



Take 'er Away!

A Southport longshoreman gives orders to hoist a nerve gas coffin from a railroad car during the ship-loading operation Wednesday. The controversial

shipment is being transferred to an obsolete freighter to be scuttled at sea. (photo by Ed Harper)

## Nerve Gas Arrives Here; Stevedores Begin Loading

By ED HARPER  
Trains carrying deadly nerve gas rolled into Sunny Point early Wednesday morning and are being unloaded by area longshoremen, to whom dangerous cargoes are commonplace.

The longshoremen, responsible for transferring the gas to an obsolete freighter for disposal at sea, consider the shipment no more dangerous than some cargoes included in the 1.3 million tons of munitions that are sent through the terminal each year.

The attitude among local residents that there is little to fear is in contrast to the attention that has focused on the shipments since word leaked out that the gas would be dumped in the ocean. Other seadumps have been admitted, but Army officials said Wednesday morning this would be the last time.

Col. Jack Osick, deputy director of the Chemical and Nuclear Operations Directorate at the Pentagon, said the Army has no more gas sealed in concrete and steel containers and he does not anticipate further dumping in the ocean.

The emergency that makes the seadump necessary is deteriorating gas containers. They are sealed in six-ton vaults that make it impossible to detoxify the gas so the disposal at sea was chosen as the most feasible way of getting rid of the dangerous substance.

Officials acknowledge that gas will leak from the casks but insist that hydrolysis will render the substance harmless. The cargo now being loaded at Sunny Point includes 66 tons of GB-type nerve gas and 10 pounds of VX gas, which is "designed to be more persistent."

Col. Osick said the Army would like for the coffins to break open after they are scuttled with the ship. "We would prefer to have the vaults open so the gas would dissolve," he said. "Then it would all be over with; the gas would be gone once and for all."

Army officials stated that there has been no previous shipment of gas "of any kind," from the local terminal, but this is contrary to a report by a former commanding officer at Sunny Point. Retired Lt. Col.

### Dredge Work

A U.S. Corps of Engineers dredge has started maintenance dredging of Lockwood's Folly Inlet and the channels should be restored to project depths within six weeks.

Col. Paul S. Denison, district engineer of the Corps, stated that during periods when sea and tide conditions preclude dredging of the bar channels, the Merritt is scheduled for emergency dredging of a shoal that has developed in the Intracoastal Waterway opposite the inlet.

## Time And Tide

In our issue for August 7, 1935, announcement was made that the appointment of L.T. Yaskell as Southport postmaster had been made permanent. He had served as acting postmaster since March of that year. There was word that the USE Dredge Comstock would be based at Southport for some time while engaged in projects in this area. The Border Belt Tobacco market was scheduled to open the following day.

The editor had taken his pen in hand to advise tobacco farmers to pay their bills before they turned frivolous with their tobacco money; new booths were being installed at Watson's Pharmacy; and Guy and Vernon Garrett, twin sons of Sgt. and Mrs. J.J. Garrett, had met here for a part of their vacation before Guy returned to Aruba, Netherland West Indies.

The 150th anniversary of the founding of the Coast Guard had been observed Sunday at nearby Oak Island Station. W.H. Barnett was in charge of the station, and among the crew were A.E. Huntley, A.L. Willetts, Garfield Clemmons, Ralph Sellers, Connie Lupton, Roy McKeithan, B.B. Oden and Dave Garrish. This was in our issue of August 7, 1940.

An 11-day of 90-degree weather had been broken by a cool spell during the previous weekend; work had started in laying out the boundaries of the Southport yacht basin; an informal survey revealed that more than 50 Brunswick County young men had joined the Army, Navy, Marine Corps or Coast Guard since the first of the year.

(Continued On Page Four)

William S. Norman of Southport said that in 1959 an estimated 200 tons of "mustard gas" was shipped from the terminal and dumped in the Atlantic in the seadump area where the nerve gas will be sunk.

