when an infected mammal bites another mammal.



ANIMAL SUFFERING

Millions of dogs and cats are killed in culls every year in misguided attempts to control the disease. Vaccinations stop rabies. Culls do not.

PREVENTION -----> VACCINATION

Though rabies is almost always fatal for our pets, it is also completely preventable. Vaccinations are the most reliable way to prevent rabies.



SYMPTOMS OF RABIES

- Behavioral changes are typically the earliest signs of rabies. The animal may appear anxious or more aggressive than normal.
- As the disease progresses, animals become hypersensitive to light and sound. They may have seizures, and they may become extremely vicious.
- At its final stage, rabies paralyzes the nerves that control the head and throat. The animal will salivate excessively and lose the ability to swallow. Eventually, the animal's respiratory system fails, and the animal dies.

RABIES FACTS

- 40% of people bitten by rabid dogs are under the age of 15.
- Raccoons, bats, skunks and foxes are the most common rabies carriers in the United States.
- While only about two people get rabies in the U.S. every year, 400 to 500 domestic pets get rabies annually.
- Animals with rabies may act differently, so it's always best to be careful with wild animals and other people's pets.

For more information, visit www.rabiesalliance.org/world-rabies-day

Southport and the War over Watermelons

Liz Fuller, VP of Southport Historical Society

One of the differences between a soldier and an officer, is that an officer needs to learn to choose his battles carefully. Otherwise, it's possible to win the battle but lose the war. Such a story happened at Fort Caswell in 1911 when Captain Howard L. Landers decided to go to battle with a local Southport farmer over the price of watermelons.

It seems that this farmer, 26-year-old Wallace Moore, was in the habit of selling watermelons to the men stationed at the fort. He would load up a boat with the melons and row them out to Caswell. Once there, he charged a little bit more than what he would sell them for in Southport -- a convenience fee, if you will.

On one hot July day, Captain Landers, Acting Commander of Fort Caswell, decided to put an end to what he perceived as price gouging. He told Moore that he would only permit him to sell his melons at the fort if he charged 25 cents apiece. Since Moore had already gone to all the trouble of rowing his crop to the fort, the farmer decided he might as well go along with that plan.

A little while later, Capt. Landers was informed that Moore was selling the melons for 40 cents rather than 25 cents. Incensed at this insolence, Landers ordered that Moore be detained until he could speak to him. Later, Landers would testify that his men had gotten a little over-zealous in carrying out his order. He hadn't actually meant for Moore to be thrown into the brig. And Moore would testify that he had never over-charged for the melons. He had simply tacked on a delivery fee for toting the melons from the boat to the officers' quarters. Unfortunately, by that afternoon when Moore was finally released from the brig, neither man was in a conciliatory mood. Furiously, Moore rowed back to Southport and headed straight to the office of one of the town's lawyers.

And just like that, a letter was sent to Senator Lee Overman in Washington, D.C. From there, Sen. Overman lodged a complaint with the military. And in less time than it took to slice a watermelon, Capt. Landers was served with a court-martial.

The trial took place in Wilmington and lasted three days. Nine military officers heard the case. The juicy story was picked up by papers from NY to Boston and from DC to San Francisco. Sides were quickly drawn. It seems everyone had an opinion on the watermelon war. In the end, Landers was acquitted of the charges. But the trial left a bad taste in everyone's mouth. Both the captain's reputation and the military's relationship with the town had been damaged.

A few weeks after the trial ended, Captain Landers, no longer the acting commander of the fort, had business in Southport. As Landers was walking up the courthouse steps, he had the misfortune of running into the father of Wallace Moore. The old man was still enraged over the insult that had been done to his family. In his fury, he took a swing at the much younger captain.



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Southport and the War over Watermelons

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Luckily for both, Southport's Mayor, Price Furplless, was standing nearby. The mayor jumped into the fray, quickly pulling the farmer away, causing his punch to miss its mark. It was then that Captain Landers proved that he had finally learned to choose his battles wisely -- he beat a quick retreat.

