

Obituary announcements

Jocaska Young Lexington, SC

Ada Jocaska "Jo" Clyburn Young died peacefully on March 16, 2026. Born in Camden on September 19, 1931, she was one of eight children born to Ruth Christine Adams and James Trotter Clyburn. She was predeceased by her husband of sixty years, Ralph Ogburn Young, who died on October 18, 2010. Her son, David Clyburn Young, died on April 26, 2021, and her nephew, Ryan Edward Young, died on February 9, 2024. Jo is survived by her daughter, Amy Catherine Young Mikell (Charles H., Jr.) of West Columbia; a daughter-in-law, Penny Young (Michael Elder); a granddaughter, Kelly Denise Young; and two great-grandchildren, Cameron Young and Carlee Jo Young, all of Rock Hill. Jo was a woman of great warmth, grace, and wisdom. She was a

blessing to all who knew her. The family thanks the staff of Columbia Presbyterian Community for the excellent care they gave her for the past six years. There was a visitation on Thursday, March 19, 2026, from 2:00-3:00 PM at Kornegay Funeral Home, Camden Chapel, 1112 Fair Street, Camden. Burial followed at Quaker Cemetery. In lieu of flowers, memorials may be made to Pawmetto Lifeline, 1275 Bower Parkway, Columbia, SC 29212. Kornegay Funeral Home, Camden Chapel, is in charge of arrangements. Condolences may be left online for the Young family at www.kornegayfuneral.com



Lancaster Brewery cites liquor liability insurance and legislative mess in decision to shut down



As of today, March 18, 2026, I'm temporarily closing Benford Brewing for on-premise beer consumption until South Carolina makes changes to liquor liability insurance laws that actually allow affordable coverage. I'll still have Legacy Springs Farm Dairy, LLC raw A2A2 milk, beef, chicken, eggs, and honey as normal. All future visits will be appointment-only—please text me first, I'm usually out here running the sawmill or building an epoxy table, but not guaranteed.

I need to explain why I'm doing this, so let me start from the beginning.

I opened the brewery in 2012, back when we could only distribute beer—no pints on site. My goal was simple: create a business I could run from my farm and escape the soul-crushing Charlotte commute (remember the 77 South brand? One hour to work, three hours back home in traffic). Once I saw how much my livestock loved the spent grain, it became a two-for-one operation. The problem was (and still is) South Carolina's distribution law. Every brewery has to sell through a distributor—mostly the big players like Molson-Coors and AB InBev. That rule dates back to post-Prohibition days, "for our safety". I don't hate the idea of distribution, but it should be my choice whether to self-distribute or sign with a distributor. North Carolina breweries can grow their brands and decide later if they want a distributor. Here, distributors control which brands live or die (That kicked in the face feeling?) and they make massive political donations that keep the system locked in place. Real change

feels impossible unless the legislature forces it. Then COVID hit and destroyed everything. Bars and restaurants shut down; I had zero income. To survive, I sold beer "to go" and let people drink it on other parcels we own. I know that upset some folks, but I did what I had to

do. Before long the farm turned into an event spot—bands begged to play, food trucks showed up, and we all made it work together.

My last insurance policy expired September 7, 2025. Since then, not a single company will even quote me coverage. Insurers demand about 40% of my revenue come from food sales. That traces back to the 2014 "Stone Bill" (HB 3512/S.1230). Lawmakers tried to lure a big national brewery by letting breweries act like restaurants and maybe self-distribute. It failed, but the food-sales requirement stuck around and now crushes small operations like mine. I never wanted to run a restaurant—I just wanted to brew beer on my farm, follow the distribution law, and make a decent living.

Now I'm forced to close at 5 p.m. by law. I call it modern-day prohibition. I've never had a single claim, yet I'm punished for other people's bad decisions because trial attorneys and insurers shaped the rules to maximize their profits.

Like Scott Grant at LA Tap Room I looked into affordable one-day special-event policies. They're easy to buy, but the SC Department of Revenue won't accept them—even though a

DOR analyst once emailed me saying it was up to the insurer. State Rep. Brandon Newton recently proposed a bill to allow those one-day policies for events; it was killed almost immediately.

This winter has been brutal. I've wasted months on this nonsense while my business suffers. Right now I'm shifting focus to repairing last year's fire damage and keeping things going with agriculture and sawmill work. I'm determined to hold some kind of legal summer event, but only the legal way. The future is unclear, but I'm hoping common sense wins in Columbia—or we vote the people responsible out of office.

So thank you to the South Carolina legislators who created this mess. We won't forget what you've done.

To everyone who bought our beer across South Carolina, North Carolina, and Tennessee—thank you. To the regulars who came out for years of events—thank you for the great times and your support.

Happy Trails, folks... until we meet again!

Bryan O'Neal - Mr. Benford.

Gerald Thomas Williams, Kershaw

Gerald Thomas Williams, age 74, of Kershaw, South Carolina, passed away Friday morning, March 20, 2026, at his home, surrounded by his loved ones. Born in Kershaw County, he was the son of the late James T. Williams and Etta Mae Sullivan Williams.

