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Coal-Laden Ship Floated After Four Days on Bar

(Continued from Page 1)

pull of 30-40 tons on the Seaconnet while the smaller Conifer's maximum pull was rated at about 10 tons. An additional 90-100 tons of effort was exerted by the engines and anchor winch of the Seaconnet itself.

No Movement

After an hour of straining, the pressure was slackened when it was determined that the Seaconnet had not moved. During the pulling period, the Cherokee "jumped" on its two-inch steel cable to exert the maximum pull by slacking off and then moving full speed ahead. The Cherokee had more than 600 feet of steel cable out. The Conifer was using 300 feet of heavy Manila hawser. Gradually increasing the strain on the rope, the Conifer at the end was exerting its full 10-ton pull with its engines wide open. Officers on the Conifer were surprised at the strength of the hawser during the trial.

Several party boats came out of the harbor to view the operation and one caused considerable concern aboard the Coast Guard boats when it approached extremely close

to the Seaconnet and the steel cable. When a steel cable breaks, Lt. Armstrong, skipper of the Conifer, said, "It's like a hand grenade—steel fragments fly everywhere."

Tuesday morning at high tide, the Coast Guard ships had also worked on the Seaconnet with the Cherokee pulling toward the open sea and the Conifer dead ahead. This was done in an attempt to twist the coal-laden ship in its bed. In the afternoon, both towing boats had their rigs attached to the bow of the Seaconnet.

Lt. Armstrong pointed out that since the Seaconnet had no unloading gear, it would be extremely difficult to remove its cargo of coal in order to lighten the ship.

Much Experience

Though their regular work is tending buoys and light ships from Diamond Shoal to Cape Fear, the Coast Guardsmen aboard the Conifer are old hands at the rescue and ship towing business. On New Year's Eve, the Conifer went to the Hydra, a Dutch ship in distress off Cape Hatteras. During this trip, Lt. Armstrong reported the 180-foot vessel rolled 52 degrees to one side and righted itself. The Conifer works out of the Fort Macon station.

Lt. Armstrong was present in the early part of World War II when

salvage operations were conducted on the Manhattan, a passenger liner which went aground off the coast of Florida near Palm Beach. Merritt Chapman and Scot, the salvage firm working on the Seaconnet, took 30 days to pull the liner off the sand. Stanton Moore, quartermaster first class aboard the Conifer, was among the Coast Guardsmen who worked to save the lives of passengers aboard the Morro Castle which burned and beached in September of 1934 off Asbury Park, N. J., with a total loss of 134 lives.

At approximately 6:30 Tuesday night, the Conifer took in 250 feet of its hawser and began to scour the sand at the bow and shore side of the Seaconnet at close range. During this operation the hawser snapped from chaffing in its sounding aboard the Seaconnet. Soundings made later showed that the scouring had had a noticeable effect on the water depth around the bow of the grounded ship.

Modern Equipment

After the Cable arrived, the Coast Guard ships were given stand-by positions and the Conifer was released from the operation Wednesday morning. The sea-going tug is one of the most modern salvage ships in the world. Equipped with every facility for working on ships in distress, the Cable was described by a Coast Guard officer as "really stowed."

In March, 1948, the Cable was the salvage tug which salvaged the motor vessel, Norfolk, after it went aground here. The Coast Guard saved 22 men from the Norfolk at that time.

The salvage master aboard the Cable held extensive conferences with the captain of the Seaconnet and other officers Tuesday night and Wednesday morning. No serious effort was made to refloat the freighter at high tide Wednesday morning, and the Cable continued the scouring operations at the sides and bow of the Seaconnet first started by the Conifer.

At about 9 o'clock Wednesday morning, the Cable started setting out the beach gear. The anchors which are put in the sand during such operations have tremendous holding power and the steam winches used to pull the boat out exert 60 tons of pressure on the anchors and steel cable.

A representative of the Wilmington Shipping company of Wilmington, N. C., which operates the Seaconnet reported that after refueling at the local port terminal the vessel would continue to Europe. According to unofficial reports, strikes which have tied up northern ports necessitated the Seaconnet coming to Morehead City to fuel. The shipping official said that numerous checks made in the hull of the collier revealed that no leaks had developed during the grounding of the ship.

Officers of the Cable said earlier that they had facilities to put out

Two Purchase Beauty Shop

The Moderne Beauty shop at 1109 Arendell street was sold recently to Miss Lucille Purcell and Miss Lurline Parham. It was formerly owned by Mrs. Zita Rose.

The shop will be open week days from 9 o'clock in the morning until 5 in the afternoon. Appointments may be made for Wednesday afternoon and the shop will be closed Saturday afternoon. Its telephone number is 6-4321.

Miss Purcell has had six years experience and has worked with Mrs. Rose. Miss Parham is from Tarboro and has had three years' experience. Mrs. Lois Letchworth will continue as an operator in the shop. Miss Purcell was the owner of a shop in Rocky Mount.

Negro News

W. S. KING SCHOOL
By Cornelia Tootle and
Nettie Washington

The celebration of Negro history week began Monday at the school with Mrs. Bryant giving the meaning of the theme Negro History and Human Relations. She also gave highlights in the life of Frederick Douglas who served before the Civil War as an orator, abolitionist and recruiter for Negro troops in the north. He later served as ambassador to Haiti.

The tenth grade, under the direction of Mrs. Bryant, gave a program Tuesday on Negro contributions to music. Thursday, Mrs. Haynie, Mrs. Williams and Mr. Smith gave a program on the Negroes. Today, Mr. Thompson and the sixth grade will give a program on the general theme Negro History and Human Relations.

Mr. and Mrs. McKiver Johnson of North Harlowe announce the birth of a daughter, Orlanda, on Friday, February 6, at Morehead City hospital.

Mrs. Charles Foreman and infant son of North Harlowe were discharged from Morehead City hospital on Monday. Ralph Godette, North Harlowe, was discharged on Wednesday. On Sunday Alston Matthews of Beaufort was admitted to the hospital for treatment.

Movie in Arabic

Bombay (AP)—The first Indian talking picture to be produced in Arabic will soon go on the sets at India's "Little Hollywood" here. The film will portray a poignant incident in the colorful court life of Akbar, whose 16th century empire extended from Kabul to the Deccan area of South India.

a total of eight sets of beach gear developing a total pull of 480 tons. The four sets used on the Seaconnet compare with the four sets used on the Norfolk in 1948.

The Cable made the 730-mile trip from Key West in 52 hours.

Rotary Club Hears Lawyer

The Beaufort Rotary club last Tuesday night heard Gene Smith give a talk on the proper procedure for drawing up wills and taking care of estates.

Glenn Adair, president of the civic group, also reported to the club on the Rotary district meeting held in New Bern during the last week in January. Norwood Young resigned from the club due to the press of business which forces him to go to his farms near Raleigh very frequently.

Visitors at the meeting were Henry Edwards of Newport, Bill Bailey of Cocoa, Fla., and Jim Thompson and Jack Roberts of Morehead City.

Allen to Show New Studebaker

Allen Motor company in Havelock will have the radically new 1953 Studebaker on display tomorrow, it was announced this week.

Designed by Raymond Loewy, the new Studebaker has the beauty of European sports car styling while retaining the traditional American serviceability and comfort.

The hard-top convertible is only 56 inches high, but gives the driver exceptional visibility both ahead and to the rear. The car is available with a six-cylinder, 85-horsepower, or an eight-cylinder, 120-horsepower, engine.

In announcing their new line, the Indiana automobile firm revealed that prices on the models have been cut \$11 to \$113.

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