This hard-won wisdom would continue to serve Landers well throughout his military career. Already a veteran of the Spanish-American war, Landers continued to serve in the army, including fighting overseas in World War One. He ultimately retired from service, with the rank of colonel. He passed away in 1966, having lived to the ripe old age of 92. Even in his later years, it's likely Landers never forgot his first command at Fort Caswell, and his unfortunate decision to wage a war over watermelons.

Southport farmer, Wallace Moore, also lived to the age of 92, passing away in 1978. Moore was both a grandfather and a great-grandfather. It's likely that every time his family sat down to enjoy a slice of watermelon, Grandpa would take the opportunity to regale them with the story of how he'd once taken on the powerful United States Army. While it was true he'd lost the battle, by standing up for his dignity, he had most certainly won the war.



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Southport Forestry Committee

A Checkup at Taylor Field



It's been just over six months since the trees were planted at Taylor Field - perhaps it's time to take a minute and review at how they're doing.

As we talked about previously, in 2023 the Forestry Committee partnered with Parks and Recreation to plant all of our trees in the newly established park. Since these trees were planted in mid-January, a couple of things have happened that we hadn't anticipated since we hadn't run into any issues with our planted trees previously; namely, we

had a couple of them go over. In fact, the first tree went over just one day after we completed the planting. A few weeks later, we had two more trees go over during a second storm that rolled through overnight. What the heck was going on?



Though not 100% sure, it appears that during these couple of storms we had wind had funneled up Bonnet's Creek then



roared across the open area of the park where the live oaks were planted. All had gone down in the same direction which indicated a wind event was the culprit. Fortunately, a tree going over in the early days after planting is not a fatal event, and all were placed upright again without incident. Two of the trees, one on each side of the park, had significant leaf drop after going over as they went into a bit of "shock" but these live oaks are tough and today we see the leaves starting to come back into the canopy. After a discussion with the Grounds Crew in light of the start of hurricane season earlier this summer, we decided to go ahead and anchor the remaining trees in the park just as a precaution - no one likes being called out at 6 a.m. to deal with a "tree-mergency" when one goes over.

As summer has progressed, the trees have been regularly watered and are doing fine. Each year after our annual planting these new trees, regardless of where they have been planted, look a little sad. They're working hard to put out their roots and settle into their new home and the tree isn't putting much effort into a lush canopy. We just keep them watered during the hot, dry days and get them through that first year, and that's where we're at today. So why bring this up now?

Let's be honest, when you go down to Taylor Field these days and look out across the park, it looks a bit like a circus - bright green and fluorescent orange straps are anchoring down all the trees in the park. It looks a bit garish but better safe than sorry. Most of the straps will come off this winter when hurricane season ends - the ones on the trees that went over might stay a while longer. We're just ensuring those trees not only survive but ultimately thrive in their new home.

Over the 4th of July, Lisa and I set up our chairs in the small bit of shade under one of the Nuttall Oaks near the pavilion to watch the horse show - a nice respite from the heat. As I told people that day when they commented to us sitting in that little bit of shade - "come back in about 25-30 years and there will be enough shade for everyone!"



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Southport Beautification Committee

Next Clean-up: September 2, 2023

August brought in another hot month in Southport. However, the Beautification stayed at keeping Southport looking great. Besides the regularly maintained garden beds, Beautification had a couple of “pop-ups” where benches and tables were stained along the waterfront, Franklin Square Park in preparation for the upcoming concerts, and Keziah Park.

What a great turnout we had from folks who are interested in helping, knowing that an hour here or there makes all the difference in keeping Southport looking fantastic. Thank you all that helped us through the heat and humidity. We couldn't do it without the many volunteers who help.

Keep an eye out for the return of our regular once-a-month, Saturday morning workdays in September.



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A Glimpse of History: Bonnet Captured at Cape Fear, Part 1

from *The South-Carolina Gazette, Revised Printing, 1996*, Text by John G. Leland

This is an interesting read from the South Carolina Gazette, first published in 1792 and revised and printed again in 1996. The full article can be found in the Southport Historical Society archives, under "Early Settlements." This is part one of three.

