

Welcome House — Coast Guard Newspaper Articles

Pascagoula, Mississippi · January 1963

Coast Guard ... Patrol Boat Aids Four

Monday Afternoon, January 28, 1963

An 82-foot U.S. Coast Guard patrol boat returned to port at Pascagoula late Saturday after four days at sea during which the vessel participated in four assistance cases.

Boatswain Mate Chief John Powers, captain of the WPB-82341, said the boat departed Pascagoula at 11 a.m. Wednesday to assist the fishing vessel Phil Alice, disabled 15 to 20 miles south of the Pascagoula sea buoy. The patrol boat was subsequently involved in a series of assistance cases which kept it at sea until 6:20 p.m. Saturday.

The patrol boat had the Phil Alice, disabled with a net tangled in its screw, in tow en route to Pascagoula at 9:30 p.m. Wednesday when it was ordered to proceed and assist the 70-foot fishing vessel Lillie Mack.

Captain Powers had reached the Horn Island pass with the Phil Alice when the patrol boat was relieved of the tow by a fishing vessel at Bayou la Batre, Ala.

The Lillie Mack, which sails out of Pascagoula, was reported hard aground and shipping water on the upper side of North Pass, near the mouth of the Mississippi River.

BMI Donald LeBurg, officer in charge of the Light Attendant Station at Pascagoula, said the Lillie Mack, with three men aboard, was aground in three feet of water when reached by the patrol boat at 1:05 a.m. Thursday.

The patrol boat was at the scene until 12:55 a.m. Saturday assisting the Lillie Mack. The patrol boat was joined by an oil company crew boat and the fishing vessel Sharon Louise in efforts to refloat the Lillie Mack. The rescue fleet was later joined by the fishing vessel Trade Winds, equipped with salvage gear.

LeBurg said the area was being raked by heavy seas and winds up to 40 knots, forcing evacuation of Clarence M. Spinkle of Pascagoula, owner and master of the Lillie Mack, and two other crewmen. At 8 a.m. Thursday, LeBurg said the Lillie Mack was refloated by the combined efforts of the patrol boat, crew boat and two fishing vessels.

The Lillie Mack was shipping water heavily when freed and required constant pumping to stay afloat, the Coast Guard said.

The patrol boat stood by the scene of the pumping operation the remainder of Thursday and until 12:55 a.m. Saturday when the 82-boat was ordered to rendezvous with the SS Gulf Service to remove an ill seaman.

LeBurg said the patrol boat went alongside the Gulf Service at Southwest Pass at 3:45 a.m. Saturday to remove the seaman, identified as Frank A. Roche of New York, a stretcher case. Roche was transferred to a Coast Guard helicopter at the Coast Guard light station at the head of the passes at 8:08 a.m. and the patrol boat departed for Pascagoula at 8:45 a.m.

Reaching the Pascagoula ship channel at 5 p.m. Saturday, the patrol boat located and assisted the tug boat Billy Ernest, out of New Orleans, which had become lost in the fog while traveling the Inter-coastal waterway. The tug was escorted to safety at Pascagoula by the patrol boat.

When the patrol boat docked at 6:20 p.m., LeBurg said the vessel had practically exhausted its food and fuel supplies after the extended rescue operations.

USCG Rescue (Continued from Page 3)

[A Coast Guard helicopter] was also dispatched to the area.

Towering seas and gale force winds lengthened the odds against the exhausted crew of the Sea Horse, and efforts to get a pump to them by aircraft and the cutter were unsuccessful. For a time it appeared the crew members, bailing with buckets and everything else available, were holding their own, but the battle went to the sea and their vessel sank around 4 a.m. Sunday.

Valiant efforts by the Nike's complement resulted in eight crew members of the Sea Horse being brought aboard 40 minutes after abandoning ship. All had been tied closely together. Two failed to respond to respiration and the third victim, whose line had broken, was recovered around 7 a.m.

The survivors, including the captain, Max Alford, were landed at Gulfport in the afternoon, and were released after treatment at Memorial Hospital.

Members of the Rescue Aircraft 1240 in addition to CDR Handlew were Lt. R. G. Matheson, AT2 W. C. Wilson and AD2 F. T. Yoder. The crew of Aircraft 1263 were CAD W. C. Morrill, detachment commander; Lt. R. F. Mercier, AD3 J. O. Dagenhart and AT3 W. C. Chastain.

LAST VOYAGE: Six members of the nine-man crew of the motor vessel Sea Horse which sank during rough weather in the Gulf Sunday were rescued through the valiant efforts of members of the Coast Guard cutter Nike, but the sea drama ended tragically for three. One of the victims is shown being brought ashore at Gulfport. The 62-foot vessel began leaking and went down after being buffeted by gale winds and towering seas. Efforts by Nike and plane crews to get an auxiliary pump aboard the stricken boat were unsuccessful. One dropped from a Coast Guard amphibian landed about 25 feet away but sea conditions prevented its being picked up. (Photo by A2C Anthony Fishburn)

First Mission ...

Monday Afternoon, January 7, 1963

The new Coast Guard patrol boat 82341 is shown coming into port at Pascagoula on its first mission, towing the disabled fishing vessel, Miss Kitty. (Photo by Steve Reichelt)

USCG Amphibians Aid In Stormy Sea Rescue — Continued

[Continued from Page One]

Two Coast Guard planes from Biloxi and a Coast Guard helicopter from New Orleans were soon circling the sinking trawler.

'They dropped pumps from the air, but we didn't have a chance to get them,' Summers said. 'They hit about 25 feet away and were carried away by the seas.'

When the Nike, a 165-foot search and rescue vessel, steamed into the area at 2:50 a.m., the cutter found the trawler anchored dead in the water with 'all lights burning.' Smith said the engines were flooded at 2 a.m., but a generator continued to supply power for the lights.

With winds up to 60 miles per hour and seas cresting at 20 feet, the Nike began rescue efforts greatly handicapped by the sea conditions. With both vessels tossed closely by the sea the Nike attempted to go alongside to put pumps and later to remove the crewmen.

At one point, Lt. Cmdr. John Packard, Nike commanding officer, brought the cutter close to the stern of the Sea Horse to lower a boarding ladder but the crewmen were all forward and made no effort to come aft. The crew said the crewmen went off the Sea Horse's bow and the trawler 'sank within 30 seconds after we abandoned.'

Referring to weather conditions, a tucker said, 'There were many men when I was looking at the bottom of that Coast Guard boat.' The sea was a frantic period of making one effort after another to pluck the men from the trawler, and after the water.

'We showered them with life lines,' Lt. (j.g.) William Doig, Nike operations officer, said. 'They were exhausted and could hardly help themselves. They had been bailing like mad for several hours.' Doig noted in commenting on the exhausted condition of the men in the water.

'It was pitiful to see them like that,' Doig, a young officer who had just participated in his first major rescue operation, added. 'The crewmen were pulled aboard on lifelines and nets dropped from the Nike's port side.'

'I've never seen anything like this before,' Captain Packard, a veteran Coast Guard officer, said of the weather conditions in relation to the size of the vessels involved.

Every man who was not actually involved in handling the ship was aiding in pulling the men aboard and administering artificial respiration, Doig said.

Chief Engineman Chester Brooks and BMCM Pete Lasanen directed crewmen in snaring the survivors.

'Most of them came around, at least to the extent of being able to talk, within an hour,' he said referring to the two victims pulled out with the other six crewmen.

'It's too bad we all couldn't make it,' Captain Alford said, allowing medical treatment at the hospital. He was visibly shaken by the ordeal to a greater degree than any of the other survivors.

Inquest juries, empaneled by Harrison County Coroner Frank Hightower, ruled the crewmen died of accidental drowning.

The bodies of three seamen were shipped today from Gulfport to funeral homes in Alabama and Florida for burial.

The bodies of Archie Walker Watson, 812 North 48th Ave., Pensacola, Fla., and Willard Hall, 1705 North Hollywood St., Pensacola, were shipped by Lang Funeral Home to Fisher-Pou Funeral Service in Pensacola.

The body of the third victim, Wesley Eli Haslett, Box 104-A, Rt. 1, Mobile, Ala., was shipped by Riemann Funeral Home to the Higgins Mortuary in Mobile.

Watson, a native of Pensacola, was a veteran of World War II. He is survived by his mother, Mrs. Isabell Reeves of Pensacola.

Hall, a native of Uriah, Ala., has no known survivors.

Haslett, a Baptist, was born May 30, 1927, in Atlanta, Ga. He is survived by his mother, Mrs. Leola McLean Harris; two sisters, Merlyn Sue Harris and Carolyn Harris, all of Mobile, and one brother, William H. Haslett, Long Beach, Miss.

Serving on the Haslett inquest jury were Loyd Rauschkolb, Herbert Martin, Leroy C. Alexander, Ancil S. Taylor, R. M. Riemann and A. N. Hisscox. Police Det. Maxie M. Broadus was the bailiff. The Watson inquest jury included Bill Adams, George W. Collins, George W. Baygents, W. M. Davis, Craig Monroe and Arthur W. Lang Jr. Deputy Sheriff Frank Jackson was the bailiff.

Two Drown In Boat Accident At Bay St. Louis

The bodies of two Pass Christian brothers who drowned following a boat accident late Sunday were recovered today from the waters of the Bay of St. Louis following an all-night search.

The body of Leon Rachuba, 34, was located at 9:05 a.m. and the body of his brother, Francis Rachuba, 40, was found at 10 a.m. Both bodies were located by Air Force skin divers working from a rescue vessel about 200 feet off Henderson Point.

Harrison County Deputy Sheriff Milton Cuevas said the bodies were found in about five feet of water.

Two other occupants of the 18-foot inboard cruiser survived the sinking of the vessel when it struck a piling near the Louisville & Nashville Railroad Co. bridge spanning the bay.

Mrs. Francis Rachuba and Miss Jean Moran reached shore safely with the aid of life jackets. Mrs. Rachuba was listed in fairly good condition today at Memorial Hospital in Gulfport.

Both women were treated for shock and exposure after reaching shore and Mrs. Rachuba was later admitted to the hospital when she developed pneumonia.

