

Tar Heels Afloat Men Plan Three Cruises in 1949

Even before yachts and pleasure craft in the "Tar Heels Afloat" flotilla returned to Morehead City from their first annual Labor Day cruise on the rivers of Neuse and Trent last weekend, officials of the group aboard were planning to have at least three cruises during 1949, according to Commodore N. Bennett of Morehead City Yacht Basin.

Early September hurricane warnings, advancing a big blow that never materialized, cut the number of pleasure craft taking part in the cruise last week, but 33 trim yachts having a total value of nearly a million dollars did participate. The Tar Heels Afloat sailers rendezvoused here on Saturday before Labor Day. After local entertainment committees played host the flotilla was underway on the following morning for New Bern and Trent Pines Club.

On Sunday night the party was royally entertained at Trent Pines during a program in which the state's chief executive, already an honorary chief of the Cherokees, became an honorary admiral to sail over waters of his North Carolina. One of the south's outstanding humorists, Edmund Harding of Washington, played a role and an important one in entertaining the guests while they ate a special prepared banquet at the club.

Commodore Bennett said today that tentative plans call for three cruises next year to be held on Memorial Day weekend, Fourth of July weekend and again on Labor Day.

Tar Heels Afloat is a yachtmen's organization which includes members from all navigable ports within the state.

Beaufort Tops

(Continued From Page Three) came in to score on Bill Gillikin's hit.

Beaufort repeated with another tally in the third. Hester was hit damage — one run. Consecutive himself out with a minimum of by a pitched ball and took second on Tracy Hooper's single. Hester came in on a passed ball and an infield out.

Another run for Beaufort in the fifth made it 3-1, the tally being an earned run scored without a hit. Hooper walked, stole second, took third on an infield out, and came in on a wild pitch.

Three runs in the sixth put the game on ice for Beaufort. Gray Hassell singled and was sacrificed to second. Hassell then reached third on an infield out and home on a wild pitch.

Ray Hassell then walked and took second when Hester was again hit by a pitched ball. A passed ball moved up both runners and a single by Hooper brought in two runs.

Sharpe got himself in a horrible mess in the seventh frame, but got singles by Diem, Craig Lisk, and McNeil loaded the sacks, Swansboro being prevented from scoring by some snappy fielding. Diem scored on Holt's high fly to center and a free pass to Robinson re-loaded the bases. Sharpe then ended the inning by fanning Byrd and getting Hatchell to ground out to the second baseman.

Johnson then took over for Beaufort and set the remaining six Swansboro batters down in order Saturday's Game R. H. E. Beaufort 000 110 040—6 11 4 Swansboro 000 000 30x—3 3 4 Sunday's Game R. H. E. Swansboro 100 000 100—2 0 0 Beaufort 011 013 00x—6 0 3

Morehead Splits

(Continued From Page Three) to put Morehead in front.

Marshallberg tied things up at 2-2 with a run in the third. This was done on singles by St. Amant, Hollaway, and Hawkins.

Morehead went ahead again, however, with a lone marker in the fourth stanza. Ussery got a life on the right fielder's two-base miscue and took third on a passed ball. A single by Stoy scored him a few seconds later.

The game was put on ice when Morehead broke out for runs in the fifth session. Walks to Evans and Brinson opened the inning, and a single by Benton scored J and brought in a new pitcher.

Singles by Salter, Hill, and Gardner shooed in two more runs and saturated the sacks, another tally scoring when McKamey issued a free pass to Smith, forcing in a run, to make it 7-2.

Marshallberg's final gasp came in the seventh frame, when it scored its third and last run on a hit by Hansil, a stolen base, an error by the shortstop, and an infield out.

Saturday's Game R. H. E. Marshallberg 400 000 200—6 9 4 M. City 013 000 001—5 9 4 Sunday's Game R. H. E. M. City 020 140 000—7 9 1 Marshallberg 101 000 100—3 11 4

Morehead Sailing Club Awards Trophies to Winners of Races



In the above photograph are pictured six trophies awarded this year by the Morehead City Sailing Club in its summer series and Labor Day weekend regatta.