Major Stede Bonnet was born in the Parish of Christ Church, the son of one Edward Bonnet and his wife Sarah. The date of his birth is not recorded but the date of his baptism is given in the Parish Register as 29th. July 1688. On the 21st. November 1709 he married a certain Mrs. Mary Allamby in the Parish of St. Michael. There appear to have been at least 4 children of the marriage: 3 sons and 1 daughter. No record of the birth or baptism of the latter appears to have survived, but the births of his sons Allamby, Edward, and Stede are recorded as 17th. May 1712, in Christ Church, 24th September 1713 in St. James, and 16th, September 1714 in St. Michael, respectively.

In the population Census taken in Barbados in October/ November 1715, the return for the Parish of St. Michael shows the Bonnet household as consisting of 1 man, age 27—the major himself, 4 women, ages 24, 25, 18, and 30, and 5 boys. ages 8, 15, 10, 11 months, and 23 months. The actual location of his residence cannot now be determined, but in the St Michael Levy Book for the year 1715–16 his address is given as "over the bridge. From this description, it may be assumed that it was situated somewhere on the South side of the Careenage: probably in the Bay Street area.

"Gentleman Pirate of the Carolina Coast" returned to Charlestown.

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On the winter morning of Wednesday, December 10, 1718, a once handsome man, now just past the prime of life, was hauled through the streets of Charles Town. S. C., to a waiting gallows on the outskirts of town. He was Stede Bonnet, the "Gentleman Pirate," late a major in the Royal Army



Courtesy Tom Freeman

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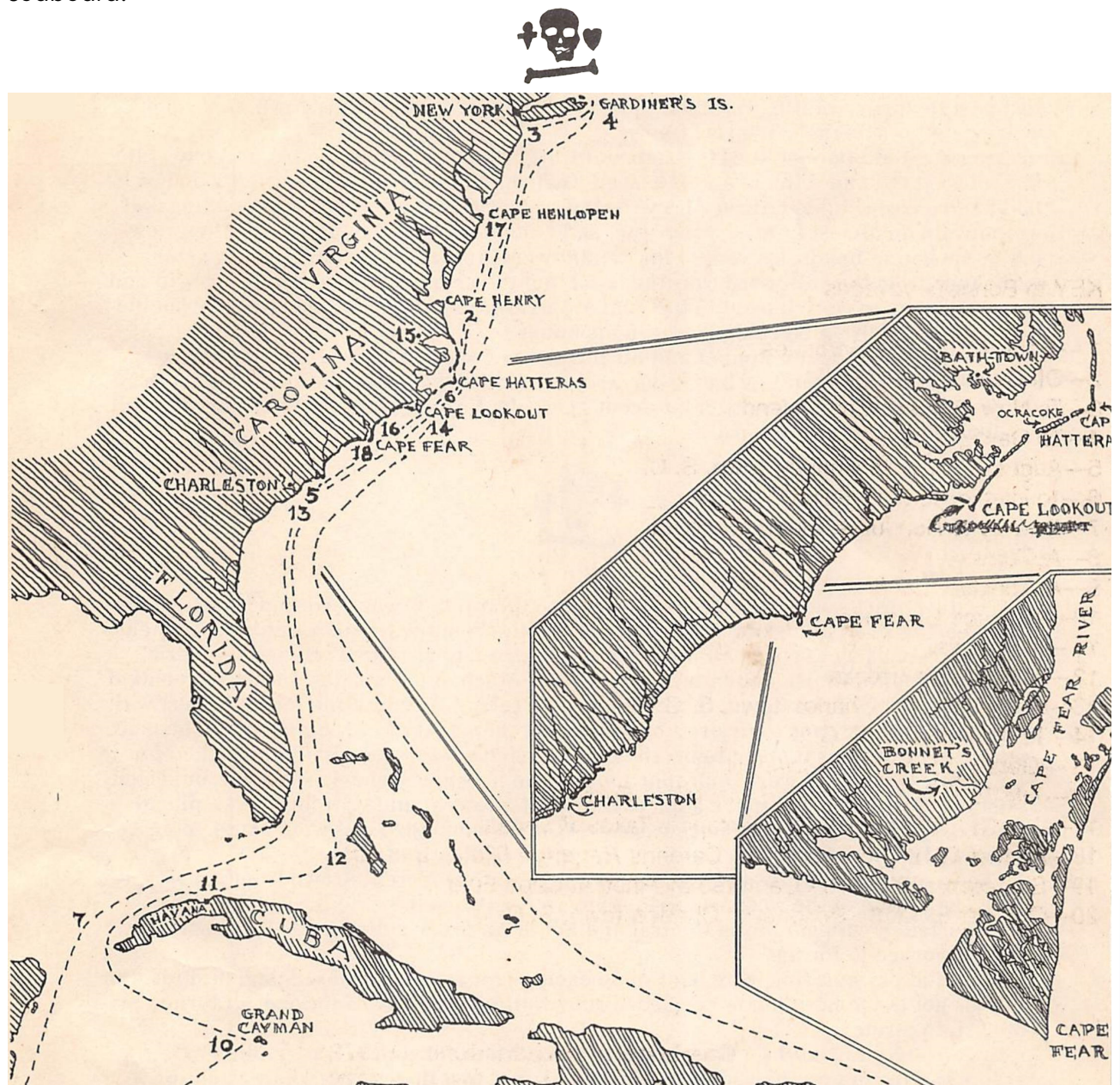
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of the king of England and scion of a well-placed English family. Less than two years before he had been a respectable citizen with wife and property in Barbados. Now sniveling and weeping, in an almost fainting condition, and clutching a small bouquet of wilted flowers in his bound hands, he went to his death by hanging. For four days following his body hung from the gallows, a warning to all that the crime of piracy led to a sordid end. His remains then were buried in the mud at the low tide mark, and the waters from the ocean he had defiled eternally covered his bones.