SLIPPED AWAY

The Coast Guard said Mrs. Rachuba told members of the search party her husband had held to her in attempting to reach land, but slipped away before she reached shore.

Ensign Jerry Storey, duty officer aboard the Nike, said the incident was reported to the Coast Guard at 7:09 p.m. and the time of the sinking was estimated at 6:30 p.m.

Search parties early today located the shattered hulk of the small boat.

The Coast Guard said the boat struck the piling just as the vessel cleared the bridge after taking a short cut under the span instead of going through the draw channel.

Inquest juries empaneled at the scene by Harrison County Coroner Frank Hightower ruled the deaths resulted from accidental drowning. Hightower said neither man was equipped with a life jacket.

The bodies were taken to Riemann Funeral Home at Gulfport where funeral services are pending.

The divers, all of Keesler Air Force Base at Biloxi, were Don Dannin, Tom Holmes, Mike Perminoff, Bill Brook, Dewayne Mallini and Jon V. Dugan III.

Also participating in the search operations were a Coast Guard helicopter, a Coast Guard auxiliary vessel, a detachment from the cutter Nike at Gulfport, Harrison County sheriff's deputies, Harrison County and Biloxi civil defense personnel and officers from the Long Beach and Pass Christian police departments.

Nike Returns ... Heavy Seas Impede Vessel In Rescue Work

The U.S. Coast Guard cutter Nike reached port at Gulfport 3:30 p.m. Tuesday with a weather-weary crew after fighting near hurricane force winds and heavy seas in assisting two disabled fishing vessels.

With two steel-hull fishing vessels in tow, the Nike struggled through winds up to 60 knots and seas ranging from 20 to 25 feet to reach safety at Freeport, Texas.

Lt. (j.g.) Bill Doig, operations officer of the 165-foot cutter, said the Nike took the trawler in tow Sunday, Jan. 20, while patrolling the Campeche fishing banks off the Coast of Mexico.

The disabled trawlers were identified as the fishing vessel Catalina, a 53-foot steel hull trawler, and the fishing vessel Madelene S., a 60-foot steel hull trawler, both out of Freeport.

The Nike sailed Jan. 14 for Campeche patrol duties and normally would have returned to Gulfport last Thursday.

Doig said the early stage of the patrol was carried out under ideal weather conditions, with smooth seas and the temperature hovering in the 80s. The early comforts were forgotten as the weather began deteriorating last Wednesday, Doig noted.

During one 24-hour period, with the two trawlers being towed astern of the cutter, Doig said the Nike covered a distance of only seven miles against the wind and sea action.

Last Friday, the 180-foot buoy tender Iris relieved the Nike of the Catalina, while the Nike proceeded to reach port in Freeport with the Madelene S. at 2 a.m. Saturday.

Doig said the Nike then steamed into Galveston, Texas, to refuel and replenish its water supply before heading home. He said the cutter continued to experience poor weather conditions until it reached the area of the Mississippi River passes.

During the patrol, Doig said the two trawlers were the only assistance cases handled. The Nike put boarding parties aboard eight United States fishing trawlers, and conducted visual sighting of 40 U.S. trawlers in the area.

Missing ... The SS Marine Sulphur Queen with 39 persons aboard is reported missing. The ship was last seen about a week ago when it left Beaumont, Tex., bound for Norfolk, Va. The Queen was skippered by Capt. J. V. Fanning, inset. (NEA Telephoto)

Disaster Aftermath ... John Summers, 35, in left photo, one of the six survivors of the sinking of the 62-foot fishing vessel Sea Horse, walks down the gangway of the U.S. Coast Guard cutter Nike as Lt. (j.g.) William Doig and HN2 Phillip M. Peterson of the Nike watch from the bridge. At the right, a stretcher team [carries a victim to the after deck of the Nike to a waiting ambulance].

Friday Afternoon, January 25, 1963

Sulphur Queen Remains Mystery, Probe Continues

KEY WEST, Fla. (AP) — An unidentified flare and flotsam lettered 'Sulphur Queen' stimulated a search south of Key West today for traces and possible survivors of a freighter that vanished after sailing Feb. 2 with 39 men aboard.

The flare was seen Wednesday night in the Straits of Florida, between Key West and Cuba. The Coast Guard had no assurance that the light had anything to do with the 523-foot ocean vessel or with a private plane that disappeared Wednesday.

A patrol boat checked out the flare and reported it found nothing. A two-engine Beechcraft Bonanza listed only as 'Louder' was overdue on a flight from Miami to Great Inagua, Bahamas, and officials thought the ocean flare might have come from the plane.

The patrol boat's flare mission delayed a trip to Miami with articles recovered from the sea Wednesday and believed to be from the missing freighted Marine Sulphur Queen.

Miami Coast Guard Search and Rescue Headquarters said it was informed 'Sulphur Queen' was lettered on a life jacket and an oil can. The life jacket was found in the gulfstream about 14 miles southeast of Key West. The freighter, laden with 15,000 tons of molten sulphur, left Beaumont, Tex., Feb. 2 for Norfolk, Va. A crewman sent a personal radio message the next day giving the ship's position as 230 miles southeast of New Orleans. She was never heard from again.

Boat, Object Of Hunt, Found Moored In Port

A 42-foot cabin cruiser, reported overdue Saturday with four persons aboard, was located Sunday by Jackson County sheriff's deputies moored safely at Ocean Springs.

The Coast Guard said Larry Orley of Ocean Springs reported the craft — Chris Craft cabin cruiser Ambition — overdue at 9:30 p.m. Saturday on a fishing trip between Ocean Springs and Pascagoula.

Coast Guard units from Biloxi at Pascagoula were alerted to make harbor checks, with negative results.

Coast Guard Auxiliary vessels and Civil Defense Squadron vessels from Pascagoula conducted search operations for 2 hours with the assistance of a Coast Guard aircraft from the Keesler Air Force Base air detachment.

BMI Donald LeBurg, officer in charge of the Light Attendant Station at Pascagoula, said the halter had located the vessel. Pascagoula headquarters conducted a front-page search, the owner.

LeBurg said the party aboard was not identified. The Coast Guard asked persons reporting distress or overdue cases not to thank the party for finding them, or if assistance is no longer required.

No Trace Of Tanker Is Found

NEW YORK (AP) — A widespread search by Coast Guard planes produced no trace today of a sulphur laden tanker and her crew of 39 missing on a run from Texas to Virginia.

The search over thousands of square miles of the Atlantic continued, with the ship now two days overdue.

The Coast Guard described the ship's skipper as a punctual man who ordinarily would report by radio if his ship were delayed.

Since noon Thursday, when the Marine Sulphur Queen was due at Beaumont, Tex., there has been no word from the 524-foot ship, a converted tanker of World War II vintage.

She is missing somewhere in the South Atlantic the Coast Guard said.

COURSE

The tanker's course would have taken her through a severe Atlantic storm that battered the southeastern coast with winds of 40 m.p.h. and churned up seas 14 feet high.

The Sulphur Queen left Beaumont, Tex., last Saturday under the command of Capt. J. V. Fanning of that city. The ship, operated by Marine Transport Lines, Inc., carried a load of molten sulphur.

The last known word from the tanker came last Sunday when a crewman sent a personal message from the Sulphur Queen giving her position as 230 miles southeast of New Orleans.

Fishing Trawler Sinks, Crewmen Escape Unhurt

MOBILE, Ala. — Two crewmen escaped unharmed from a 52-foot fishing boat Wednesday night when it sank in six feet of water.

The Florida Lady, owned by John F. Collier of Pascagoula, Miss., went down near the mouth of Mobile Bay just south of Ft. Morgan, Ala.

Collier and Bobby O. Bones were picked up off the vessel by a Coast Guard boat from Mobile and transferred to another fishing boat, the Morning Star.

The Florida Lady snagged a three-ton anchor while trawling for shrimp off Ft. Morgan. Collier and Bones raised the net with a boom and winch, then headed for shallow water. However, the winch failed dropping the net and anchor into the sea. The boat crashed down on the anchor and received a three-foot hole in its hull.

A Coast Guard plane from Biloxi, Miss., answered a radio call for help and dropped a pump to the boat. A patrol boat that added two more pumps, but the crewmen were unable to keep the boat afloat and it sank in the shallow, choppy waters.

Old Abandoned Ship Is Found By Coast Guard

The Coast Guard air detachment at Biloxi has located an abandoned cargo ship, the John W. Cullen, which broke loose from a tug while being towed in the Gulf.

According to the Coast Guard, the air detachment located the 418-foot vessel about 80 miles south of Cameron, La., this morning, and it was reported drifting south.

The John W. Cullen broke loose from the barge when seas became rough. There is nobody aboard the ship, which is from Portland, Ore.

After reporting the location of the ship, a tug was sent out to find it and take it under tow again.

The air detachment also spent time Thursday and this morning searching for a man who is reported to have fallen overboard from the oil rig tender J. W. Nichols, about 45 miles south of Grand Isle.

Two pumps were dropped Thursday night by an air detachment plane to the fishing vessel Lillie Mack, which apparently ran aground to keep from sinking near the mouth of the Mississippi River. This morning a Coast Guard cutter was reported going to the assistance of the Lillie Mack.

Another mission for the air detachment Thursday afternoon and this morning was locating a barge which broke loose from the tug Bill Bailey. The barge was spotted aground on Chandeleur Island this morning, and tugs are reported on the way to the scene to recover the barge.

USCG Amphibians Aid In Stormy Sea Rescue

'May Day, May Day,'

The international distress signal, sent out by the motor vessel Sea Horse shortly after midnight Saturday, marked the beginning of a sea drama on the stormy Gulf that ended with the rescue of three crew members and the loss of three.

Taking part in the search and rescue operations were two amphibian aircraft from the Coast Guard Air Detachment at Keesler, and the 165-foot cutter Nike based at Gulfport.

Rescue Aircraft 1240, piloted by LCDR M. H. Handlew, was already airborne on a mission to aid the tug Peggy caught in the 50 mph norther when the distress call was intercepted. The tug, which was unable to retrieve a pump dropped to it, reported being in no immediate danger and the 1240's crew turned full attention to the 'May Day.'