At the left is the sail skiff division trophy awarded to Captain Gib Willis, who had to win one race this year to retain it. Captain Gib had only one challenge this year, a man from Marshallberg.

Next to Captain Gib's trophy is the Shanghai trophy, won this year by Todd Parker, of Goldsboro. The trophy is awarded to the winner of a special comet race run annually on Labor Day.

The big trophy in the center is the Blue Ribbon trophy awarded to the winner of the summer series in the comet class, donated by the Blue Ribbon club. Sammy Pou was this year's winner.

Diamond Lightship

wer had been "So long, mate, and luck."

No Beer for Joe

Another twelve hours and the seaman on the galloping tanker would be in a safe port, swilling beer. But Joe would still be tossing and pitching on the "Diamond", sweating out the blow.

For his orders were: "Remain on the station until relieved, and keep the light burning."

Joe gazed southward where a couple or three hundred miles down there the hurricane was boiling northward, fattening on the ocean. He looked at the sky. It was overcast. He looked at the sea. They were calm, as calm as they ever got—which to a land lubber is a fright—off Diamond Shoals.

Maybe Joe wondered as he paused there on the bridge why he ever left North Carolina farm near Rich Square for a job like this—hurricane and fog, monotony and loneliness. But more likely his mind was on other things, like the disappearing tanker, or what the cook was preparing for lunch, or—the storm off there to the south. For a man who can take two steady years on a lightship isn't the sort of man who has regrets.

And to look at Joe now, graying slightly in his 41st year, strong of eye and build, tanned a rich mahogany by wind and sun, it's a little hard to believe that romance alone drew him to this job—romantic as it may sound to a landlubber who has never spent a month on a ship that goes no place but is anchored forever, rolling and pitching, in a rare spot of hell.

Joe doesn't say so, for like all the men in the U. S. Lightship Service Joe doesn't talk much about himself, but the chief attraction of the lightship appears to lie in the prosaic fact that the men are granted 108 days of leave a year. They are aboard ship thirty days, then off eight. There's a 30-day vacation, too.

17 Comprise Crew

The 17 men of a lightship crew go out to the ship in the knowledge that they have a secure job, three and a half months' vacation and not a great deal of work to do.

Except in bad weather, like the Atlantic blow this week, chief occupation aboard the "Diamond" is cleaning, scraping, painting and polishing. It's amazing the amount of "housekeeping" that has to be done. Wind and sea, laden with salt, would eat away the "Diamond" if it wasn't for the day after day scraping, painting and polishing.

The "Diamond" is one of two lightships that guard ships against the treacherous North Carolina coast. The other is the Flying Pan Shoals Lightship off Wilmington.

Other ocean sentinels in the U. S. Lightship Service dot the coastline from Florida to Maine, manned by the unpublicized mariners who make America's coasts safe for the shipping world.

They are symbols of the anger of the sea and of man's efforts to subdue it.

Ship Guards Graveyard

Diamond Shoals Lightship, guardian of the "graveyard of the Atlantic," is one of the most famous on the east coast and certainly one of the most welcome sights to those ships that come within hailing distance as they ply up and down the shipping

lanes of the Atlantic.

Her famous light, with its 15,000 candlepower, blinks three times every eight seconds during darkness and when fog holds in thick and tight her fog-horn keeps up a steady groan. As a further protection for ships that pass in the night or in the thick day-fogs, there's a radio beam to steer the groping merchantmen safely past the reefs.

The first lightship to give warning of the treacherous diamond-shaped reefs that lie off stormy Cape Hatteras was established as early as 1824. It was torn loose from its moorings a few times by hurricane gales and was finally wrecked in 1827.

Not for 70 years was another lightship sent out to Diamond Shoals.

Then in 1827 a lightship was again anchored in the lonely, storm-churned spot. And there's been a lightship there ever since, riding out the hurricanes of 1936 and 1944, saving the lives of countless ships and men.

The lightshippers seem to agree that Diamond is the least desirable spot on the Atlantic although you won't get any of the Diamond crew to agree.

Yet, it is not a surprising judgment that Diamond is the least desirable spot since it has "two days bad weather to one anywhere else."