The hanging of Stede Bonnet and his pirate crew was more than just another episode in the long-standing battle between the forces of the law and the arrogant brutality of the lawless. This particular event marked a turning point in the history of piracy along the Atlantic seaboard.



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Pirates were "rovers of the sea" long before their terror was recorded in the earliest histories. The word pirate derives through the Latin from the Greek peirates which means "attacker." In early English law, pirates were referred to as "Hostis Humani Generis" with whom neither faith nor oath was to be kept. Much of the pirates' success depended upon their ability to confound their victims with terror. A reputation for bloodlust was a means of intimidating their prey, of convincing them resistance was useless. The more ruthless a pirate was thought to be, the easier a victim was taken. Seldom would a pirate attack unless the odds were unproportionately on his side. A show of strength or serious resistance was enough to make a buccaneer beat a retreat and wait for more placid prey, Lake jackals, and pirates were courageous enough when the risks were small yet enjoyed a reputation for viciousness.

The first pirates to infest the Americas were a polyglot crew, drawn from almost any and every nation of the western world. They were attracted by the lure of Spanish galleons, laden with gold from Central and South America, riding the Gulf Stream on the long voyage to Iberia. Wars and privateering were legitimate excuses for attacking these Spanish ships. But often as not the temptation to keep such gold, bullion, and jewels for oneself turned privateers into pirates.

By the beginning of the 18th century, however, the gold supply was running out. Pirates had to content themselves with lesser lures, and they turned their attention to merchant vessels, which hauled more prosaic but still profitable cargoes. Molasses, pork, bread, rum, naval stores, sugar, cotton, indigo, and rope are certainly not glamorous booty or romantic plunder, but in the early 18th century these were highly disposable goods, to be sold easily, in ports where few questions were asked. Such ports need not be remote, only far enough away to assure anonymity of the shipper and receiver. Pirate cargoes had advantages for a seaport merchant. There was no problem with customs duties or despised English trade laws, and pirates sold their goods cheaper than anyone else. A merchant could make a high profit from dealing with pirates. His only problem was to be discreet about his activities and not be caught.