The disposal area is 282 miles east of Cape Kennedy where the water is 16,000 feet deep.

The 1959 gas cargo, which apparently is common knowledge in this area, was carried by a garbage scow borrowed from New York City. According to Col. Norman, who retired from the Army as Sunny Point commander in 1960, the

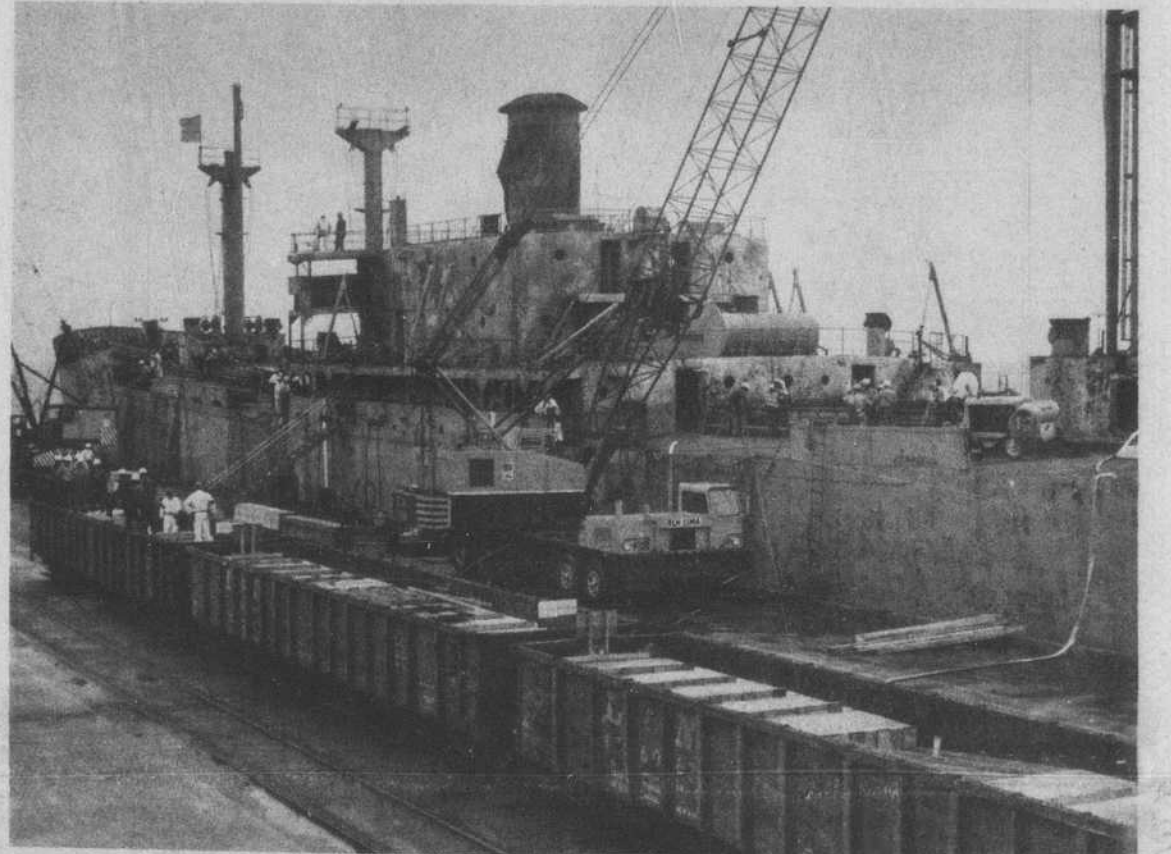
mustard gas was in tank containers.

The trains that hauled the nerve gas left depots at Anniston, Ala., and Richmond, Ky., Monday for the day and one-half trek to the Sunny Point terminal. The train from the Kentucky depot arrived at the terminal gate shortly before midnight Tuesday and the Alabama shipment arrived at 3:34 a.m. Wednesday. The gondola cars containing the gas immediately were moved to the south wharf where loading operations began about nine o'clock.