While the Sea Horse's messages were heard loud and clear, its receiving equipment was inoperative. The amphibian's crew located the boat by homing on the radio signals and identified it by an S-O-S blinked from the mast light.

Communications established by Rescue Aircraft 1240 with the stricken vessel, the cutter Nike and Coast Guard Radio, New Orleans, coordinated the rescue operation. While the Nike was being directed to the scene 38 miles south of Keesler, request was made for a second amphibian (1263) to make a pump drop. A CG helicopter from New Orleans (Continued on Page 12)

Yacht Aground, Pulled Free By Coast Guard

A 65-foot yacht out of Gulfport, with six persons aboard, grounded Sunday in three feet of water on Snake Island in the Gulf of Mexico and was pulled to safety by a U.S. Coast Guard patrol boat out of Pascagoula.

The motor vessel Porpoise, owned by Marine Life, Inc., grounded in an area near Chandeleur Island, about six miles, southsoutheast of Free Mason Keys, the Coast Guard said.

Eighth District headquarters in New Orleans informed the Coast Guard WPB-82341 and the vessel commanded by Boatswain's Mate Chief John Powers, was underway at 5:05 a.m. to aid the vessel.

The patrol boat arrived on the scene at 9:45 a.m., put a line aboard the yacht and pulled the vessel free at 10 a.m. The patrol boat then towed the yacht to the small boat harbor at Gulfport and docked at 8:37 p.m. Captain Powers docked the patrol boat at 8:50 p.m.

Local Aircraft Seeks Passengers Cameron Vessel

A Biloxi Coast Guard HU-16 E aircraft departed this morning at 7 o'clock on a search for the motor vessel Diversity, which capsized several days ago in the Cameron, La., area.

Searchers will seek the five passengers reported to be aboard the boat.

The aircraft is piloted by Lt. Comm. M. H. Handley.

Liberty Ship Drifts In Gulf After Breaking Loose From Tug

The Coast Guard air detachment at Biloxi dispatched an aircraft today to attempt to locate an old Liberty ship, the John W. Cullin, drifting aimlessly in the Gulf of Mexico.

Although the ship, over 500 feet long, has been located by the air detachment on at least two previous occasions, it is still adrift.

The John W. Cullin broke loose in the Gulf during rough weather on Jan. 23, while in tow by a tug. Located the following day by the Coast Guard, the ship was again taken in tow, but before reaching port, it again broke loose on Jan. 26.

The ship was located again by the Coast Guard air detachment, but it could not be found by boats attempting to make another effort to bring it to port.

Once again, the Coast Guard sent another plane out this morning to find the John W. Cullin and direct other boats to the ship.

Continue Hunt For Boat Crew

CAMERON, La. (AP) — The Coast Guard planned to continue its search of an expanded area of the Gulf of Mexico off the southwest Louisiana coast today for any survivors of a five-man crew missing from a capsized boat.

A sea and air search over an area 80 miles wide Friday turned up no signs of survivors.

The 136-foot Diversity left Cameron, La., Wednesday carrying mud for an offshore drilling rig. The Coast Guard found the overturned boat Thursday 20 miles south of Cameron. Divers found its lifeboat and lifejackets missing, and no bodies in the hull.

Pan-Marine Service Co. of Morgan City, owner of the boat, identified the five crewmen as: Joseph Mahfoush, 55, and Joe Boudoin, 30, both of Berwick; Herve Lenanni, 30, of Houma; George Owens, 22, of Morgan City; and Willie Morris of Port Acres, Tex.

Pumps Dropped To Distressed Boat In Gulf

The Coast Guard air detachment at Biloxi sent a plane out Wednesday night to drop two pumps to the Conti, 67-foot fishing boat which has been reported sinking in the Gulf.

With nine aboard, the Conti from Pascagoula was reported sinking earlier about 120 miles north of Mexico's Yucatan Peninsula, on its maiden voyage.

The pumps were dropped between 8:30 and 9 p.m., about 350 miles south of Biloxi, the Coast Guard said. Lt. James Martin and Lt. Richard Matheson were pilots with Mr. Chastain and C. J. Berry were crew members. Conti was in tow by the Sharon J. when the pumps were dropped and recovered, the Coast Guard reported.

Slide, One Barge Sinks Near Cameron

The Coast Guard said that barges being towed by two tugs near the Intracoastal Waterway near Cameron, La., collided about 2 p.m. Thursday.

One of the barges sank and others were damaged, the Coast Guard said. The tugs involved were Reba Jane and the Patsy H.

An aircraft from the Coast Guard air detachment, Biloxi, went to the scene but offered no assistance. Cutters were later sent out to the area.

One of the barges was loaded with phosphate product and the one that sank was carrying petroleum product. The Coast Guard said the ports and the barge sank beside the channel and the Intracoastal Waterway will be opened later in that area.

Crew Of Capsized Boat Sought

CAMERON, La. (AP) — The Coast Guard today sought the missing crew of a capsized boat in the Gulf of Mexico believed to be the motor vessel Diversity.

All ships in the area about 25 miles southeast of Cameron, Tex., were asked to help in the search over the seven-mile square area. The missing vessel, Diversity, had five men aboard.

The search, however, was hampered by high waves and sub-freezing temperatures.

The Diversity, owned by the 20 Grand Towing Co. of Morgan City, left here Wednesday with a load of drilling mud for a rig in the Gulf.

Coast Guard authorities at Sabine Pass, Tex., said they were told a capsized boat had been located near a drilling rig owned by the Movable Offshore Drilling Co. of New Iberia. Debris found in the area was identified as part of the Diversity's cargo.

Find Debris Of Missing Tug; 3 Were Aboard

NEW ORLEANS (AP) — A towing company said Sunday debris found in the Mississippi River south of here came from its tug boat missing several days from its own.

However, the Coast Guard said it was still undetermined what happened to the tugboat Elmo S.

Herbert Schoest of the Schoen Brothers Towing Co., in nearby Harvey said the debris found 2.2 miles downstream from the Grain Elevator, 5 miles from New Orleans was from the Erie S.

The brother of one of the men aboard the tug said he picked items in the river that included a butane tank, a seamen's jacket, a life jacket, a scrub brush and shoes from the Erie S.

The last contact with the tug boat was made 18 days ago when it cleared the Harvey locks and turned into the Mississippi River for a trip downstream to the Gulf.

The Coast Guard said the boat had a radio aboard and the debris found here came from a buoy, stretcher, the river, but initial reports indicated heavy damage to both ships.

Crewmen aboard were Dav Adams, 39, and George Phelp, 28, both of Marrero, and Edward Lester, 26, of Gretna.

Coast Guard Halts Plan To Sail To Haiti

LOS ANGELES (AP) — The Coast Guard has halted a missionary band's plan to sail to Haiti by declaring its 101-foot homemade boat unseaworthy.

But the Rev. Howard A. Smith, leader of the crew of nine adults and three children, said he'll appeal Tuesday's ruling to higher Coast Guard authorities.

Smith, 51, is pastor of the Calvary Church of the Full Gospel, and members of the International Aimee Semple McPherson's Foursquare Gospel organization, at Wilmington, Calif.

'I made a trip to Haiti on a missionary venture,' he told a reporter, and the outcome was a plan to build a boat and load it with beds, clothing, machinery, etc., to establish training centers. Members of his congregation, starting 21 months ago, built the vessel. Cash donations of \$25,000 went for cedar planking, marine plywood, two diesel engines and other materials and equipment.

Smith said it looks like 'a glorified PT boat.'

Coast Guard officers who went aboard Tuesday and cited Smith 'for inadequate and unsatisfactory lifesaving and fire-fighting equipment.'

Coast Guard Det. Presents Radio, TV Programs

The U.S. Coast Guard Air Detachment at Keesler is starting a series of television and radio programs over WLOX and WLOX-TV.

The programs, entitled 'Your Coast Guard,' are not for the purpose of recruiting but are aimed to provide information about the Coast Guard, why it is here, and how it can help individuals.

Over WLOX-TV, Channel 13, 'Your Coast Guard' will be presented once monthly, from 5:30 to 6 p.m. on Feb. 7, Mar. 7, April 4 and May 2.

The radio programs will be every Monday evening, from 9:30 to 9:45 p.m. over WLOX.

CG Unit Helps Ship In Distress Off Pt. Au Fer

The U.S. Coast Guard Air Detachment at Keesler dispatched an aircraft early this week to aid a ship in distress. The Howard Rochelle from Morgan City, La., with three people aboard, had sprung a leak and had no pumps working.

The aircraft dropped a pump to them by parachute. It then remained on the scene while the pump was put into operation and until the ship was safely underway.

The vessel was 80 miles from Pt. Au Fer, the nearest land. Aircraft aiding the distressed ship was AQ16E 12440.

Tugs Go After Liberty Ship

A commercial tug was reported heading into the Gulf today to recover the liberty ship John W. Cullin after it was spotted by the Coast Guard.

The John W. Cullin, about 500 feet long, broke loose from a tug while in tow during heavy seas, and it has been located by the Coast Guard several times since.

Planes from the Coast Guard air detachment have spotted the liberty ship, and once it was reported taken in tow, but broke loose for the second time.

The John W. Cullin first broke loose on Jan. 23.

Congratulations Given Nike For Rescue Mission

Rear Admiral R. M. Ross, commander of the Eastern Area, United States Coast Guard, in a message routed through Eighth District headquarters at New Orleans, extended congratulations to the officers and men of the Coast Guard cutter Nike and air detachment personnel involved in rescue of six men Sunday.

Admiral Ross' message noted the rescue of survivors and recovery of bodies from sinking vessel Sea Horse during adverse weather conditions indicates professional performance and readiness. Desire to extend well done to Nike and aircraft personnel participation.

In the same message, Rear Admiral Carl B. Olsen, commander, Eighth Coast Guard District, added his 'congratulations to all concerned for a job well done.'

The fishing vessel Sea Horse, out of Bayou La Batre, Ala., went down Sunday in 60 feet of water 45 miles south of Gulfport. Crewmen of the cutter Nike, a 165-foot search and rescue vessel out of Gulfport, conducted rescue operations under gale force winds and heavy sea conditions.