Stede Bonnet was without question one of the most unusual of all the pirates. In the first place, he was a gentleman. He was a former major in the British army, a man of education and privilege, and the possessor of a plentiful fortune. Bonnet owned a sugar plantation on Barbados and lived in Bridgetown where he moved in the best circles. A landlubber, he had no experience at all with the sea. Why he should turn pirate was a question none of his former associates could answer. How could a gentleman choose to associate himself, deliberately, with the dregs of the earth, rude, crude men endowed at best with no more than animal intelligence. His peers found it inconceivable to believe that a gentleman could behave wholly without honor. What temptation could entice him to take up such "a wicked course of life."



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Later, when Bonnet was captured, his former position in life still entitled him to a certain measure of pity, if not sympathy. Some attributed Bonnet's betrayal of his class to a nagging wife, to an intolerable marital state. Others believed that he had simply lost his mind. Whatever his motivation, the plain if bewildering facts are that Bonnet was a man just past the meridian of life, successful, respected, and well-to-do, who threw it all over to go a-pirating. Most probably Bonnet was bored. There had to be something more to the adventure of life. Or perhaps he used his remaining capital to invest in a new career before creditors closed in on him, a condition known only to himself. To start a career, most freebooters would round up a likely crew from the dregs of the waterfront, seize a ship, and be on their way. Bonnet, however, out of his mind or not, was shrewd enough to acquire a ship by legitimate means, and outfit her with ten guns, and collect a crew of 70 men, hiring them, instead of merely promising them a share of future booty they might take. To questioners, he answered that he was planning to enter the freight trade in the Caribbean Sea. The only fact that could have betrayed him was the size of his crew, far too many for the size of his sloop it employed in legitimate trade. Naming her the *Revenge*, Bonnet took his ship out of Bridgetown harbor in the dark of the night, set his course northwestward, and headed for the Gulf Stream.

The four-mile boosting current of this ocean river was a seaway for ships bound for Europe, as well as coastal traffic. It also swings close to Cape Hatteras, below which are many inlets offering protection in times of trouble, safe anchorage, and fresh water. Bonnet's escape from tedium and his move to assert his manhood took place in early 1717. His first destination was the Virginia Capes. Success came early despite his inexperience at sea. In a few days he captured four ships: the *Anne* out of Glasgow, the *Endeavour* out of Bristol, the *Young* from Leith, and the *Turbet* from Barbados, which later he burned after plundering it as well as the others) of provisions, clothes, money, ammunition, etc. It is believed that Bonnet burned the Barbadian vessel to prevent news of his piracy from reaching his home. The other three ships he kept after setting their crews ashore to fend for themselves. The first port of call was New York, where he disposed of his captured cargoes. Sailing the *Revenge* to the east end of Long Island. Bonnet took another sloop, then landed peaceably at Gardiner's Island, bought provisions, paid for them, and left for sea. It was now August, 1717 and Bonnet set course for Carolina to take up a position near the mouth of the harbor at Charles Town, S. C.

Pirates knew well the times and seasons of business and shipping. Although they sailed boldly up and down the coast throughout spring and summer, their activities during these slack months were prompted by whim or impulse and were indifferently profitable. Early autumn in Carolina, however, was the time for products to be prepared for shipment abroad. Harbors were full of sail, and the most valuable cargoes of the year were started to foreign markets. Such an attraction stimulated pirates to audacious activity.

The harbor of Charles Town at that time had two channels. The smaller one ran close to Sullivan's Island: the main channel ran southward just off Morris and Folly Islands. Crossing the shallows of the bar depended largely on the wind. A pirate ship stationed between the two channels could monitor all traffic, ships inbound and outbound. Bonnet's luck was good. He took a brigantine from New England, plundered her, and sent her on to Charles Town. Next, he closed with the sloop from Barbados, removed its cargo of "sugar, rum and negroes," dismissed its crew, and kept the ship for himself. After six months or so at sea, the *Revenge* now needed to be careened and its bottom scraped. So the two sloops headed for an inlet on the North Carolina coast. In the early 18th century pirate ships were generally small since they were faster and more maneuverable than large ones. A small ship could slip into shallow