The entire operation, labeled CHASE for "cut holes and sink 'em," was shrouded by a veil of secrecy, but the public has been aware of the gas shipments and the heavily-armed trains with the pilot-train vanguards were easy to follow as they made their way to the terminal on the Cape Fear River at Southport.

An injunction to halt the seadump has been threatened by Florida Gov. Claude Kirk, but Col. Osick said plans are to ship the gas from Sunny Point on Saturday, weather permitting.

There must be a 96-hour (Continued On Page Four)



Nerve Gas At Sunny Point

Cranes lift six-ton nerve gas containers from railroad cars into the hold of the Liberty ship that will carry the cargo to sea for disposal. The operation at Sunny Point will be the center of national attention until the scheduled departure Saturday. (photo by Ed Harper)

## County Gets \$109,000 For Road Projects

Brunswick County has been allocated more than \$109,000 for five secondary road construction projects.

Approval of the projects was voted at the regular August meeting of the State Highway Commission in Raleigh.

Following is the list of the projects for this county: Resurfacing of road 1163 from road 1165 to the South Carolina line, a distance of 1.1 miles at a cost of \$12,000.

Road 1515 to be graded, drained and stabilized from road 1517 to the dead end, a distance of 1.5 miles and a cost of \$7,000.

The paving of .2 miles of road 1439 from road 1437 to the dead end at a cost of \$2,000.

Base and pavement for the following sections of road: 1.2 miles of road 1126 from road 1130 to road 1119; road 1506 (1.5 miles) from road 1500 to

(Continued On Page Four)

## Says Corps Of Engineers

# Lockwood's Folly Erosion Is Part Of Beach Problem

Congress already has taken action that precludes permanent stabilization of Lockwood's Folly Inlet as part of a navigation project, according to representatives of the U.S. Corps of Engineers.

Recently the Brunswick County commissioners adopted a resolution calling for emergency relief from erosion at the east end of Holden Beach, which is adjacent to the inlet. In two letters received last week, the Corps representatives commented on the commissioners' resolution, stating that the solution to the problem could be best achieved by completion of an overall erosion control plan.

The letters, from district engineer Col. Paul Denison and Maj. Joel Callahan, the deputy district engineer, were addressed to U.S. Rep. Alton Lennon and

Senator Sam Ervin. According to Col. Denison and Maj. Callahan, "although the problem of inlet stabilization and the erosion of adjacent shores are closely related, the Public Law governing the authorization of navigation projects and the Public Law governing the authorization of shore protection projects are quite different."

The report further stated that despite full explanations of the status of each project, "local interests and County Commissioners do not appear to understand fully the relationship between the two types of projects."

The feasibility of navigation projects at both Lockwood's Folly Inlet and Shallotte River Inlet have been investigated in response to resolutions adopted

by the U.S. Senate Public Works Committee and the U.S. House of Representatives Public Works Committee. A report was submitted on these projects which found that improvement of Lockwood's Folly Inlet beyond its authorized depth of six feet, mean low water, could not be justified at this time. The report further found that improvement of Shallotte River Inlet to provide an unstabilized channel eight feet deep, 100 feet wide, from the Atlantic Ocean to the Intracoastal Waterway was justified.

Action on the report was suspended, however, until such time as the effectiveness of the dredge Merritt in maintaining shallow inlets could be established.

The benefits and costs of both navigation projects will be brought up-to-date and the report will be resubmitted this summer for further consideration. "We do not, however, anticipate any significant change in the findings (Continued On Page Four)



Tearing Down School

Southport High School, gutted by fire in January, 1968, is being razed this week. It was not determined how much of the building will be leveled, but there is a possibility that the auditorium area and two classrooms that still are in use will be spared. (photo by Spencer)

## CP&L Nuclear Plant Is Fueled

In one of the final major steps before startup, Carolina Power and Light Company completed fueling last Thursday of its nuclear electric generating unit near Hartsville, S.C., according to Guy Beatty, plant superintendent.