Admirals Ross and Olsen directed the congratulatory message to the cutter Nike, the Coast Guard air detachment and New Orleans.

Coast Guard Searches For Lost Tanker

Two amphibious aircraft from the Coast Guard Detachment at Biloxi are conducting wide searching operations today in the Gulf of Mexico for a 524-foot tanker carrying a cargo of sulphur.

The Marine Sulphur Queen left Beaumont, Tex., Thursday by was due to arrive at Norfolk, Va., Thursday by was received from her, according to the Coast Guard. She was expected to notify Norfolk 48 hours prior to arrival.

One of the Coast Guard planes is searching a wide area about 300 miles southeast of Biloxi and the other one is tracking the course of the ship from Beaumont toward southern Florida.

Tugs Attempt To Refloat Grounded Norwegian Ship

NEW ORLEANS (AP) — Tugs were scheduled to make another attempt today to refloat a 657-foot Norwegian freighter aground at the mouth of the Mississippi River about 75 miles from here.

The Bauta was beached after colliding with a vessel hauling a sulphur cargo Monday night. Both vessels raked from bow to amidship and were reported seriously damaged.

There were no injuries. The 523-foot Louisiana Sulphur was in drydock in Port Sulphur after discharging its sulphur cargo.

The Coast Guard said tugs Bisso and Humilde were at the scene with a Coast Guard vessel attempting to free the Bauta. The ship was carrying bauxite and was en route to Baton Rouge.

Cause of the collision has not been determined.

Two Ships Collide In River

NEW ORLEANS (AP) — A Norwegian freighter and a cargo ship carrying sulphur collided at the mouth of the Mississippi River Monday night, and both vessels were reported extensively damaged. No injuries were reported.

The Coast Guard identified the ships as the 657-ton S.S. Bauta and the 523 foot Louisiana Sulphur which was carrying a cargo of molten sulphur. The Bauta was bound for Baton Rouge with a cargo of Bauxite and the Louisiana Sulphur was outbound.

The Louisiana Sulphur returned to Port Sulphur to discharge its cargo before going into dry dock.

The Coast Guard said information of the collision was sketchy but initial reports indicated heavy damage to both ships.

A Coast Guard spokesman said it appeared the ships raked each other from the bow to about midships. The cause of the crash has not been determined.

The Louisiana Sulphur is operated by the Ocean Sulphur Carrying Co. The Bauta is owned by Skips' Baumire of Oslo, Norway. Hendy Company of Baton Rouge is agent for the Bauta.

Planes To Hunt Missing Tug

NEW ORLEANS (AP) — The Coast Guard planned to send up planes today — weather permitting — to search for a tugboat missing five days with three men aboard.

The tug Erie S., owned by Herbert Schoest of Harvey, left the Harvey locks Wednesday en route to Empire Canal and the Gulf.

A Coast Guard spokesman said there had been no contact with the tug since it cleared the Harvey locks Wednesday night. Those aboard were identified as David Adams, 39, and George Phelps, 28, both of Marrero, and Edward Lester, 26, of Gretna.

COAST GUARD PIO MEETING

An organizational meeting of the Coast Guard Public Information Committee met at the White House Hotel Tuesday night. Frank Yoder, an air detachment member stationed at Keesler AFB, presided over the meeting which was attended by members of the temporary executive board.

Membership includes Coast Guard personnel with its aim to inform the general public of its duties and purpose.

The next meeting has been set for Feb. 9 which will follow with a tour of the local radio and television stations. The group has a program on both.

Local Unit In Search Of Men

The Coast Guard air detachment this morning said that it has had planes out since Friday night in search of five men missing from a capsized boat in the Gulf.

Five men were on the Diversity, a motor vessel reported missing Friday night and later found capsized south of Cameron, La.

The men had not been found by morning, the Coast Guard said.

Coast Guard Calling Off Hunt For Ship

NEW YORK (AP) — The American tanker Marine Sulphur Queen, which disappeared Feb. 3 with a crew of 39, has been added to the list of mysteries of the sea.

The Coast Guard said it was calling off its active search for the vessel, although all units have been ordered to maintain a lookout for the missing ship during normal operations.

The Coast Guard declined to speculate on the ship's fate. But it noted that a 500-hour search of the Atlantic and Gulf of Mexico by its aircraft had failed to turn up a trace of her.

The 524-foot tanker, carrying molten sulphur, left Beaumont, Tex., Feb. 2 and was to have arrived at Norfolk, Va., Feb. 7. She was last heard from the night of Feb. 3 when a crewman sent a personal radio message from a point near Key West, Fla.

New Coast Guard Vessel Located At Pascagoula

The Coast Guard patrol boat WPB65832 at Pascagoula was replaced Friday by a smaller and faster CG-82341.

On the first day of duty, the boat completed its first mission, by towing in the Miss Kitty, a 35-foot fishing vessel that had broken down in the Pascagoula Channel.

BMC John Bowers is the commander of the new patrol boat.

There are about 12 crew members on the new vessel.

Two persons were on board the Miss Kitty, which was towed to port Friday. They were Green and Clinton White.

Still No Trace Of U.S. Tanker

NEW YORK (AP) — Four Coast Guard planes searched the Yucatan Channel off Cuba and the Florida Straits today without finding trace of the missing American tanker Marine Sulphur Queen.

The general search area covered 80,000 square miles.

The tanker, carrying 39 men, left Beaumont, Tex., 10 days ago and was due to arrive at Norfolk, Va., five days ago.

The Coast Guard had searched a vast area in the Gulf of Mexico and the South Atlantic.

The Yucatan Channel is between the Yucatan Peninsula of Mexico and the western tip of Cuba.

A ship bound from Beaumont to Norfolk normally would sail through the Straits of Florida — between southern Florida and the northern coast of Cuba — to reach the Atlantic from the Gulf of Mexico.

High seas and strong winds buffeted the tanker's course along a severe Atlantic storm that swept the eastern coast.

Debris Find Spurs Search

MIAMI, Fla. (AP) — A life jacket and debris, possibly from the missing SS Marine Sulphur Queen, were picked up from the Atlantic Ocean today, 14 miles southeast of Key West, the Coast Guard said.

A life jacket stenciled 'Sulphur Queen' was taken aboard a Navy torpedo retriever vessel operating in the area, the Coast Guard announcement said.

Coast Guard officers said an intensive search would begin throughout the entire area for any possible survivors.

The 524-foot tanker Sulphur Queen left Beaumont, Tex., on a routine, five-day trip to Norfolk, Va., carrying a load of molten sulphur.

Fishing Vessel Back In Port

The fishing vessel 'Miss Carroll' limped into Pascagoula today after a Coast Guard plane dropped a pump to her in the Gulf of Mexico.

The 48-foot fishing boat, reported it was taking on water while off Horn Island pass southwest of here Sunday night.

The Coast Guard said Charles E. Graham of Pascagoula, owner of the vessel. Two men were reported aboard but their identity was not known.

Boat Assisted By Coast Guard

A fishing vessel which was sinking 80 miles southeast of Pt. Aufer, La., Monday pumped itself dry and headed for Ft. Morgan, La., after a Coast Guard aircraft dropped a pump to it.

The vessel Howard Rouchel of Morgan City, was reported in trouble after it sprang a leak. The plane, from the Biloxi air detachment of the Coast Guard, dropped the pump at 9:10 a.m., and remained on scene until assistance arrived.

By 11 a.m., the 72-foot vessel pumped itself dry and was headed for port, escorted by a Coast Guard patrol boat. The plane returned to Biloxi at 1:10 p.m.

Drifting Craft Recovered By Coast Guard

The 25-foot cruiser Hilda Bell, owned by Johnny Armbruster was recovered about 1 a.m. Sunday west of the Pascagoula ship channel by Coast Guard patrol boat 82341.

Coast Guard patrol chief John J. Powers said the craft apparently drifted loose from its moorings beside the Norwegian freighter starter.

Fishing Boat On Mud Flats

A Coast Guard aircraft from the air detachment at Biloxi this morning located a fishing vessel aground about 80 miles east of Biloxi on a mud flat near North Pass.

The pilots, Lt. James Martin and Lt. Richard Matheson, located the J. J. Pierpoint, and they said the boat, about 65 feet long, appeared to have two persons aboard.

A Coast Guard cutter from Pascagoula will attempt to assist the boat in getting off the mud flat. The J. J. Pierpoint didn't appear to be having any trouble, the pilots said.

Air Detachment Has New Seaman

Seaman James J. Richard has arrived at the U.S. Coast Guard air detachment for a tour of duty as a maintenance man and will be training for an aviation rating.

Richard, 22, comes to the Biloxi detachment from the Coast Guard Cutter Sebago in Mobile where he was stationed for two years.

His home town is Opelousas, La., and he has been in the Coast Guard about two and one half years. He is single and lives at the Coast Guard barracks, Keesler. Richard is a graduate of Opelousas High School where he was active in sports.

Coast Guard . . .

Patrol Boat Aids Four

An 82-foot U. S. Coast Guard patrol boat returned to port at Pascagoula late Saturday after four days at sea during which the vessel participated in four assistance cases.

Boatswain Mate Chief John Powers, captain of the WPB-82341, said the boat departed Pascagoula at 11 a.m. Wednesday to assist the fishing vessel Phil Alice disabled 15 to 20 miles south of the Pascagoula sea buoy. The patrol boat was subsequently involved in a series of assistance cases which kept it at sea until 6:20 p.m. Saturday.

The patrol boat had the Phil Alice disabled with a net tangled in its screw, in tow en route to Pascagoula at 9:30 p.m. Wednesday when it was ordered to proceed and assist the 70-foot fishing vessel Lillie Mack.

Captain Powers had reached the Horn Island pass with the Phil Alice when the patrol boat was relieved of the tow by a fishing vessel out of Bayou la Batre, Ala.

The Lillie Mack, which sails out of Pascagoula, was reported hard aground and shipping water on the north side of North Pass, near the mouth of the Mississippi River.

