



Trey Cunningham, a mate on ALBATROSS III, scrubs down after a hard day of fishing.

There are whitecaps as far as you can see, and the clear edge between the Stream and the inshore waters has dissolved. To find more action for his party, Ernie thinks he'll try fishing over one of the hundreds of wrecks that lie out here near Diamond Shoals. Fishermen know some of these not by the names of the sunken vessels but by the clues that captains used in

order to find them in the days before electronic navigation. As he plots his next move, Ernie runs through a list of sites such as the "oil slick" and the "smell wreck." His father could find the latter one by homing in on the sulfurous odor of rotting petroleum seeping from the ship's mangled bones.

Many of the best fishing wrecks are ships torpedoed by German U-boats during World War II. Ernie says that few Americans realize how close the Battle of the Atlantic came to U.S. shores. In 1942 the people of Hatteras Island witnessed the combat with their own eyes but were forbidden to tell the world about the explosions and fires they saw off their coast, or about the debris and bodies that washed up. The U.S. government didn't want Americans or the world to know that the country's shipping was being brought to its knees. The "Loose Lips Sink Ships" campaign was in full swing.

During the spring of 1942 the German submarine force—the Ubootwaffe—claimed more than 100 Allied ships off the east coast of North America, with many of these losses along the Outer Banks. Often the torpedoed ships were oil-laden tankers from places such as Curaçao on their way to the refineries of New Jersey.

Only seven U-boats met their ends during these attacks. One lies off Nags Head here on the Outer Banks, and its loss has a haunting story. On April 14, 1942, U-85 found herself caught at night on the surface and was attacked by the USS ROPER, an



The Carolina Flare

Over time, engines replaced sprit rigs in Core Sounders. With engines came more speed, and more speed meant a wetter ride for a boat's crew in the steep chop of North Carolina's sounds and ocean inlets. To mitigate the effects of drenching spray, Harkers Island builder Brady Lewis began adding more and more flare to the bows of his boats to deflect the spray away from the crew and help the boat run more efficiently through steep seas by parting the waves instead of pounding through them. Over time he passed on his techniques to his fellow craftsmen and the Carolina flare became an icon of Down East workboats and sportfishing yachts. A look at the differences in the bows of the three boats of the Albatross Fleet shows the evolution of the Carolina flare since the original ALBATROSS slid into the water of Core Sound more than 78 years ago.



A pronounced bow flare is a defining characteristic of today's Carolina sportfishing boats. Here we see the 46' Jarrett Bay Boatworks-built EFFICIENCY under construction (top) and on sea trials.