But fair weather or foul, it's just about the same to the Diamond crew which is made up in the majority of North Carolinians.

This week as the hurricane plowed up the east coast and it looked like Diamond would take the brunt of the storm, Joe Vaughn waited out the blow as calmly as a man settling back to watch a movie.

Down in the radio room, with a 30-mile wind lashing the lightship and the seas running high, Joe sat down at the radiophone to talk to this writer who was waiting out the storm at the Ocracoke Coast Guard Station.

I had a good picture of Joe sitting inside his 128-footer with the wind mounting up. A couple weeks before I had gone out to the lightship aboard the cutter from the Ocracoke Coast Guard Station. It had been calm that day, hot with the wind down to a butterfly's breath, but the Diamond was rolling and pitching like an unbroken horse.

Captain Goes Ashore

Captain Cyrus Gray of Rodanthe, skipper of the Diamond was aboard that day. But when Radioman Benjamin O'Neal contacted the Diamond for me this week he was told that Captain Gray was on leave and that Chief Boson's Mate Joe Vaughn was in charge.

Then came Joe's voice crackling through the static, calm as you please.

"What's it like out there?" we asked Joe.

"Not bad, not bad," he said. "Twelve to fifteen foot waves. But we've only seen green water two or three times."

"Green water?" I said to Benjamin.

"That means," he explained, "that the waves have broken over the ship."

Joe laughed.

Supplies Arrive Bi-Weekly

We talked to Joe a long time, asking him all about his lightship, learning that he is serviced twice a month from Portsmouth, Va.

At those times, a tender casts

Tidewater Results

Saturday, September 11
Beaufort 6, Swansboro 3
Marshallberg 6, Morehead City 5

Sunday, September 12
Beaufort 6, Swansboro 2
Morehead City 7, Marshallberg 4

Rotary

(Continued From Page One)

by suicide planes 75 miles from Okinawa in the East China Sea. He was rescued after an hour in the water.

His ship, the USS Abele, was on patrol duty during the invasion of Okinawa, when 25 Japanese planes attacked. Aided only by two small landing craft, the "Titan" fought valiantly for its life, shooting down six enemy planes, before being crashed by two Kamikazes. Eighty-five of his shipmates lost their lives, Bryan said when the ship broke up and sank in two pieces three minutes after the first hit. Bryan was unscathed.

"In closing, the reporter emphasized his personal desire and the desire of the entire Navy-11M staff to render constructive service to the communities in this area," Bryan said in the fields of education and church-related journalism to enter small-city newspaper work as a Christian laymen intent upon making his contribution to the schools, churches, civic organizations, business houses, and other organs of community life.

As a student at Mercer university, Bryan was editor of the SILHOUETTE, literary magazine, nature editor of the campus newspaper, and illustrator for the annual. He was president of the Baptist Student Union of the state of Georgia during his junior year.

Jay Ky Beam to Become Lieutenant in Marines

QUANTICO, Va. — Marine Cpl. Jay Ky Beam, son of Mr. and Mrs. C. L. Beam, Beaufort, was recently selected here at the Marine Corps Reserve Officers' Training school to become a second lieutenant.

off from the lighthouse depot near the Portsmouth Navy Yard, weaving down the busy waters of Norfolk harbor, and heads out to open sea—and Diamond.

She brings mail, magazines and newspapers for the Diamond crates of green vegetables, fresh meat, bags of potatoes and flour, cartons of bread and cigarettes, a huge laundry bag, oranges, apples, peaches, even watermelons — for these Carolina boys like their watermelons.

These provisions are brought alongside the lightship and hoisted aboard, no easy task in the pitching seas, and they're always riding out at Diamond.

Just as we were about to close down our conversation with Joe we asked for another report on the weather out there where he was sitting.

"About 50-mile-per-hour winds in flaws and the sea's running high," he answered.

"How do you feel, Joe?"

A low chuckle floated through the crackle of the radiophone.

"Fine," he said. "We ride out the sea exceptionally well."

I said, "Luck and thanks."