BM1 Donald LeBurg, officer in charge of the Light Attendant Station at Pascagoula, said the Lillie Mack, with three men aboard, was aground in three feet of water when reached by the patrol boat at 1:05 a.m. Thursday.

The patrol boat was at the scene until 12:55 a.m. Saturday assisting the Lillie Mack. The patrol boat was joined by an oil company crew boat and the fishing vessel Sharon Louise in efforts to refloat the Lillie Mack. The rescue fleet was later joined by the fishing vessel Trade Winds, equipped with salvage gear.

LeBurg said the area was being raked by heavy seas and winds up to 40 knots, forcing evacuation of Clarence M. Spinkle of Pascagoula, owner and master of the Lillie Mack, and two other crewmen. At 8 a.m. Thursday, LeBurg said the Lillie Mack was refloated by the combined efforts of the patrol boat, crew boat and two fishing vessels.

The Lillie Mack was shipping water heavily when freed and required constant pumping to stay afloat, the Coast Guard said.

The patrol boat stood by the scene of the pumping operation the remainder of Thursday and until 12:55 a.m. Saturday when the 82-foot was ordered to rendezvous with the SS Gulf Service to remove an ill seaman.

LeBurg said the patrol boat went alongside the Gulf Service at Southwest Pass at 2:45 a.m. Saturday to remove the seaman, identified as Frank A. Roche of New York, a stretcher case.

Roche was transferred to a

Coast Guard helicopter at the Coast Guard light station at the head of the passes at 8:08 a.m. and the patrol boat departed for Pascagoula at 8:45 a.m.

Reaching the Pascagoula ship channel at 5 p.m. Saturday, the patrol boat located and assisted the tug boat Billy Ernest, out of New Orleans, which had become lost in the fog while traveling the Inter-coastal waterway. The tug was escorted to safety at Pascagoula by the patrol boat.

When the patrol boat docked at 6:20 p.m., LeBurg said the vessel had practically exhausted its food and fuel supplies after the extended rescue operations.

U S C G RESCUE

(Continued from Page 3)



LAST VOYAGE: Six members of the nine-man crew of the motor vessel Sea Horse which sank during rough weather in the Gulf Sunday were rescued through the valiant efforts of members of the Coast Guard cutter Nike, but the sea drama ended tragically for three. One of the victims is shown being brought ashore at Gulfport. The 62-foot vessel began leaking and went down after being buffeted by gale winds and towering seas. Efforts by Nike and plane crews to get an auxiliary pump aboard the stricken boat were unsuccessful. One dropped from a Coast Guard amphibian landed about 25 feet away but sea conditions prevented its being picked up.

(Photo by A2C Anthony Fishburn)

was also dispatched to the area.

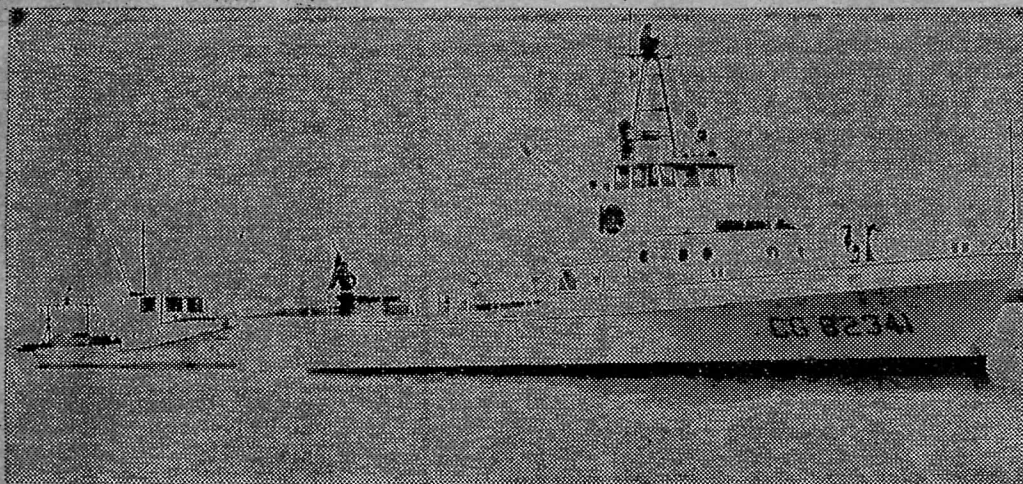
Towering seas and gale force winds lengthened the odds against the exhausted crew of the Sea Horse, and efforts to get a pump to them by aircraft and the cutter were unsuccessful. For a time it appeared the crew members, bailing with buckets and everything else available, were holding their own, but the battle went to the sea and their vessel sank around 4 a.m. Sunday.

Valiant efforts by the Nike's complement resulted in eight crew members of the Sea Horse being brought aboard 40 minutes after abandoning ship. All had been tied closely together. Two failed to respond to respiration and the third victim, whose line had broken, was recovered around 7 a.m.

The survivors, including the captain, Max Alford, were landed at Gulfport in the afternoon, and were released after treatment at Memorial Hospital.

Members of the Rescue Aircraft 1240 in addition to CDR Handley were Lt. R. G. Matheson, AT2 W. C. Wilson and AD2 F. T. Yoder. The crew of Aircraft 1263 were CAD W. C. Morrill, detachment commander; Lt. R. F. Mercier, AD3 J. O. Dagenhart and AT3 W. C. Chastain.

Monday Afternoon, January 7, 1963



First Mission . . .

The new Coast Guard patrol boat 82341 is shown coming into port at Pascagoula on its first mission, towing the disabled fishing vessel, Miss Kitty.

(Photo by Steve Reichelt)

an amphibious aircraft from the Keesler Air Force Base attached, heard and responded to the call.

"We got off a distress message, but didn't know if anyone heard," Keesler said. "Our receiver is not working."

Two Coast Guard planes from Biloxi and a Coast Guard helicopter from New Orleans were soon circling the sinking trawler.

"They dropped pumps from the air, but we didn't have a chance to get them," Summers said. "They hit about 25 feet from us and were carried away by the seas."

When the Nike, a 185-foot search and rescue vessel, steamed into the area at 2:50 a.m., the cutter and the trawler anchored dead in the water with "all lights burning," Smith said. The engines were stopped at 2 a.m., but a generator continued to supply power for the lights.

With winds up to 60 miles per hour and seas cresting at 20 feet, the Nike began rescue efforts severely handicapped by the sea conditions. With both vessels tossed wildly by the sea the Nike attempted to go alongside to put board pumps and later to recover the crewmen.

At one point, Lt. Cmdr. John Packard, Nike commanding officer, brought the cutter close bow-to-stern of the Sea Horse, but the crewmen were all dead and made no effort to answer.

Gray said the crewmen went off the Sea Horse's bow and the trawler "sank within 30 seconds after we abandoned."

Referring to weather conditions, Tucker said, "There were many times when I was looking at the bottom of that Coast Guard boat."

Aboard the cutter, having its own problems with the weather, was a frantic period of making one effort after another to pluck the men from the trawler, and later the water.

"We showered them with life preservers," Lt. (j. g.) William Dolg, Nike operations officer, said. "They were worn out and could hardly help themselves. They had been bailing like mad for several hours," Dolg noted in commenting on the exhausted condition of the men in the water.

"It was pitiful to see them like that," Dolg, a young officer who had just participated in his first major rescue operation, added. "The crewmen were pulled aboard the lifelines and nets dropped away from the Nike's port side."

"I've never seen anything like this before," Captain Packard, a veteran Coast Guard officer, said of the weather conditions in relation to the size of vessels involved.

Every man who was not actually involved in handling the ship was aiding in pulling the men aboard and administering artificial respiration, Dolg said.

Chief Engine Roomman Chester Brooks and BMCN Pete Lasanen directed crewmen in snaring the survivors.

"Most of them came around, at least to the extent of being able to

hour," he said, referring to the two victims pulled aboard with the other six crewmen.

"It's too bad we all couldn't make it," Captain Alford, allowing the medical treatment at the hospital. He was visited by the ordeal to a greater extent than any of the other

Inquest juries, empaneled by Harrison County Coroner Frank Hightower, ruled the crewmen died of accidental drowning.

The bodies of three seamen were shipped today from Gulfport to funeral homes in Alabama and Florida for burial.

The bodies of Archie Walker Watson, 812 North 48th Ave., Pensacola, Fla., and Willard Hall, 1705 North Hollywood St., Pensacola, were shipped by Lang Funeral Home to Fisher-Pou Funeral Service in Pensacola.

The body of the third victim, Wesley Eli Haslett, Box 104-A, Rt. 1, Mobile, Ala., was shipped by Riemann Funeral Home to the Higgins Mortuary in Mobile.

Watson, a native of Pensacola, was a veteran of World War II. He is survived by his mother, Mrs. Isabell Reeves of Pensacola.

Hall, a native of Uriah, Ala., has no known survivors. Haslett, a Baptist, was born May 30, 1927, in Atlanta, Ga. He is survived by his mother, Mrs. Leola McLean Harris; two sisters, Marilyn Sue Harris and Carolyn Harris, all of Mobile, and one brother, William H. Haslett, Long Beach, Miss.

Serving on the Haslett inquest jury were Loyd Rauschkolb, Herbert Martin, Leroy C. Alexander, Ancil S. Taylor, R. M. Riemann and A. N. Hisscox. Police Det. Maxie M. Broadus was the bailiff.

The Watson inquest jury included Bill Adams, George T. Collins, George W. Baygents, W. M. Davis, Craig Monroe and Arthur W. Lang Jr. Deputy Sheriff Frank Jackson was the bailiff.

The Hall inquest jury was composed of Malcolm Lenoir, Frank Jackson, Bill Adams, Craig Monroe, W. M. Davis and George W. Baygents. Sheriff George T. Collins was the bailiff.

Two Drown In Boat Accident At Bay St. Louis

The bodies of two Pass Christian brothers who drowned following a boat accident late Sunday were recovered today from the waters of the Bay of St. Louis following an all-night search.

