



The NEW BERN

# MIRROR

WEEKLY  
Mrs. A. N. Murphy  
2000 Arendall St.  
Morehead City, NC  
5¢ Per Cop.

VOLUME 8

NEW BERN, N. C., FRIDAY, FEBRUARY 18, 1966

NUMBER 46

New Bernians, with the Neuse and Trent only minutes away from any point in town, need not be reminded that water sports are popular in this section.

It's somewhat astounding to learn, however, that no less than 42 million Americans are expected to be pleasure boating in this nation of ours during 1966. Never before have so many landlubbers ventured forth on rivers, lakes, creeks and offshore waterways.

They will ride the waves or ripples in 8 million floating vehicles, ranging from canoes, skiffs and sailing vessels to yachts that sell for a veritable fortune. Serving them are almost 6,000 marinas.

It is doubtful that anyone in this vast horde of boating enthusiasts gets more hours of fun the year round than Grady and Mary Bryan McCotter. Summer or winter, the weather has to be dangerously stormy to keep them on shore when Sunday rolls around.

Toting a thermos jug of coffee, they launch their outboard craft and head for no place special. Likely or not, they'll tie to a stake down Neuse river and watch the sea gulls sora and dip. It never grows monotonous for them.

Manufacturers of outboard motors, acutely aware that vacationers seeking peace and quiet on land were complaining about the ever mounting din of full-throated boats racing by, have done something about it.

Realizing the futility of trying to sell those offended on the idea of wearing ear muffs, the engine makers managed to reduce the noise of their contraptions by as much as 75 percent in some instances.

Charles E. Dole, writing in the Christian Science Monitor, says, "Depending on the motor you buy, the makers have done many things to throttle sound. All-aluminum or fiber-glass cowls now are acoustically lined and isolated from the engine by rubber mounts, thereby no longer "broadcasting" sound.

As Dole points out, a wall of water in the exhaust tube effectively absorbs exhaust noise, while the exhaust fumes are released under water in the center of the propeller slipstream.