Joe said, "Roger," a term I hadn't heard since the blitz days back in London when our pilots used to say everything was okay.

I knew what he meant and somehow I didn't feel so tense any more about that hurricane south of us.

So I said, "Roger," and hung up.

I looked out the window. A light wind was beginning to churn the sound. In Ocracoke Harbor the fishing boats were tied and things were battened down tight. The floor was solid and steady under my feet.

But out there thirty miles in the Atlantic, in the path of the storm, Joe and a lot of other guys like him were rolling and pitching.

All the ships were safely in port, sheltered and tied down, but the lonely men of the lightships watched and waited with orders that blaze their cardinal principle: "Keep the light burning."

Weekly Visit About the Base

Navy Supply Nip-Ups

Miss Fanny Forehand added the ring which means "For Keeps" Saturday night at 8:00 p.m. to Mr. Thomas Mylett in a very quiet ceremony. Best of luck to both of you.

Mr. and Mrs. M. J. Gill are back after traveling around North Carolina on their vacation. The first week was spent sightseeing in the Smoky Mountains and the second week at beautiful picturesque Naghead Beach — Mr. and Mrs. Barney Fones are back after having spent a delightful vacation at the old homestead in Washington, D. C.

We are glad to have Bill Carroll back with us and to learn that his wife is improving after undergoing an operation in Raleigh.

Recent trips included — Jean and Dick Tuttle visited all the historical points of interest in Washington — Mary and Bill Weeks noted to the western part of the state in their new Pontiac — Bernice and Mike Drouplich visited — arrives at Portsmouth and while there, attended the game between Chicago and Pittsburgh — Gladys Ippock visited friends in Raleigh — Helen Jody attended a dance at Columbia, S. C. — Borden and Norman Wade and Al Shrubar reported a wonderful time surf fishing over the week end. Of course, we didn't see the fish, but Borden says they had quite a catch — Mr. and Mrs. R. S. Lamm motored to Greenville on Labor Day to enroll their sons, Burton and Gene at ETCU. Good luck boys.

Navy Supply welcomes Mrs. Virginia B. Demore, nice to have you in our midst, Virginia.

Inspection Lane Opens in Beaufort Today

Motor vehicle inspection will be conducted in Beaufort on highway 70 near the school building today, tomorrow and Thursday and in Morehead City in front of the municipal building, Sept. 18-21, according to an announcement today by state highway patrol headquarters in Morehead City.

Sept. 10 was the deadline for motor vehicle inspection of models through '36 and models '47 and '48. This is the last time for inspection of these models in this area and owners of these cars will be prosecuted for violation after the current inspection period. Motor vehicles of 1949 or before Sept. 30, models '37 and '46 should be inspected in Morehead City and Beaufort on or before Sept. 30.

Family Specialist Will Conduct Training Session

Mrs. Corinne J. Grimsley, extension specialist in family relations, State College station, Raleigh, will conduct a training session at 2:30 tomorrow afternoon in the home agent's office, Beaufort, on "The Art of Saving Youngs." Attending the session will be family life project leaders.

Mrs. Carrie B. Gillikin, home agent, has announced the following home demonstration club meetings for the week: Mill Creek, 2:30 this afternoon with Mrs. C. R. Moore; 7:30 this evening with Mrs. Heber Golden, Cra5 Point, 2:30 Thursday afternoon with Miss Alice Laughton.

Merrimon, 2:30 Monday afternoon with Mrs. Flossie Pittman, 7:30 Monday night with Mrs. C. A. Merrill.

Li. Brooks J. Liles Assigned to Hawaii

WHEELER AIR FORCE BASE, T. H. — Lt. Brooks J. Liles has recently been assigned to the 81st fighter wing, Wheeler air base. He was transferred from Rosswell, N. C., where he was assigned to Walker air force base.

During the war, Lieutenant Liles served 10 months in the European theatre as a P-51 pilot, completing 70 combat missions, and destroying three enemy planes, damaging Lawrenceburg, S. C.; a sister, Mrs. Earl Smith, of Raleigh; and a brother, Louis Smallwood, Jr., of Bogota, N. J.