The body of Leon Rachuba, 34, was located at 9:05 a.m. and the body of his brother, Francis Rachuba, 40, was found at 10 a.m. Both bodies were located by Air Force skin divers working from a

rescue vessel about 200 feet off Henderson Point.

Harrison County Deputy Sheriff Milton Cuevas said the bodies were found in about five feet of water.

Two other occupants of the 18-foot inboard cruiser survived the sinking of the vessel when it struck a piling near the Louisville & Nashville Railroad Co. bridge spanning the bay.

Mrs. Francis Rachuba and Miss Jean Moran reached shore safely with the aid of life jackets. Mrs. Rachuba was listed in fairly good condition today at Memorial Hospital in Gulfport.

Both women were treated for shock and exposure after reaching shore and Mrs. Rachuba was later admitted to the hospital when she developed pneumonia.

SLIPPED AWAY

The Coast Guard said Mrs. Rachuba told members of the search party her husband had held to her in attempting to reach land, but slipped away before she reached shore.

Ensign Jerry Storey, duty officer aboard the Nike, said the incident was reported to the Coast Guard at 7:09 p.m. and the time of the sinking was estimated at 6:30 p.m.

Search parties early today located the shattered hulk of the small boat.

The Coast Guard said the boat struck the piling just as the vessel cleared the bridge after taking a short cut under the span instead of going through the draw channel.

Inquest juries empaneled at the scene by Harrison County Coroner Frank Hightower ruled the deaths resulted from accidental drowning. Hightower said neither man was equipped with a life jacket.

The bodies were taken to Riemann Funeral Home at Gulfport where funeral services are pending.

The divers, all of Keesler Air Force Base at Biloxi, were Don Danning, Tom Holmes, Mike Perminoff, Bill Brook, Dewayne Malini and John V. Dugan III.

Also participating in the search operations were a Coast Guard helicopter, a Coast Guard auxiliary vessel, a detachment from the cutter Nike at Gulfport, Harrison County sheriff's deputies, Harrison County and Biloxi civil defense personnel and officers from the Long Beach and Pass Christian police departments.

Officers said the boat sank while drifting toward the shore, about 200 to 300 feet south of the bridge.

Cuevas served as bailiff of the inquest jury empaneled on Leon Rachuba, with Joseph Kooisbergen, Claude Miller, Pete Clegg, E. E. Ware and Ed Kaletsch serving on the jury.

County Road Ptn. Lester Garri served as bailiff of the inquest on Francis Rachuba, an employee of the Wetline-Olds Clothing



Missing . . .

The SS Marine Sulphur Queen with 89 persons aboard, is reported missing. The ship was last seen a week ago when it left Beaumont, Tex., bound for Norfolk, Va. The Queen was skippered by Capt. J. V. Fanning, inset.

(NEA Telephoto)

Nike Returns . . .

Heavy Seas Impede Vessel In Rescue Work

The U. S. Coast Guard cutter Nike reached port at Gulfport 3:30 p.m. Tuesday with a weather-weary crew after fighting near hurricane force winds and heavy seas in assisting two disabled fishing vessels.

With two steel-hull fishing vessels in tow, the Nike struggled through winds up to 60 knots and seas ranging from 20 to 25 feet to reach safety at Freeport, Texas.

Lt. (j.g.) Bill Doig, operations officer of the 165-foot cutter, said the Nike took the trawler in tow Sunday, Jan. 20, while patrolling the Campeche fishing banks off the Coast of Mexico.

The disabled trawlers were identified as the fishing vessel Catalina, a 58-foot steel hull trawler, and the fishing vessel Madelene S., a 60-foot steel hull trawler, both out of Freeport.

The Nike sailed Jan. 14 for Campeche patrol duties and normally would have returned to Gulfport last Thursday.

Doig said the early stage of the patrol was carried out under ideal weather conditions, with smooth seas and the temperature hovering in the 80s. The early comforts were forgotten as the weather began deteriorating last Wednesday, Doig noted.

During one 24-hour period, with the two trawlers being towed astern of the cutter, Doig said the Nike covered a distance of only seven miles against the wind and sea action.

Last Friday, the 130-foot buoy tender Iris relieved the Nike of the Catalina, while the Nike proceeded to reach port in Freeport with the Madelene S. at 3 a.m. Saturday.

Doig said the Nike then steamed into Galveston, Texas, to refuel and replenish its water supply before heading home. He said the cutter continued to experience poor weather conditions until it reached the area of the Mississippi River passes.

During the patrol, Doig said the two trawlers were the only assistance cases handled. The Nike put boarding parties aboard eight United States flag trawlers, and had visual sighting of 40 U.S. trawlers in the area.



Disaster Aftermath . . .

John Summers, 35, in left photo, one of the six survivors of the sinking of the 62-foot fishing vessel Sea Horse, walks down the gangway of the U.S. Coast Guard cutter Nike as Lt. (j.g.) William Doig and HN2 Phillip M. Peterson of the Nike watch from the bridge. At the right, a stretcher team

Sulphur Queen Remains Mystery, Probe Continues

KEY WEST, Fla. (AP)—An unidentified flare and flotsam lettered "Sulphur Queen" stimulated a search south of Key West today for traces and possible survivors of a freighter that vanished after sailing Feb. 2 with 39 men aboard.

The flare was seen Wednesday night in the Straits of Florida, between Key West and Cuba. The Coast Guard had no assurance that the light had anything to do with the 523-foot ocean vessel—or with a private plane that disappeared Wednesday.

A patrol boat checked out the flare and reported it found nothing. A two-engine Beechcraft Bonanza listed only as "Louder" was overdue on a flight from Miami to Great Inagua, Bahamas, and officials thought the ocean flare might have come from the plane.

The flare's flare mission delayed a trip to Miami with articles recovered from the sea

Wednesday and believed to be from the missing freighted Marine Sulphur Queen.

Miami Coast Guard Search and Rescue Headquarters said it was informed "Sulphur Queen" was lettered on a life jacket and an oil can. The life jacket was found in the gulfstream about 14 miles southeast of Key West.

The freighter, laden with 15,000 tons of molten sulphur, left Beaumont, Tex., Feb. 2 for Norfolk, Va. A crewman sent a personal radio message the next day giving the ship's position as 280 miles southeast of New Orleans. She was never heard from again.

No Trace Of Tanker Is Found

NEW YORK (AP) — A wide-spread search by Coast Guard planes produced no trace today of a sulphur laden tanker and her crew of 39 missing on a run from Texas to Virginia.

The search over thousands of square miles of the Atlantic continued, with the ship now two days overdue.

The Coast Guard described the tanker skipper as a punctual man who ordinarily would report by radio if his ship were delayed.

Since noon Thursday, when the Marine Sulphur Queen was due at Norfolk, Va., there has been no word from the 524-foot ship, a converted tanker of World War II vintage.

She is missing somewhere in the South Atlantic the Coast Guard said.

COURSE

The tanker's course would have taken her through a severe Atlantic storm that battered the southeastern coast with winds of 40 m.p.h. and churned up seas 14 feet high.

The Sulphur Queen left Beaumont, Tex., last Saturday under the command of Capt. J. V. Fanning of that city. The ship, operated by Marine Transport Lines, Inc., carried a load of molten sulphur.

The last known word from the tanker came last Sunday the Coast Guard said, when a crewman sent a personal message from the Sulphur Queen giving her position as 280 miles southeast of New Orleans.

Fishing Trawler Sinks, Crewmen Escape Unhurt

MOBILE, Ala. — Two crewmen escaped unhurt from a 52-foot fishing boat Wednesday night when it sank in six feet of water.

The Florida Lady, owned by John F. Collier of Pascagoula, Miss., went down near the mouth of Mobile Bay just south of Ft. Morgan, Ala.

Collier and Bobby O. Bones were picked up off the vessel by a Coast Guard boat from Mobile and transferred to another fishing boat, the Morning Star.

The Florida Lady snagged a three-ton anchor while trawling for shrimp off Ft. Morgan. Collier and Bones raised the net with a boom and winch, then headed for shallow water.

However, the winch failed dropping the net and anchor into the sea. The boat crashed down on the anchor and received a three-foot hole in its hull.

A Coast Guard plane from Biloxi, Miss., answered a radioed call for help and dropped a pump to the boat. A patrol boat added two more pumps, but the crewmen were unable to keep the boat afloat and it sank in the shallow, choppy waters.

Old Abandoned Ship Is Found By Coast Guard

The Coast Guard air detachment at Biloxi has located an abandoned cargo ship, the John W. Cullen, which broke loose from a tug while being towed in the Gulf.

According to the Coast Guard, the air detachment located the 418-foot vessel about 80 miles south of Cameron, La., this morning, and it was reported drifting south.

The John W. Cullen broke loose from the barge when seas became rough. There is nobody aboard the ship, which is from Portland, Ore.

After reporting the location of the ship, a tug was sent out to find it and take it under tow again.

The air detachment also spent time Thursday and this morning searching for a man who is reported to have fallen overboard from the oil rig tender J. W. Nichols, about 45 miles south of Grand Isle.

Two pumps were dropped Thursday night by an air detachment plane to the fishing vessel Lillie Mac, which apparently ran aground to keep from sinking near the mouth of the Mississippi River.

This morning a Coast Guard cutter was reported going to the assistance of the Lillie Mac.

Another mission for the air detachment Thursday afternoon and this morning was locating a barge which broke loose from the tug Bill Bailey.

The barge was spotted aground on Chandeleur Island this morning, and tugs are reported on the way to the scene to recover the barge.

Boat, Object Of Hunt, Found Moored In Port

A 42-foot cabin cruiser, reported overdue Saturday with four persons aboard, was located Sunday by Jackson County sheriff's deputies moored safely at Ocean Springs.

The Coast Guard said Larry Orley of Ocean Springs reported the 42-foot Chris Craft cabin cruiser Ambition overdue at 9:30 a.m. Saturday on a fishing trip between Ocean Springs and Pascagoula.

Coast Guard units from Biloxi and Pascagoula were alerted to make harbor checks, with negative results.

Coast Guard Auxiliary vessels from Biloxi and Civil Defense Squadron vessels from Pascagoula conducted search operations for 2 hours with the assistance of a Coast Guard aircraft from the Keesler Air Force Base air detachment.