A similar plant is under construction at Southport but won't be ready until the mid-1970's.

The 700,000 kilowatt nuclear unit, scheduled for commercial generation in late November, is the first nuclear plant of commercial size in the southeast. CP&L along with Westinghouse and Ebasco, which built the CP&L unit on a turn-key basis, participated in the fueling.

\$24 million worth of processed uranium was put inside the unit's nuclear reactor vessel. During a 72-hour period, 157 fuel assemblies, weighing 1,400 pounds each, were moved from a storage area through a tube in the unit's containment building into the reactor vessel.

The fuel will be the heat source for the unit. Heat resulting from a nuclear reaction will change water to steam to run the turbine and generator to produce electricity. In conventional steam power units, the heat source is coal or other fossil fuels.

There will be several weeks of preparation before the first nuclear reaction. Radiation control procedures have been implemented inside the domed 194-foot high concrete containment building. The building is 3 1/2 feet thick on the sides and 2 1/2 feet thick on the dome.

Following the initiation of the first nuclear reaction, final preoperation testing will begin. During the tests, CP&L nuclear operators licensed by the AEC will be actively participating in the test program. Many of the men have studied and worked more than 3,200 hours in preparation for operation of the unit.

## Closing Shrimp Areas Possible

The Fisheries Committee of the State Department of Conservation and Development urged last week to consider closing certain inland shrimping areas in order to improve the yields of the species.

Ernest Parker of Southport, committee chairman, presided over the public hearing, the only one stated on proposed changes in coastal fishing regulations for 1971.

Charles Kimbrell of New Bern suggested that the fisheries group consider regulating shrimping areas in inland waters (other than sounds).

"Shrimping has gotten completely out of hand as nearly everyone who has a boat now has a shrimp trawl and shrimp cannot escape a trawl," Kimbrell said.

He said this might also be associated with the decline of the fish populations in some areas.

Kimbrell suggested that only

those persons who earn a certain part of their livelihood be allowed to drag trawls.

Chairman Parker remarked he was sure the commercial shrimping interests would agree to this but "would it be right to the weekenders?"

Fisheries commissioner Dr. Thomas Linton said certain inland areas which are now known to serve as nurseries for small shrimp are being considered for closing.

Carl Stokesberry of Hyde County told the committee, "Crab pots are taking over many areas where people fish." He asked that restrictions be placed on crab pots in certain areas. The committee instructed area fisheries inspectors to investigate the matter.

## Areas Closed For Shrimping

Roy G. Sowers, head of the North Carolina Department of Conservation and Development and the division of commercial and sports fisheries, has announced shrimping restrictions that began Monday. All creeks, bays and rivers north and west of the Intracoastal Waterway from the mouth of New River to the South Carolina line will be closed to the taking of shrimp by any method, except that portion of the Cape Fear River below a line from Orton Point to mouth of Snows Cut, which will remain open.

All tributaries of the Cape Fear River entering from the west side will remain closed until further notice.

## Tide Table

Following is the tide table for Southport during the week. These hours were furnished to The State Port Pilot by the Cape Fear Pilots Association.

High	Low
Thursday, August 13,	
4:39 A.M.	11:10 A.M.
5:39 P.M.	12:16 P.M.
Friday, August 14,	
5:45 A.M.	12:16 A.M.
6:39 P.M.	
Saturday, August 15,	
6:51 A.M.	1:00 A.M.
7:33 P.M.	1:16 P.M.
Sunday, August 16,	
7:45 A.M.	2:04 A.M.
8:27 P.M.	2:10 P.M.
Monday, August 17,	
8:39 A.M.	2:52 A.M.
9:15 P.M.	3:04 P.M.
Tuesday, August 18,	
9:33 A.M.	3:40 A.M.
10:03 P.M.	3:58 P.M.
Wednesday, August 19,	
10:27 A.M.	4:28 A.M.
10:51 P.M.	4:46 P.M.

(Continued On Page Four)