Sunny Point SPECIAL

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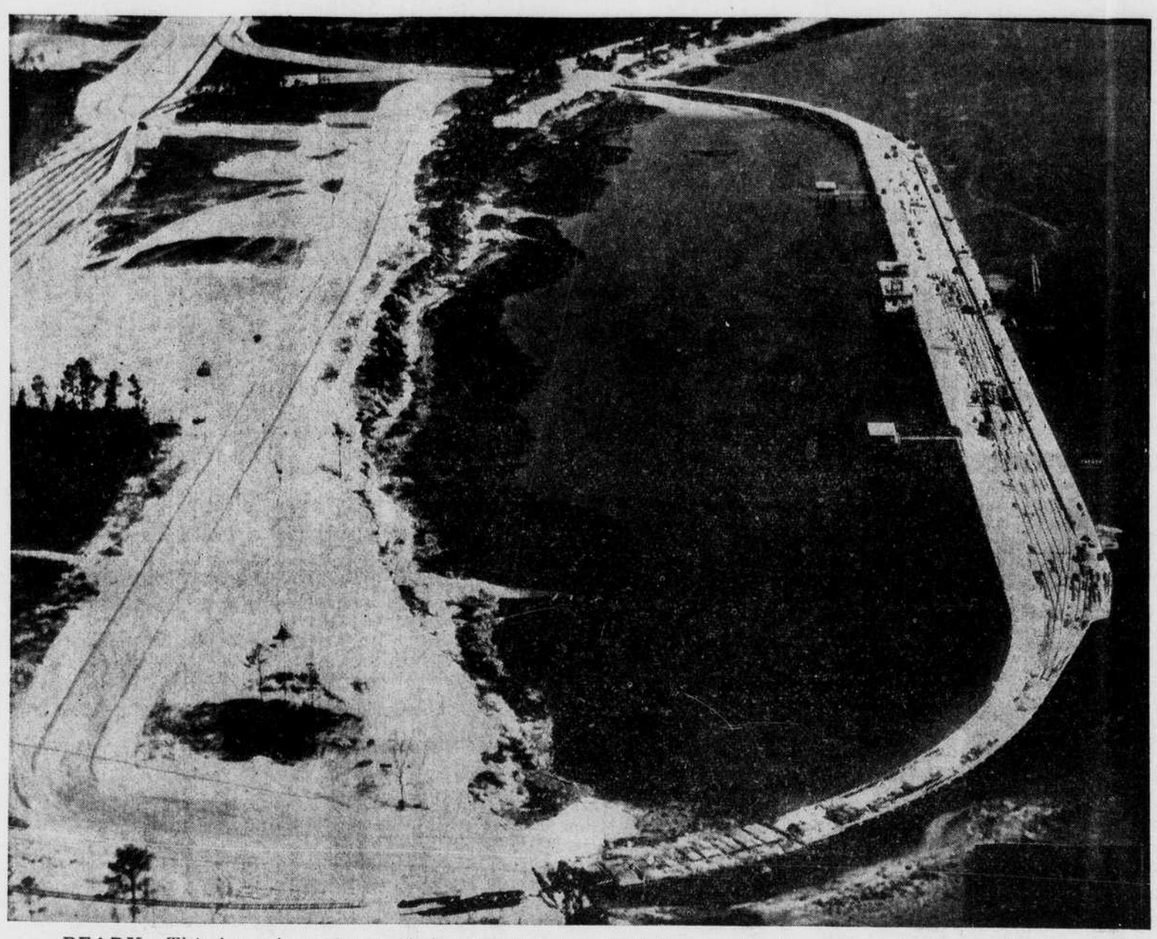
SUNNY POINT ARMY TERMINAL IS PIONEER JOB

Aerial View Of Dock Area



READY—This is a view of one of the completed wharves at Sunny Point Army Terminal. This is only one of the three concrete piers that comprise the waterfront shipping facilities at the government installation on the Cape Fear river near Southport. The terminal embodies the latest safety features and is the first of its kind to be constructed in the United States.

Proclamation By Governor

The new Sunny Point Army Terminal will be officially dedicated on Saturday, October 29, 1955 with appropriate ceremonies to be held at this tremendous new facility.

The Sunny Point location in Brunswick County is the first ammunition terminal of its type to be built on the Atlantic Coast and provides the very latest planning and mechanical features designed to offer utmost security for property and protection for employees as well as that section of the County.

We have in North Carolina many installations operated by the Armed Forces of the United States and we are well aware of the many contributions which these facilities add to the life and economy of our State. We are pleased to have this new, large industrial establishment located in our Southeastern Coastal area. I am sure that Sunny Point will receive the cooperation and assistance of all our people as it goes about its vital mission of handling and loading ammunition for the defense of the Nation.