BMJ Donald LeBurg, officer-in-charge of the Light Attendant at Pascagoula, said the boat was halted Sunday when deputies located the vessel. The boat at Pascagoula had conducted waterfront search of the area.

LeBurg said the party aboard the boat was not identified. The Coast Guard asked persons reporting distress or overdue cases to notify authorities when parties stop or assistance is no longer required.

USCG Amphibians Aid In Stormy Sea Rescue

"May Day, May Day."

The international distress signal, sent out by the motor vessel Sea Horse shortly after midnight Saturday, marked the beginning of a sea drama on the stormy Gulf that ended with the rescue of three crew members and the loss of three.

Taking part in the search and rescue operations were two amphibian aircraft from the Coast Guard Air Detachment at Keesler, and the 165-foot cutter Nike based at Gulfport.

Rescue Aircraft 1240, piloted by LCDR M. H. Handley, was already airborne on a mission to aid the tug Peggy caught in the 50 mph norther when the distress call was intercepted. The tug, which was unable to retrieve a pump dropped to it, reported being in no immediate danger and the 1240's crew turned full attention to the "May Day."

While the Sea Horse's messages were heard loud and clear,

its receiving equipment was inoperative. The amphib's crew located the boat by homing on the radio signals and identified it by an S-O-S blinked from the mast light.

Communications established by Rescue Aircraft 1240 with the stricken vessel, the cutter Nike and Coast Guard Radio, New Orleans, coordinated the rescue operation. While the Nike was being directed to the scene 38 miles south of Keesler, request was made for a second amphibian (1263) to make a pump drop. A CG helicopter from New Orleans

(Continued on Page 12)

Yacht Aground, Pulled Free By Coast Guard

A 65-foot yacht out of Gulfport, with six persons aboard, grounded Sunday in three feet of water on Snake Island in the Gulf of Mexico and was pulled to safety by a U.S. Coast Guard patrol boat out of Pascagoula.

The motor vessel Porpoise, owned by Marine Life, Inc., grounded in an area near Chandeleur Island, about six miles, south-southeast of Free Mason Keys, the Coast Guard said.

Eighth District headquarters in New Orleans informed the Coast Guard WPB-82841 and the vessel, commanded by Boatswain's Mate Chief John Powers, was underway at 5:05 a.m. to aid the vessel.

The patrol boat arrived on the scene at 9:45 a.m., put a line aboard the yacht and pulled the vessel free at 10 a.m. The patrol boat towed the yacht to the small harbor at Gulfport and docked it at 3:37 p.m. Captain Powers released the patrol boat at 8:30 p.m.

Local Aircraft Seeks Passengers Cameron Vessel

A Biloxi Coast Guard HU-16 E aircraft departed this morning at 7 o'clock on a search for the motor vessel, Diversity, which capsized several days ago in the Cameron, La., area.

Searchers will seek the five passengers reported to be aboard the boat.

The aircraft is piloted by Lt. Comm. M. H. Handley.

Liberty Ship Drifts In Gulf After Breaking Loose From Tug

The Coast Guard air detachment at Biloxi dispatched an aircraft today to attempt to locate an old Liberty ship, the John W. Cullin, drifting aimlessly in the Gulf of Mexico.

Although the ship, over 500 feet long, has been located by the air detachment on at least two previous occasions, it is still adrift.

The John W. Cullin broke loose in the Gulf during rough weather on Jan. 23, while in tow by a tug.

Located the following day by the Coast Guard, the ship was again taken in tow, but before reaching port, it again broke loose on Jan. 26.

The ship was located again by the Coast Guard air detachment, but it could not be found by boats attempting to make another effort to bring it to port.

Once again, the Coast Guard sent another plane out this morning to find the John W. Cullin and direct other boats to the ship.

Continue Hunt For Boat Crew

CAMERON, La. (AP) — The Coast Guard planned to continue its search of an expanded area of the Gulf of Mexico off the south-west Louisiana coast today for any survivors of a five-man crew missing from a capsized boat.

A sea and air search over an area 30 miles wide Friday turned up no signs of survivors.

The 186-foot Diversity left Cameron Wednesday carrying mud for an offshore drilling rig. The Coast Guard found the overturned boat Thursday 20 miles south of Cameron. Divers found its lifeboat and lifejackets missing, and no bodies in the hull.

Pan-Marine Service Co. of Morgan City, owner of the boat, identified the five crewmen as: Joseph Mahfoush, 56, and Joe Boudoin, 30, both of Berwick; Hervis Lenanni, 30, of Houma; George Owens, 22, of Morgan City; and Willie Morris of Port Acres, Tex.

Collide, One Barge Sinks Near Cameron

The Coast Guard said that barges being towed by two tugs in the Intercoastal Waterway near Cameron, La., collided about 2 p.m. Thursday.

One of the barges sank and others were damaged, the Coast Guard said. The tugs involved

were Reba Jane and the Patsy H. An aircraft from the Coast Guard air detachment, Biloxi, went to the scene but offered no assistance. Coast Guard cutters were later sent to the scene.

One of the barges was loaded with phosphorus fertilizer, and the one that sank was carrying a petroleum product.

The Coast Guard said that reports are the barge sank beside the channel and the Intercoastal Waterway will be opened later in that area.

Pumps Dropped To Distressed Boat In Gulf

The Coast Guard air detachment at Biloxi sent a plane out Wednesday night to drop two pumps to the Conti, 67-foot fishing boat which has been reported sinking in the Gulf.

With nine aboard, the Conti, from Pascagoula, was reported sinking earlier about 120 miles north of Mexico's Yucatan Peninsula, on its maiden voyage.

The pumps were dropped between 8:30 and 9 p.m. about 350 miles south of Biloxi, the Coast Guard said. Lt. James Martin and Lt. Richie Matheson were pilots with M. J. Chastain and C. J. Berry were crew members.

The Conti was in tow by the Sharon J. when the pumps were dropped and recovered, the Coast Guard reported.

Coast Guard Halts Plan To Sail To Haiti

LOS ANGELES (AP) — The Coast Guard has halted a missionary band's plan to sail to Haiti by declaring its 101-foot hom made boat unseaworthy.

But the Rev. Howard A. Smith, leader of the crew of nine adults and three children, said he'll appeal Tuesday's ruling to high Coast Guard authorities.

Smith, 51, is pastor of the Calvary Church of the Full Gospel, 280-member offshoot of the la Aimee Semple McPherson's Full Gospel organization, at Wilmington, Calif.

"I made a trip to Haiti on missionary venture," he told a reporter, and the outcome was plan to build a boat and load with beds, clothing, machines etc., to establish training center.

Smith and members of his congregation, starting 21 months ago, built the vessel. Cash donations, \$25,000 went for cedar plank, marine plywood, two diesel engines and other materials and equipment.

Smith said it looks like "a glorified PT boat."

Coast Guard officers were aboard Tuesday and cited Smith "for inadequate and unsatisfactory lifesaving and fire-fighting equipment."

Find Debris Of Missing Tug; 3 Were Aboard

NEW ORLEANS (AP) — A towing company said Sunday debris found in the Mississippi River south of here came from its tug boat missing since last month. Three men were aboard since then.

However, the Coast Guard said it was still undecided whether it happened to the tug boat El S.

Herbert Schoest of the Schoel Brothers Towing Co. in near Harvey said the debris found miles downstream from New Orleans was from the El S.

The brother of one of the men aboard the tug said he picked items in the river that included butane tank, a seaman's jacket, life jacket, a scrub brush and shoe from the El S.

The last contact with the tug boat was made 11 days ago when it cleared the Harvey locks and turned into the Mississippi River for a trip downstream to the Gulf.

The Coast Guard said the boat had a radio aboard and the debris was found in a busy stretch of the river, but no collision or distress reports were made in the area.

Crewmen aboard were Dav Adams, 35, and George Phelps, 28, both of Marrero, and Edward Lester, 26, of Gretna.

Crew Of Capsized Boat Sought

CAMERON, La. (AP) — The Coast Guard today sought the missing crew of a capsized boat in the Gulf of Mexico believed to be the motor vessel Diversity.

All ships in the area about 25 miles southeast of here were asked to help in the search over the seven-mile square area. The missing vessel, Diversity, had five men aboard.

The search, however, was hampered by high waves and sub-freezing temperatures.

The Diversity, owned by the 20 Grand Towing Co. of Morgan City, left here Wednesday with a load of drilling mud for a rig in the Gulf.

Coast Guard authorities at Sabine Pass, Tex., said they were told a capsized boat had been sighted near a drilling rig owned by the Movable Offshore Drilling Co. of New Iberia.

Debris found in the area was identified as part of the Diversity's cargo.

Coast Guard Det. Presents Radio, TV Programs

The U. S. Coast Guard Air Detachment at Keesler is starting a series of television and radio programs over WLOX and WLOX-TV.

The programs, entitled "Your Coast Guard," are not for the purpose of recruiting but are aimed to provide information about the Coast Guard, why it is here, and how it can help individuals.

Over WLOX-TV, Channel 13, "Your Coast Guard" will be presented once monthly, from 5:30 to 6 p. m. on Feb. 7, Mar. 7, April 4 and May 2.

The radio programs will be every Monday evening from 9:30 to 9:45 p. m. over WLOX.

CG Unit Helps Ship In Distress Off Pt. Au Fer

The U. S. Coast Guard Air Detachment at Keesler dispatched an aircraft early this week to aid a ship in distress. The Howard Rochelle from Morgan City, La., with three people aboard, had sprung a leak and had no pumps working.

The aircraft dropped a pump to them by parachute. It then remained on the scene while the pump was put into operation and until the ship was safely underway.

The vessel was 30 miles from Pt. Au Fer, the nearest land. Aircraft aiding the distressed ship was AQ16E 12440.

Tugs Go After Liberty Ship

A commercial tug was reported heading into the Gulf today to recover the liberty ship John W. Cullin after it was spotted by the Coast Guard.

The John W. Cullin, about 500 feet long, broke loose from a tug while in tow during heavy seas, and it has been located by the Coast Guard several times since.