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inlets where large ones could not pursue. Also, a small ship was easier to careen. In tropical and semi-tropical water shipworms bore tiny holes, and parasites attached themselves to wooden hulls, which prevented a vessel from slipping easily through the water. To remove them a small ship was run aground in shallow water, preferably on a sand bank. The cargo, cannon, and other equipment were rolled to one side, causing the hull to lean heavily or "careen" over and expose the area below the water line. At low tide the bottom could be treated with tallow and sulphur, then set fire, burning so quickly that no damage was done to the water-soaked planking. The barnacles and parasites then were easily scraped away leaving the hull clean. During this operation, the crew usually camped on shore, so a safe, remote site was necessary. The myriad inlets around the North Carolina capes were ideal for this purpose. During the "careening" other repairs and maintenance to the ship were carried on. Bonnet and his crew accomplished this, and having used what spare parts they needed from the captured sloop burned it. With the *Revenge* in good shape, Bonnet and his men put to sea. Open trouble now developed between Bonnet and his crew. They realized the Major might be a fearless fighter when attacking a merchantman, but that he knew hardly anything about the sea and seamanship. Their contempt for him became apparent.

The captains of most pirate vessels were elected to that position by their crews or held it on sufferance. If the men became dissatisfied they would depose their captain. If he objected they would kill him or maroon him. A captain generally held supreme authority only when attacking or seizing a victim's vessel. Then determined the strategy and led the fighting. A captain who was the sole master and dictator was the exception. Blackbeard was such a man.



The quartermaster ran the ship and was in command except in time of fighting. Elected by the crew, his backing was needed by every captain. It was the quartermaster, not the captain, who decided just what loot would be taken from a captured vessel, how it would be stowed, and how easily the plunder could be disposed of or sold. He then divided the proceeds among the crew. Usually, the captain received one and one-half shares; the quartermaster, sailing master, carpenter, and boatswain one and one-quarter shares; the rest of the crew one share each.

The sailing master was responsible for navigation, trimming the sails, etc. and the boatswain served as his foreman in charge of the general upkeep of the ship and supplies. The gunner took care of and repaired all weapons and guns. As could be expected, pirates were a cantankerous lot who suffered discipline with little grace. A captain could control them only by great personal courage and by exercising stringent discipline. The most common deterrent was flogging before the mast, and Moses Law-forty lashes less one-was considered the extreme penalty for this form of punishment. Sterner measures involved "keel-hauling." A rope passing under the hull was tied to the culprit's feet and another line to his arms. Throwing the man overboard, he was pulled from one side of the ship to the other. If he did not drown in the process, he was sure to suffer severe cuts and injuries from the razor-sharp barnacles clinging to the hull. Frequently, a man condemned to death was at once and without ceremony thrown overboard to drown. A somewhat more humane measure was to abandon him on a deserted island with little or no food and water. This was called "marooning" and was very popular among the pirates.

To be continued...

September 2023 Newsletter

WILMA'S WOMEN TO WATCH LEADERSHIP INITIATIVE

The City of Southport is thrilled to announce that two of its employees, **Kate Marshall** from Animal Protective Services in the Public Sector Category, and **Allayna Dail**, Assistant Director of Community Relations, in the Rising Stars category, have been selected as finalists for the 2023 WILMA's Women to Watch Awards from a competitive pool of nearly 300 nominations and applications. These accomplished women, representing the best in their fields and community, have earned their place among the thirty-five finalists who have demonstrated remarkable leadership.

To read more about Wilma's Women to Watch visit

cityofsouthport.com/wilmas-2023-women-to-watch-awards



We're Hiring!



**COME
JOIN
OUR
TEAM**

OPEN POSITIONS:

- Public Works Maintenance Worker

If you are interested in applying for a job with the City of Southport, be aware that we utilize the NEOGOV platform. We do not accept paper or walk-in applications.

Scan or click here to apply now!