In recognition of the dedication of this new Army facility, I hereby designate Saturday, October 29, 1955, as SUNNY POINT ARMY TERMINAL DAY in North Carolina.

OCTOBER 21, 1955

LUTHER H. HODGES, Governor.

Proclamation By Mayor

WHEREAS: The Dedication of the newly completed Sunny Point Army Terminal will take place on 29 and 30, October, 1955, at the Terminal;

AND WHEREAS: The ceremony will include a formal transfer of the Terminal from the U. S. Army Corps of Engineers, represented by Colonel Raymond L. Hill, Wilmington District Engineer, to the U. S. Army Transportation Corps, represented by Colonel William A. McAleer, Commanding Officer of the Sunny Point Army Terminal;

AND WHEREAS: Sunny Point Army Terminal incorporates the ultimate in construction, planning, safety features and operational efficiency known to date, besides representing a great expenditure of public funds and concentration of military "know-how," and its operation will reflect favorably in the economies of surrounding communities;

NOW, THEREFORE: As Mayor of the City of Southport, I do hereby, proclaim 29 and 30, October, 1955 as "Sunny Point Army Terminal Days" and issue such proclamation to newspapers and other media and do urge all citizens to attend the Dedication Ceremony on 29, October, and the Open House on 29 and 30, October, 1955.

This 24th, October, 1955.

ROY ROBINSON, Mayor City of Southport.

Sunny Point Is Result Of Long Range Planning

The Sunny Point Army Terminal is located on the west side of Cape Fear River, 15 miles south of Wilmington, and four miles north of Southport. It is near, but not a part of, Wilmington Harbor.

Construction on the terminal was started by the Corps of Engineers in December 1952.

It is the first example, in the entire history of port construction in this country, of a terminal constructed for the primary purpose of outloading ammunition with compliance given to quantity safety distance requirements.

Estimated cost of the terminal is $22,800,000. All of the funds have been appropriated by Congress.

The terminal is the standard three-wharf type, designed for use at other locations as well as at Sunny Point.

When completed, the Sunny Point Terminal will be operated by the Army Transportation Corps. It will be under the direction of the New York Port of Embarkation. It will have its own commanding officer and supporting staff.

The Wilmington District of the Corps of Engineers, headed by Colonel Raymond L. Hill, has been directly in charge of construction of the project. In turn, the Wilmington District is under the direction of the South Atlantic Division of the Corps of Engineers, headed by Brigadier General Henry J. Hoeffer.

The terminal is reached by ocean-going ships by way of an extension to the deep water channel to Wilmington Harbor, which is also on Cape Fear River. Dredging operations for the channel extension involved the removal of 18,000,000 cubic yards of spoil. These operations were completed in mid-1954. The channels are 34-feet deep by 300-feet wide, and broaden to 800-feet opposite each wharf to provide turning basins. Three ingress-egress routes permit vessels to navigation without coming in close contact with other vessels.

The three wharves are identical in design. They are 2,200 feet long by 87-feet wide with deck and piling of reinforced concrete. Each wharf is serviced by railroad tracks with three tracks on the wharves.

Each wharf will accommodate two ships under normal conditions, three in an emergency, for a total of six or nine as requirements warrant.

The terminal will be able to load 10,000,000 pounds of ammunition at one time on one ship.

In the terminal area is a classification yard with a handling capacity of 780 railroad cars of

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Safety Record At Sunny Point

By W. B. KEZIAH

One of the most outstanding things in relation to the construction of the huge Sunny Point Army Terminal that thousands will be visiting this week, is the fact that there have been an almost complete lack of accidents to workmen employed in the undertaking.

The terminal was completed with no loss of life (no fatal accidents) and only 23 accidents resulting in the loss of only 849 days from work by those injured. Employees performed a little over 3,000,000 (375,000 days) manhours of work with an accident frequency rate of 7.69 accidents over each million manhours worked and a severity rate of .21 days lost for each 1,000 manhours worked.

These overages fall far below the national average for construction. The national Safety Council says for 1954 the average was 17.29 accidents for each million manhours performed and 2.29 days lost for each 1,000 manhours of work performed. This in the same order as foregoing paragraph.

A comparison of these figures show the Sunny Point record to be outstanding. It stems from close supervision by both contractors and government inspectors and definite adherence to the safety program laid down by the Corps of Engineers for the protection of human life.

Around twenty-eight million dollars have been spent thus far in the undertaking. In about

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Every Precaution Has Been Taken To Build Sunny Point Terminal

Program

THE NATIONAL ANTHEM
Honors and music by the 440th Army Band, Fort Bragg.