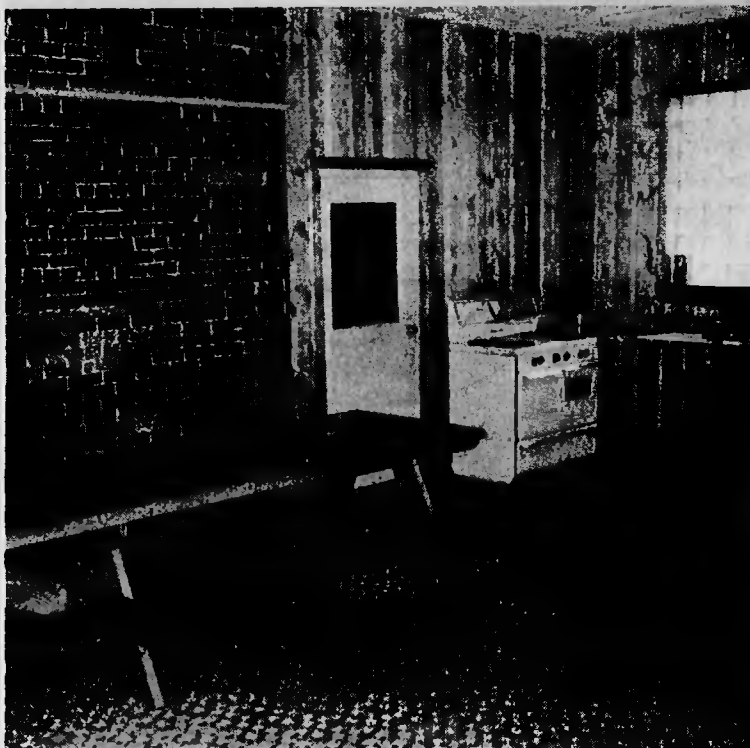
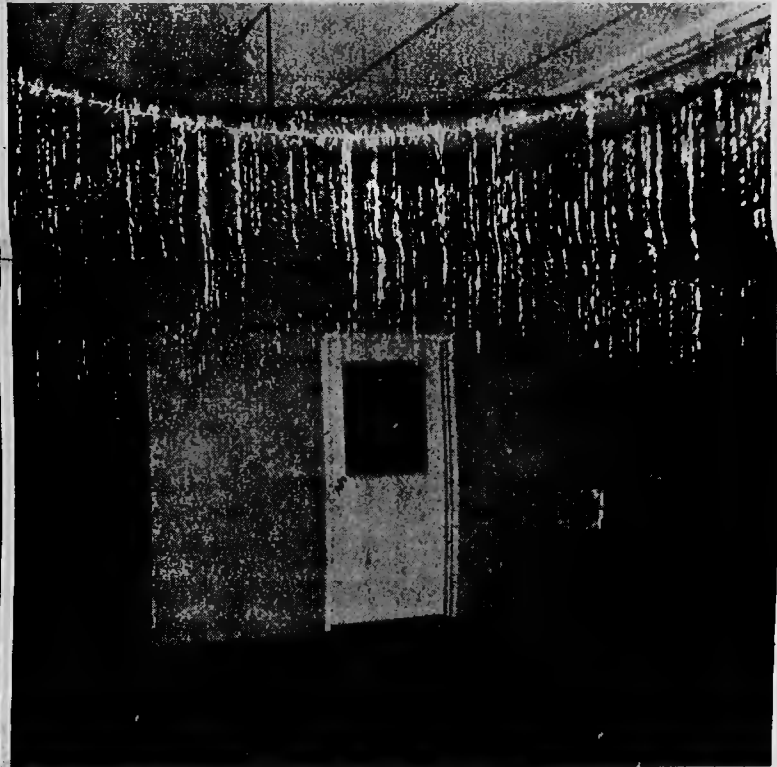
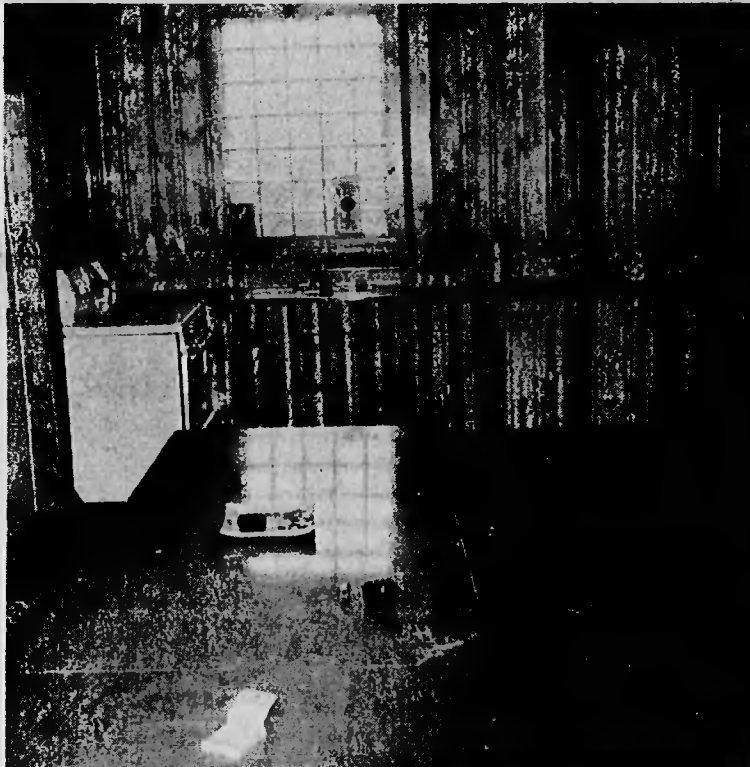
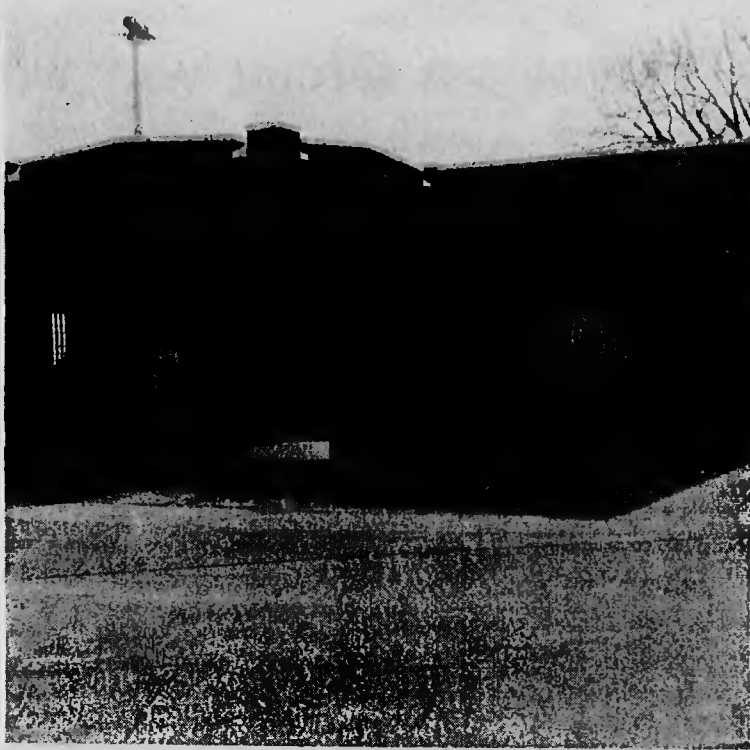
Plastic closures seal all openings for cables, fuel line, etc., and air vents are sound baffled. Piston slap is eliminated. Manufacturers admit they have done just about everything possible to soft pedal the operation of their motors, but they're still working at it.

What they can't control, of course, is the purchaser of their product. No matter how efficiently and quietly a boat engine runs, it can become an instrument of death when used in a reckless manner.

If only for selfish reasons, and we would hardly accuse them of limiting their concern to this, boat builders and motor makers want the nation's waterways to be safe for the 42 million pleasure seekers who set forth on them.

Considering the behavior of countless automobile drivers when they take to the highway, it isn't surprising that these same individuals and others of like inclination disregard the lives of fellow boaters on riv-

(Continued from page 6)



**PROGRESSIVE NEIGHBOR**—New Bern can learn a thing or two from Bridgeton. Its less than 500 inhabitants have converted a former service station, shown here with interior scenes, into a combination City Hall and Fire Station, housing two trucks. The building includes a community recreation room where art classes (we'll have more about this later) attract

creative resident from several counties. An art gallery, instigated by Frank Ballard is now in the making, and Tar Heel painters are contributing their works to it. Little towns can do big things when they put their mind to it. Bridgeton's get up and go is a good example.