It is with sincere regret that we learned of the death of John Mitchell, after undergoing an operation in Houston, Texas; and of Jot Owens, Sr., who died on August 31 in the New Bern hospital after a brief illness.

Public works welcomes Herbert V. Jones, Joseph Padley, Allen S. Conner, Claud R. Dixon, H. C. Lassiter, and Lee W. Griffin, who are taking positions in the shop sections. Also Julius Hardison is transferring to our department from Overhaul and Repair.

Howdy! Also "happy landing" to Dozier Henderson, who has resigned.

On the sick list were Raymond G. Paul, of the plumbing shop, Roy C. Hall, of water treatment, and J. D. Willis, of Central heating. Also Mark Potter, of the machine shop, was recently out with a foot complaint.

It was deep regret and a sincere feeling of loss that we learned of the sudden death of Elmer Jot Owens, leadlagman, engine man, hoisting and portable, public works department.

Reporting for duty at this station in the early part of 1943, Mr. Owens worked for the public works department steadily until the time of his death. He suffered a cerebral hemorrhage while at work Friday, August 27, and died in St. Luke's hospital, Tuesday, August 31.

A native of Norfolk, Virginia, the deceased was the son of Mrs. L. T. Smallwood, of New Bern, and the late Captain Clarence Owens. Surviving are his mother; his wife, Lucille Simpson Owens; a son, Elmer Jot Owens, Jr.; a daughter, Mrs. W. G. Hardison, of

Roads, Taxes

(Continued From Page One)

the government to disabled veterans are tax exempt. There are four veterans in this county possessing such cars.

Upon the request of Commissioner Wallace Styron, readjustment of the valuation of the Mer vie Nelson property, Atlantic, was deferred until the next meeting of the board of equalization. Commissioner Styron was appointed at the August meeting to investigate a request for valuation change.

Luther O'Neal, owner of the property at 208 Marsh street, Beaufort, appeared to clear up what he assumed was a back tax problem but was informed by the board that the tax money should have been taken out of the sale price of the property. The property was sold at the court house door in June 1948.

The matter was referred to Alva Hamilton, county attorney, for "satisfactory settlement."

Raymond Lewis agreed to pay \$335 in settlement of \$374.99 taxes owed on the Capt. Thomas Lewis, Sr., estate. Ninety-five dollars in settlement of back taxes was accepted from J. W. Hancock, Harkers Island, and \$80 from Lonnie Whitley, Harkers Island.

Valuation on the Robert L. Herrington property, Front street extended, was reduced from \$3,100 to \$2,800. Granted to the county jail keeper was \$150 per day for meals for inmates, a raise of 50 cents per day.

He was awarded the DFC, the Air Medal with seven clusters, and the Purple Heart.

His wife, Betty Ruth, is the daughter of Mrs. Marguerite Hussey, 121 Craven street, Beaufort. Plans to see her husband in the very near future.

The average adult heart is about five inches long and three and a half inches wide.

Ernest Lewis, Marshallberg Serves on Cruiser Macon

Ernest Grant Lewis, fireman, USN, husband of Mrs. Mary Bell Lewis of route 1, Marshallberg, is among crew members of the heavy cruiser USS Macon to carry a "Well done" from Capt. Olin Scoggers, USN, Commanding Officer, for his part in being a "goodwill ambassador" abroad this summer.

The Macon has returned to the U. S. after completing the midshipmen's practice cruise to Europe and Cuba. Most of the ship's personnel will be granted leave in September, giving them an opportunity to take home stories and souvenirs of places visited during the 10,000-mile trip.

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Flare Pistol Assailant Wounds Two Negroes

An unknown assailant entered Bob Smith's 65 club, Beaufort, and apparently fired at random with a Navy-type flare pistol wounding two Negroes Saturday night at 9 o'clock, according to Beaufort police chief, L. B. Willis.

John McQuinn, 28, was treated at Morehead City hospital for wounds in the right arm. Estel'e Chadwick was shot in the back. Neither suffered serious injury.

The Beaufort police force investigated but made no arrests. Chief Willis stated that a warrant had been sworn out for one suspect who has not yet been found.

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