Planes from the Coast Guard air detachment have spotted the liberty ship, and once it was reported taken in tow, but broke loose for the second time.

The John W. Cullin first broke loose on Jan. 23.

Congratulations Given Nike For Rescue Mission

Rear Admiral R. M. Ross, commander of the Eastern Area, United States Coast Guard, in a message routed through Eighth District headquarters at New Orleans, extended congratulations to the officers and men of the Coast Guard cutter Nike and air detachment personnel involved in the rescue of six men Sunday.

Admiral Ross' message "Rescue of survivors and recovery of bodies from sinking Sea Horse during adverse weather conditions indicates professional performance and readiness. Desire to extend well done to Nike and aircraft personnel participation."

In the same message, Rear Admiral Carl B. Olsen, commander, Eighth Coast Guard District, added his "congratulations to all concerned for a job well done."

The fishing vessel Sea Horse, out of Bayou La Batre, Ala., went down Sunday in 90 feet of water 45 miles south of Gulfport. Crewmen of the cutter Nike, a 165-foot search and rescue vessel out of Gulfport, conducted the rescue operations under gale force winds and heavy sea conditions.

Admirals Ross and Olsen addressed the congratulatory message to the cutter Nike and Coast Guard air detachment at Keesler and New Orleans.

Coast Guard Searches For Lost Tanker

Two amphibious aircraft from the Coast Guard Detachment at Biloxi are conducting wide searching operations today in the Gulf of Mexico for a 524-foot tanker carrying a cargo of sulphur.

The Marine Sulphur Queen left Beaumont, Texas, Feb. 2, and was due to arrive at Norfolk, Va., Thursday but no word has been received from her, according to the Coast Guard. She was expected to notify Norfolk 48 hours prior to arrival.

One of the Coast Guard planes is searching a wide area some 300 miles southeast of Biloxi and the other one is tracking the course of the ship from Beaumont toward southern Florida.

Tugs Attempt To Refloat Grounded Norwegian Ship

NEW ORLEANS (AP)—Two tugs were scheduled to make another attempt today to refloat a 657-foot Norwegian tanker aground at the mouth of the Mississippi about 75 miles offshore here.

The Bauta was beached after colliding with a vessel hauling a sulphur cargo Monday night.

Both vessels racked damage from bow to amidship and were reported seriously damaged.

There were no injuries.

The 523-foot Louisiana Sulphur was in drydock in Port Sulphur after discharging its sulphur cargo.

The Coast Guard sent tugs Bisso and Humick to the scene with a Coast Guard vessel attempting to free the Bauta. The ship is carrying bauxite and was en route to Baton Rouge.

Cause of the collision has not been determined.

Two Ships Collide In River

NEW ORLEANS (AP)—A Norwegian freighter and a Louisiana Sulphur carrying ship collided at the mouth of the Mississippi Monday night, and both vessels were reported extensively damaged. No injuries were reported.

The Coast Guard identified the ships as the 657-ton S. S. Bauta and the 523 foot Louisiana Sulphur which was carrying a cargo of molten sulphur. The Bauta was bound for Baton Rouge with a cargo of Bauxite and the Louisiana Sulphur was outbound.

The Louisiana Sulphur returned to Port Sulphur to discharge its cargo before going into dry dock.

The Coast Guard said information of the collision was sketchy but initial reports indicated heavy damage to both ships.

A Coast Guard spokesman said it appeared the ships raked each other from the bow to stern midships. The cause of the crash has not been determined.

The Louisiana Sulphur is operated by the Ocean Sulphur Carrying Co. The Bauta is owned by Skips Baumsire of Oslo, Norway.

Hendy Company of Baton Rouge is agent for the Bauta.

Planes To Hunt Missing Tug

NEW ORLEANS (AP) — The Coast Guard planned to send up planes today — weather permitting — to search for a tugboat missing five days with three men aboard.

The tug Eric S. owned by Choquet Bros. Tug Co. of Harvey, La., left the New Orleans docks Wednesday en route to the Empire Canal and the Gulf of Mexico.

A Coast Guard spokesman said there had been no contact with the tug since it cleared the Harvey Canal docks Wednesday night. Those aboard were identified as David Adams, 35, and George Phelps, 23, both of Harvey, and Edward Lester, 26, of Gretna.

New Coast Guard Vessel Located At Pascagoula

The Coast Guard patrol boat WPB95832 at Pascagoula was replaced Friday by a smaller and faster CG 82341.

On the first day of duty, the boat completed its first mission, by towing in the Miss Kitty, a 35-foot fishing vessel that had broken down in the Pascagoula Channel.

BMC John Bowers is the commander of the new patrol boat.

There are about 12 crew members on the new vessel.

Two persons were on board the Miss Kitty, which was towed to port Friday. They were Green and Clinton White.

COAST GUARD PIO MEETING

An organizational meeting of the Coast Guard Public Information committee met at the White House Hotel Tuesday night. Frank Yoder, an air detachment member stationed at Keesler AFB, presided over the meeting which was attended by members of the temporary executive board.

Membership includes Coast Guard personnel with its aim to inform the general public of its duties and purpose.

The next meeting has been set for Feb. 9 which will follow with a tour of the local radio and television stations. The group has a program on both.

Local Unit In Search Of Men

The Coast Guard air detachment this morning said that it has had planes out since Friday night in search of five men missing from a capsized boat in the Gulf.

Five men were on the Diversity, a motor vessel reported missing Friday night and later found 14 miles south of Cameron, La.

The men had not been found this morning, the Coast Guard said.

Coast Guard Calling Off Hunt For Ship

NEW YORK (AP)—The American tanker Marine Sulphur Queen, which disappeared Feb. 3 with its crew of 31, has been added to the list of mysteries of the sea.

The Coast Guard said Wednesday night it was calling off the active search for the vessel, although all units have been alerted to maintain a lookout for the missing ship during normal overations.

The Coast Guard declined to speculate on the ship's fate. But it noted that a 500-hour search of the Atlantic and Gulf of Mexico by an aircraft had failed to turn up a trace of her.

The 524-foot tanker, carrying molten sulphur, left Beaumont, Tex., Feb. 2 and was to have arrived at Norfolk, Va., Feb. 7. She was last heard from the night of Feb. 3 when a crewman sent a personal radio message from a point near Key West, Fla.

Still No Trace Of U.S. Tanker

NEW YORK (AP) — Four coast Guard planes searched the Yucatan Channel off Cuba and the Florida Straits today without finding trace of the missing American tanker Marine Sulphur Queen.

The general search area covered 30,000 square miles.

The tanker, carrying 89 men, left Beaumont, Tex., 10 days ago and was due to arrive at Norfolk, Va., five days ago.

The Coast Guard searched a vast area in the Gulf of Mexico and the South Atlantic.

The Yucatan Channel is between the Yucatan Peninsula of Mexico and the western tip of Cuba.

A ship bound from Beaumont to Norfolk normally would sail through the Straits of Florida—between southern Florida and the northern coast of Cuba—to reach the Atlantic from the Gulf of Mexico.

High seas and strong winds but-

Debris Find Spurs Search

MIAMI, Fla. (AP) — A life jacket and debris, possibly from the missing SS Marine Sulphur Queen, were picked up from the Atlantic Ocean today, 14 miles southeast of Key West, the Coast Guard said.

A life jacket stenciled "Sulphur Queen" was taken aboard a Navy torpedo retriever vessel operating in the area, the Coast Guard announcement said.

Coast Guard officers said an intensive search would begin throughout the entire area for any possible survivors.

The 528-foot tanker Sulphur Queen left Beaumont, Tex., Feb. 2 on a routine, five-day run to Norfolk, Va., carrying a cargo of molten sulphur.

Fishing Vessel Back In Port

The fishing vessel "Miss Carroll" limped into Pascagoula today after a Coast Guard plane dropped a pump to her in the Gulf of Mexico.

The 48-foot fishing boat reported it was taking on water while off Horn Island pass southwest of here Sunday night.

The Coast Guard said Charles E. Graham of Pascagoula was owner of the vessel. Two men were reported aboard but their identity was not known.

Boat Assisted By Coast Guard

A fishing vessel which was sinking 80 miles south southeast of Pt. Aufer, La., Monday pumped itself dry and headed for Ft. Morgan, La., after a Coast Guard aircraft dropped a pump to it.

The vessel Howard Rouchel of Morgan City, was reported in trouble after it sprang a leak. The plane, from the Biloxi air detachment of the Coast Guard, dropped the pump at 9:10 a.m., and remained on scene until assistance arrived.

By 11 a.m., the 72-foot vessel had pumped itself dry and was headed for port, escorted by a Coast Guard patrol boat. The plane returned to Biloxi at 1:10 p.m.

Drifting Craft Recovered By Coast Guard

The 25-foot cruiser Hilda Bell, owned by Johnny Armbruster was recovered about 1 a.m. Sunday west of the Pascagoula ship channel by Coast Guard patrol boat 82341.

Coast Guard patrol chief John Powers said the craft apparently drifted loose from its mooring alongside the Norwegian freighter Svalbard.

Fishing Boat On Mud Flats

A Coast Guard aircraft from the air detachment at Biloxi this morning located a fishing vessel aground about 80 miles south of Biloxi on a mud flat near North Pass.

The pilots, Lt. James Martin and Lt. Richard Matheson, located the J. J. Pierpoint, and they said the boat, about 65 feet long, appeared to have two persons aboard.

A Coast Guard cutter from Pascagoula will attempt to assist the boat in getting off the mud flat. The J. J. Pierpoint didn't appear to be having any trouble, the pilots said.

Air Detachment Has New Seaman

Seaman James J. Richard has arrived at the U. S. Coast Guard air detachment for a tour of duty as a maintenance man and will be training for an aviation rating.

Richard, 22, comes to the Biloxi detachment from the Coast Guard Cutter Sebago in Mobile where he was stationed for two years.

His home town is Opelousas, La., and he has been in the Coast Guard about two and one half years. He is single and lives at the Coast Guard barracks, Keesler.

Richard was a state athlete at Opelousas High School where he was active in sports.