Gerald proudly served his country in the United States Air Force, enlisting in 1970. He served one tour during the Vietnam War in 1971 as a Sergeant and worked as a Material Facilities Specialist. He was honorably discharged in 1976 and later continued his service in the United States Air Force Reserve from 1979 to 1980. He was employed by Duracell for many years. After retirement, he enjoyed working in the produce department at Walmart. Gerald loved spending time with his family and especially cherished his grandchildren, whom he adored more than anything. He is survived by his son, Lewis Jason Williams (Tina); his stepson, Rex Moseley; four grandchildren, Michael Williams (Courtney), Laylah Reeves, J.J. Williams, and Abby Moseley, all of Kershaw; his sister, Joette Hewett (James) of Lancaster, South Carolina; his brother, Kenneth Williams (Teresa) of Elberton, Georgia; and a number of nieces, nephews, and cousins. In addition to his parents, he was preceded in death by his wife, Deborah "Debbie" Jones



Williams; his brother, Billy Williams; and his sister, Mary Kathryn "Kathy" Reeves. A graveside service to celebrate and honor his life will be held Friday, March 27, 2026, at 1:00 p.m. at Kershaw City Cemetery with military honors. Mr. James Hewett IV will officiate. The family will receive friends following the service at the cemetery and at other times at the home of Mr. Williams. Memorial contributions may be made to the charity of one's choice.

Arrangements are under the care of Baker Funeral Home, Kershaw, South Carolina.



Dreamliners bolster SC's export totals even as Charleston's port sees dip in outgoing cargo



Boeing builds and delivers its 787 Dreamliner commercial planes at the company's North Charleston campus. Deliveries of the wide-body jets to foreign carriers helped fuel a 31% increase in aerospace-related exports from South Carolina in 2025. (Photo courtesy of Boeing Co.)

By: David Wren

South Carolina's economy is powered by businesses that make things the rest of the world wants. In 2025, one business in particular — Boeing Co. — helped the state notch its best export total in seven years.

The state Department of Commerce said this month that \$38.5 billion worth of products were exported from South Carolina to foreign markets in 2025.

That's a 1.8% increase from the previous year and the best figure since 2018, when \$41.5 billion worth of goods left the state.

"South Carolina's strong export sales last year demonstrate the strength of our economy and the power of our advanced manufacturing sector," Commerce Secretary Harry Lightsey said in a written statement. He added: "International trade remains a cornerstone of the state's growth and development."

The numbers are based on data compiled by the U.S. Census Bureau.

Those figures also show South Carolina carried a \$17.7 billion trade deficit in 2025, importing more goods than it sent out. However, that was down from a \$20 billion deficit the previous year.

While retaliatory tariffs and global trade uncertainties led to overall declines in outbound cargo at the Port of Charleston, Boeing — which builds the 787 Dreamliner commercial plane in North Charleston — fueled a 31% growth in aerospace exports to push the Palmetto State's overall

numbers forward.

Boeing delivered 88 Dreamliners in 2025, including 63 of the wide-body jets to foreign carriers.

The overall delivery total was up from 51 Dreamliners in 2024.

All told, aerospace exports, primarily Boeing deliveries, totaled more than \$8.1 billion in 2025.

Boeing did not respond to questions about its export statistics, but the company is confident enough in future Dreamliner orders that it is spending \$1 billion on a second assembly facility next to its Lowcountry site.

"We continue to see strong demand for the 787 Dreamliner family and its market-leading efficiency and versatility," Stephanie Pope, president and CEO of Boeing Commercial Airplanes, said in a written statement. "We are making this significant investment to ensure Boeing is ready to meet our customers' needs in the years and decades ahead."

Boeing exports its South Carolina-made jets from a delivery center adjacent to its assembly building in North Charleston.

Last year, Qatar Airways took delivery of seven Dreamliners and Taiwan's EVA Air received five more, propelling those countries into the Palmetto State's top 10 export partners.

BMW vehicles built at the German automaker's Spartanburg County plant are lined up at the Port of Charleston for export to foreign markets. Although BMW exports were down in 2025, they still led the nation in dollar value

and remained an important part of South Carolina's economic story. (Provided/BMW Manufacturing). (File photo provided by BMW) Most other exports leave the Palmetto State through the Port of Charleston.

That facility saw a 3.6% decline in loaded export containers last year and an 8.8% drop in exported vehicles.

Even with the decline, those vehicles — primarily BMWs produced at the German automaker's Spartanburg County plant — continue to play an oversized role in the state's export story.

Nearly 200,000 BMW X-model SUVs with a value of \$9 billion were sent to foreign markets in 2025, making the automaker the nation's largest vehicle exporter by dollar value.

It's "a distinction that underscores our commitment to both the state of South Carolina and the nation's economic strength," Robert Engelhorn, president and CEO of BMW Manufacturing, said in a statement.

"Our exports play a crucial role in supporting a favorable balance of trade, which is essential for sustained economic growth," he added.

The aerospace and vehicles categories represent nearly 60% of the dollar value of all South Carolina exports.

Other export bright spots included vehicle tires, with sales reaching \$2 billion for 43% of the U.S.

Dreamliners bolster
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