INVOCATION
By Chaplain Ivan L. Bennett (Major General, USA-Ret), former Chief of Chaplains, United States Army.

WELCOME TO SUNNY POINT ARMY TERMINAL
By Brigadier General James Glore, Commanding General, Atlantic Transportation Terminal Command.

GREETINGS
By the Honorable Roy Robinson, Mayor of Southport.

GREETINGS
By the Honorable Dan Cameron, Mayor of Wilmington.

GREETINGS
By the Honorable Luther H. Hodges, Governor of the State of North Carolina.

INTRODUCTION OF DISTINGUISHED GUESTS

GREETINGS FROM THE SECRETARY OF THE ARMY
By the Honorable Frank H. Higgins, Assistant Secretary of The Army for Logistics and Research and Development.

ADDRESS
By the Honorable F. Ertel Carlyle, U. S. Representative for the 7th Congressional District.

CEREMONY OF TRANSFER
By Major General Charles G. Holle, Deputy Chief of Engineers For Construction, for the Chief of Engineers, U. S. Army.

ACCEPTANCE
By Major General Paul F. Yount, Chief of Transportation, U. S. Army.

EXCHANGE OF FLAGS

BENEDICTION
By Chaplain (Captain) Karl F. Earheart, Fort Bragg.

A military milestone has reared a commanding head in North Carolina's flatlands on the State's historic Cape Fear River.

Not even calculating Adm. Porter and daring Gen. Terry, conquerors of gallant Fort Fisher in '65, would believe, were they here today, that this paradise for hunters and fishermen would ever be more than a mecca for gun and rod devotees. Certainly they had nothing good in view when their combined Naval-ground assault broke the Confederate back and doom for all time the South's great cause.

Now, some 90 years later, the Army has come up with a specialized facility across the old Cape Fear just west of the bastion that held Porter and his predecessors at bay for over three years.

This is the Sunny Point Army Terminal (SPAT), a vast three-wharf (2200 feet each) project backed up by a 70-mile railroad system on land to the west and channels 34-feet deep on the east leading to the Atlantic Ocean southward past dormant Fort Caswell and Bald Head Island. The Terminal takes its name from old Sunny Point Plantation on that existed here for years dating back to Colonial days. Official correspondence will bear the Sunny Point Army Terminal title, but "Sunny Point" it is and will continue to be, popularly, come what may.

Constructed by the Wilmington District of the Corps of Engineers, the Terminal will be dedicated in a joint program October 29 with appropriate ceremonies and turned over to the Transportation Corps which branch will operate it as a unit of the Atlantic Transportation Terminal Command (ATTC), the latter until recently the New York Port of Embarkation.

Born of Congestion, and perhaps frustration too, at existing ports on the Atlantic Coast, Sunny Point combines not only the most modern thinking in design and construction but also lessons learned the hard way by both makers and handlers of munitions. It is designed for the movement of munitions from land carriers to deep water cargo vessels with the greatest protective contrivances for personnel and property that man has been able to devise.

There was a time when human life was a secondary matter in getting on with the job. Times have changed. Manpower has become a potent factor, a first consideration.

Numerous catastrophes mark the folly of loading ships at ports located in heavily populated areas.

It is not contended that this new type of terminal is the final answer, safety-wise, in the handling of hazardous materials. It is maintained, however, that SPAT is the safest facility of its kind and purpose ever built. There are many reasons, many features which substantiate the conviction.

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Good Electrical System Installed

By JAMES W. LEWIS
Electrical Engineer, Wilmington District Corps of Engineers

The primary eelctrical distribution system, like other major features of the Sunny Point Army Terminal, is designed to meet all requirements peculiar to this particular type of installation. This includes such factors as a salty seashore climate as is usual for this latitude, heavy electrical loads at the extremities of the system, intermittent loads along the line including pumping stations, house lighting, street lights, flood lights, telephone communications, five public address systems, and air-raid warning sirens covering operational areas.

The highest conventional voltage for electrical distribution systems is 12,470 volts. Utilizing this voltage would have required .522-inch wire conductor to provide suitable voltage regulation. A study of a 23,000-volt system revealed that it would meet all requirements and at the same time reduce the conductor size to .204-inch, thereby affording an 80 per-cent reduction in primary conductor cost. Further study of the basic principles of electrical design indicated that a 23,000-volt system would be equally attractive from both a construction and operational point of view.

A non-corrosive conductor with high tensile strength was desired, so steel-reinforced aluminum conductor, equivalent in conductivity to the .204-inch copper conductor with a special treatment against corrosion, was chosen.