September

Years of Service

Riley Ransom, Jr, 8 Years – 9.11.2015
Police Detective

terry Blake, 6 Years – 9.26.2017
Fire Shift Captain

Kate Marshall, 5 Years – 9.11.2018
Director of Animal Protective Services

Kelly Garrido, 2 Years – 9.8.2021
Police Officer

Kevin Doherty, 2 Years – 9.28.2021
Police Officer

Kari McColl, 1 Year – 9.20.2022
Payroll & Benefits Technician

Patti Fortuna, 1 Year – 9.20.2022
HR Director

September 2023 Newsletter

Quick and Easy Corn Fritters

<https://www.justataste.com/quick-easy-corn-fritters-recipe/>

Ingredients:

- 3 cups corn kernels (fresh or frozen)
- 1 cup all-purpose flour
- 1 Tablespoon sugar
- 1 teaspoon baking powder
- 2 large eggs, lightly beaten
- 3/4 cup heavy cream
- Vegetable oil, for frying
- Sliced scallions, for serving
- Sour cream or garlic aioli, for serving

Instructions

1. In a large bowl, stir together the corn kernels, flour, sugar, baking powder, ½ teaspoon salt and ¼ teaspoon pepper.
2. Stir in the eggs and heavy cream until the batter is well-combined.
3. Line a plate with paper towels. Coat the bottom of a large sauté pan with vegetable oil and place it over medium-high heat. Once the oil is hot, scoop 2- to 3-tablespoon mounds of the corn batter into the pan, spreading it lightly into a flat, circular shape. Cook the fritters for 2 to 3 minutes, then flip them once and cook them an additional 3 minutes until they're golden brown and cooked through. Transfer the fritters to the paper towel-lined plate, season them immediately with salt, and repeat the cooking process with the remaining batter, adding more oil to the pan as needed.
4. Garnish with scallions and serve them with sour cream or garlic aioli for dipping.





September 2023 Newsletter



Southport Symposium Southport Community Building, 2-4pm

Come out to the Community Building to hear from the City of Southport Department Representatives to learn more about your City! There will be a presentation and Q & A session with representatives from City Departments.

February 13	City Manager, Assistant City Manager, Animal Protective Services, Human Resources	July 17	Finance & Utilities
March 13	Community Relations	August 14	Police Department
April 17	Development Services	September 18	Parks & Recreation
May 22	Hurricane Expo Hosted by Fire Department 5-8pm	October 16	Fire Department
June 12	Mayor Board of Aldermen	November 13	Public Services

Completed

Registration is required.
You can register by visiting: <https://forms.gle/P6i6TVna64jEXH4t6>

September 2023 Newsletter

MONDAY, SEPT. 5TH - SOUTHPORT CITY DOCK

Southport's Annual Children's Crab Derby

The City of Southport Parks and Rec Department is pleased to announce the 2023 Children's Crab Derby to be held on Monday, September 4th.

Registration (and t-shirts!) for the Crab Derby will begin at 8:30 am in front of the City Dock, located on W. Brunswick Street in the Southport Yacht Basin. The catch-and-release race will begin at 9:00 am and will have winners for the largest crab and most crabs caught in the following age brackets:

- 5-7
- 8-10
- 11-13
- 14-16

Please bring your own bait, string, and crab net. Only one crab line per person.

This is a free event.

Please call 910-279-3331 or 910-457-7945 for more.



Captain Charlie's 2023 CHILDREN'S FISHING TOURNAMENT



Saturday, October 7th - Southport City Pier
Registration 8a, Fishing from 9a - 12p Ages 16 and under.
Prizes will be awarded. We will give away free T-shirts as long as they last.