With the ever increasing loads and expansion of large military bases, 23-000-volt electrical systems offer a solution. Where conversions to this voltage are made, the available power is proportional to the ratio of the square of the existing voltage to the square of the new voltage. The reduction in primary conductor weight, in terms of copper, amounted to over 36 tons by employing the higher voltage. By using aluminum instead of copper, 58 tons of copper were conserved, although there are approximately 16 miles of primary electrical distribution line and 10 miles of street light circuits.

Electrical Services

Each wharf is provided with a substation reducing the distribu-

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Sunny Point Terminals Occupy Historic Site

The selection of this site on the west bank of the Cape Fear River, some 10 miles from the Atlantic Ocean, in September 1950, was preceded by many stirring events in the Cape Fear region, which legend and history have preserved for us.

In March 1524, 32 years after Columbus' discovery of the New World, the first white man visited the shores of what is now North Carolina. Verazzard, the Florentine navigator, in the service of France, reached land in latitude 34 degrees, which in geography of today passes 15 miles below Wilmington.

These waters have served native Indians, English explorers, Spanish privateers, pirates, Confederate blockade runners, Union Naval forces, Scottish immigrants, and merchants of the area.

Here, in 1766 ,armed resistance to enforcement of England's Stamp Act constituted the first hostile action by colonists against rule by George III. Across the River, the capture of Fort Fisher by combined Naval and land forces in 1864 dealt a decisive, economic blow to the Confederacy. A dozen miles up the River are located ship yards and a reserve fleet of the Maritime Administration, which served admirably in the last World War.

Brunswick is a concentration point for the curious Venus Fly Trap and other carnivorous plants.

The Cape Fear River, said to have been known to the Indian aborigines as "Sapona," later to the explorers and to the promoters in England as the Charles River, and the Clarendon River, is formed at the junction of the Haw and Deep Rivers in Chatham County, N. C.

The first trading on the Cape Fear River of which we have any recoru was by a party of adventurers from Massachusetts in the year 1660. The historian Bryant says: 'There were probably few bays or rivers along the coast, from the Bay of Fundy to Florida, unexplored by the New Englanders, where there was any promise of profitable trade with the Indians. The colonists followed the trader wherever unclaimed lands were open to occupation. These energetic pioneers explored the sounds and rivers south of Virginia in pursuit of Indian traffic, and contrasted the salubrity of the climate and the fertility of the soil with that region of rocks where they made their homes, and where winter reigns for more than half the year. In 1660 or 1661, a company of these men purchased of the natives and settled upon a tract of land at the month of the Cape Fear River. Their first purpose was apparently the raising of stock, as the country seemed peculiarly fitted to grazing, and they brought a number of neat cattle and swine to be allowed to feed at large under the care of herdsmen. But they aimed at something more than this nomadic occupation, and a company was formed, in which a number of adventurers in London were enlisted, to found a permanent colony. The most authentic account of the first settle-

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Loading Hazards Led To Building Terminal

For many years, military authorities have been concerned about the hazards of loading ammunition into ships for transportation to points around the world and during times of actual combat as in World Wars I and II.

Generally, these loading terminals have been, and are, located in populated areas where a serious explosion could cause deaths, injuries and property damage in adjoining civilian residential areas.

The disaster that could always happen was tragically experienced in World War II at Port Chicago, California, part of the San Francisco Harbor area. There, on July 17, 1944, explosions occurred of three and a half million pounds of ammunition in railroad cars on the pier and in the holds of a ship. They resulted in the death of 320 persons, injuries to 390 others, and property damage of $13,000,000. (In World War I, two similar disasters occurred, the Black Tom, New York Harbor, explosions of July 30, 1916 killing two persons and causing damages of $40,000,000, while in Canada at Halifax, Nova Scottia, on June 12, 1917, explosions killed 1,600, injured thousands and caused damages of $50,000,000.

Military circles have developed a plan of "quantity safety distances" which, if followed at all ammunition loading terminals, would preclude the possibility of a disaster such as occurred at Port Chicago. Under this plan, a "safe" terminal would require approximately 20,000 acres. The civilian population would be kept outside the perimeters of the twenty thousand acre terminal area, and beyond the point where they could be touched should an unforeseen explosion occur in any part of the area or in the ships being loaded.

It was immediately apparent that existing terminals could not be expanded to meet the quantity safety distance requirements without involving the purchase of extremely high-priced land and the displacement of many families. Such expansions would also become involved in public controversies as to the need of enlargement in the particular area and, moreover, would ignite political ramifications resulting from any such contemplated actions.

To give two examples:

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