Hosted by the City of Southport Parks & Recreation
Department

Southport City Hall, 1029 N. Howe Street, Southport, NC 28461

(910) 457-7900 www.cityofsouthport.com

September 2023 Newsletter

Southport Fire Department Remembering the 343 Memorial Ceremony

September 11, 2023
Ceremony 9:00 am

1011 N. Howe St.
Southport, N.C.
28461

343 Fire boots will be displayed in Front of Headquarters
In Remembrance of the first responders
who gave the ultimate sacrifice
9/11/2001

Southport Fire Department

CITIZEN'S FIRE ACADEMY

Meets every Monday at 6:00
pm starting October 16th

APPLY ONLINE NO
LATER THAN: Monday,
October 2, 3PM

WWW.SOUTHPORTFD.COM
WWW.CITYOFSOUTHPORT.COM

MORE INFORMATION: (910) 457-7915 OR EMAIL: cdrew@cityofsouthport.COM

Southport City Hall, 1029 N. Howe Street, Southport, NC 28461

(910) 457-7900 www.cityofsouthport.com

September 2023 Newsletter

Please Join Us For A



Catfish Fry



**Southport Fire
Headquarters**

1011 North Howe Street
Southport N.C 28461

Meal Includes: Fried Catfish Fillets,
Baked Beans, Coleslaw, Hushpuppies &
Dessert..

**\$10.00
a Plate**

11am until Sold Out



**Friday
29th
Sept**

**All Proceeds Goes to Benefit
Southport Fireman's Fund**



September 2023 Newsletter



SEPTEMBER AT A GLANCE



UPCOMING CITY MEETINGS

City Offices Closed for Holiday
September 4

Board of Aldermen Special Meeting
September 5 @ 2:00 pm - SCB

Board of Aldermen Agenda Meeting
September 8 @ 9:00 am - 12:00 pm - ITMH

Forestry Committee Meeting
September 12 @ 5:00 pm - 6:00 pm - ITMH

Park and Recreation Advisory Board Meeting
September 12 @ 6:30 pm - ITMH

Special Called Planning Board Review
Committee Meeting
September 13 @ 3:00 pm - Nash Street Annex

ABC Board Meeting
September 13 @ 6:00 pm – ABC Store
714 N Howe St, Southport, NC 28461

Board of Aldermen Regular Meeting
September 14 @ 6:00 pm - SCB

Beautification Committee Meeting
September 18 @ 5:00 pm - ITMH

Southport Symposium featuring
Parks & Recreation
September 18 @ 2:00 pm - 4:00 pm - SCB

Planning & Zoning Board Meeting
September 21 @ 6:00 pm - SCB

Zoning Board of Adjustments
September 26 @ 4:30 pm - 6:30 pm - ITMH

UPCOMING EVENTS

Southport Flag Lowering Ceremony,
hosted by the Sisters of Southport, &
the Southport Police Dept
Nightly @ 7:30 pm, Southport
Waterfront, Ends Sept 4

2023 Southport Concert Series
Thursdays, 6 pm - Franklin Sq Park

Southport Lions Labor Day Car Show
September 2, 9:00 am - 3:00 pm
Downtown Southport

Parks & Rec Annual Crab Derby
September 4, 8:30 am - City Pier

“This is Our Town” Cleanup
September 9, 9:00 am - Old Jail Annex

Southport Fire Department
9/11 Memorial
September 11, 9:00 am - Fire Dept HQ

SHS: At the Mercy of the Angel of
Death: Yellow Fever in the Cape Fear
September 12, 10:00 am Harper
Library

FOLSOM: The Southport Book Festival,
Authors We Adore by the Shore
September 12, 1:00 pm - 3:00 pm - SCB

Naturefest Lecture Series: The North
Carolina Wildlife Federation and
The Butterfly Highway
September 26, 7:00 pm - ITMH

SHS: The Saga of the
Desperado Jesse C. Walker
September 28, 6:30 pm - ITMH

Southport Fire Department
Catfish Fry Fundraiser
September 29, 11:00 am - Fire Dept HQ

City meetings are open to the public. The City of Southport does not discriminate based on disability. If you need an auxiliary aid or service or other accommodation to attend or fully participate in this meeting, please contact the Clerk's office as far in advance as possible so that your request can be considered.

Southport Community Building (SCB)
223 East Bay Street

Indian Trail Meeting Hall (ITMH)
110 West Moore Street

Southport City Hall, 1029 N. Howe Street, Southport, NC 28461

(910) 457-7900 www.cityofsouthport.com

