



# Phase I Environmental Site Assessment

Former United States Military Site  
Former Cut Throat Island Air Station  
Cut Throat Island, NL

Department of Environment and Conservation

1118 Topsail Road, PO Box 8353 Station A St. John's NL A1B 3N7 Canada  
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## **EXECUTIVE SUMMARY**

GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)) were retained by the Government of Newfoundland & Labrador, Department of Environment and Conservation (ENVC) to complete a Phase I Environmental Site Assessment (ESA) of the former former United States (US) Military Site (Site or Property) located on Cut Throat Island approximately 88 kilometers north of the Town of Cartwright, Newfoundland and Labrador (NL). Based on the information provided to GHD as part of the initial call-up for services under the Impacted Sites Liability Assessment Program, the Site was part of the Pinetree Line.

Around 1951, the US military began construction of the Pinetree Line that was a network of Aircraft Control and Warning (AC&W) stations that acted as a radar curtain to detect Soviet aircraft flying toward potential US and Canadian targets during the Cold War. Construction of the AC&W stations began in 1951 and by the fall of 1953, the 922nd Aircraft Control and Warning Squadron was established at USAF Cartwright Air Station N-27 (Call Signs Dividend, Ink Bag, and Suzie Q). This squadron had three Gap Filler Detachments within its overall area of responsibility, one of which was Cut Throat Island N-27A (Call Sign Rosewater), established in 1957 as a manned radar station. The Pinetree Line acted as a back-up for the DEW Line radar curtain located further north across the Arctic of North America.

As a manned Gap Filler radar station, the squadron's role was to provide low-altitude coverage where it was deemed necessary between manned long range radar stations, ultimately to guide interceptor aircraft towards unidentified intruders picked up by the unit's radar scopes. The facility formerly contained a two story building housing a motor pool, a heating and power plant, barracks, office space, and a dining hall. The tower housing the radar and radio equipment was connected to the main building via a covered corridor. The station was also equipped with 2 Communication Antennae, a water pumping station, a disaster shack, a storage shed, large aboveground storage tank (AST), and a helicopter pad, all of which were connected via gravel access roads. Personnel assigned to the Station ranged from approximately 25 during regular operations in the winter to approximately 50 during the summer due to contractors coming to do additional work on the Site.

In addition to the Cut Throat station facilities on top of the hill, a 1.5 kilometer gravel roadway was constructed to connect the upper portion of the Site to the lower. The roadway was used to transport supplies from the dock area to the station. In addition, a second large AST was located near the dock (known as the lower tank farm) and pipeline was constructed which pumped diesel fuel from the dock to lower tank farm,

which in turn supplied fuel to the AST located at the station (known as the upper tank farm). The pipeline from the lower to the upper tank farm followed the gravel access road. The fuel was then pumped via a network of aboveground pipelines at the station to supply diesel generators used to power the Station.

USAF Cut Throat Island Station closed on June 28, 1961 along with the other Gap Filler Stations after the installation of new radar equipment at the Cartwright Air Station. The facility was transferred to the Canadian Armed Forces; it was deactivated and closed shortly after. The former buildings and equipment remained abandoned until the Provincial government tendered a contract to dismantle and decommission the remaining structures at the Site in 1987. The concrete foundations of the former buildings and radar towers, along with the gravel roadways, still remain at the Site.

The purpose of the Phase I ESA was to identify, through a non-intrusive investigation, the existence of any significant actual or potential areas of environmental impairment associated with the Property. The Phase I ESA was conducted in general accordance with the CSA Standard Z768-01 for conducting ESAs that included a review of Site history, document review, interviews with individuals knowledgeable of the Site operations, and correspondence with regulatory agencies. As indicated in the request for proposal, and given the location and time of year, a Site visit was not completed as part of the Phase I ESA. Based on the Phase I ESA findings, the following potential environmental impairment issues were identified with respect to the Site:

- **Historic Handlings, Use, and Storage of Petroleum Hydrocarbons:** As a self-sufficient air station in a remote location, significant quantities of fuel was formerly stored at the Site in ASTs, as well as in thousands of Petroleum, Oils and Lubricants (POL) drums. The Site also formerly contained a motor pool that was used to service on-Site vehicles and heavy equipment, and a helicopter landing pad that contained drum storage and a portable fuel tank used for refueling helicopters. The potential for petroleum hydrocarbon impacts exist as a result of the historical petroleum storage and distribution activities conducted at the Site. The main areas of concern would include the former main Site area, former AST areas, along the former product pipelines, and the former helicopter landing area, as well as in the former landfill area.
- **Solid Waste/Recyclables:** During the operation of the facility from 1957 to 1961, solid waste was historically disposed of in an unlined landfill located southeast and downgradient of the upper portion of the Site. Based on historical activities at the Site, the landfill may contain former ACM building materials; material with painted surfaces containing lead and/or mercury based paint, former electrical equipment

containing PCBs, mechanical equipment debris, motor repair wastes and/or drums formerly containing POLs as well as other solvents. The Site decommissioning program in 1987 included the razing of all remaining structures and the burning of all materials on Site, followed by the burying and covering of the debris and remaining materials. However, as outlined in a letter report from The BAE Group (consultant) on September 22, 1987 to the Government of Newfoundland & Labrador - Department of Environment, the contractor was in non conformance regarding the tender package for the demolition and restoration of the Site. It was noted the demolition and burial was apparently complete; however, the general contractor did not know where the burial sites were located, nor was any approval requested for burial sites selected by the contractor. Therefore, there may be several burial sites on the Island. As a Site visit was not part of the scope, it is unknown if these areas remain covered as reported in the 1987 field program.

- **Heavy Metals:** Possible sources of heavy metals may be associated with vehicle repairs at the former motor pool building and helicopter repairs at the former helicopter pad area. In addition, the former on-Site buildings were constructed in the early 1950s; therefore, the potential exists that lead/mercury based paint was used on the interior and exterior surfaces which may have potentially impacted the surface soils.
- **Polychlorinated Biphenyls (PCBs):** Past use/disposal of PCBs may have existed with past operations. PCBs were used as an insulator and coolant in electrical transformers and capacitors. PCBs were commonly used because they are chemically inert, not affected by acids and corrosive chemicals, do not conduct electricity and will not burn (only at extremely high temperatures). Although the US banned the use of PCBs in 1972, the Cut Throat Island Site was operated from 1957 to 1961; therefore, they may have been used at the Site.

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## 1.0 INTRODUCTION

GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)) were retained by the Government of Newfoundland & Labrador, Department of Environment and Conservation (ENVC) to complete a Phase I Environmental Site Assessment (ESA) of the former United States (US) Military Site (Site or Property) located on Cut Throat Island approximately 88 kilometers north of the Town of Cartwright, Newfoundland and Labrador (NL). Based on the information provided to GHD as part of the initial call-up for services under the Impacted Sites Liability Assessment Program, the Site was part of the Pinetree Line.

The purpose of the Phase I ESA was to identify, through non-intrusive investigation, the existence of any significant actual or potential areas of environmental impairment associated with the Property. A Site Location Map is included as Figure 1, a Site Overview is shown as Figure 2, and Site Plans detailing the three separate areas are included as Figure 3, Figure 4 and Figure 5.

The Phase I ESA was conducted in general accordance with the Canadian Standards Association (CSA) Standard Z768-01 for conducting ESAs. The qualifications of the GHD personnel who completed the Phase I ESA are provided in Appendix A. The Phase I ESA included a review of Site history, document review, interviews with individuals knowledgeable of the Site operations, and correspondence with regulatory agencies. As indicated in the request for proposal, and given the location and time of year, a Site visit was not completed as part of the Phase I ESA. The following tasks were conducted during this assessment:

- Review of an electronic environmental database search
- Review of available fire insurance plans and aerial photographs
- Review of any available previous environmental reports and company files
- Review of past and current Property usage and adjacent property occupancy
- Observations of any conditions that represented potential environmental concerns
- Review of chemical usage and storage and spill/release incidents
- Review of underground and aboveground storage tank records
- Review of air emissions and wastewater discharges
- Review of waste handling, storage, and disposal practices
- Review of equipment that potentially contains polychlorinated biphenyls (PCBs)
- Observations of potential asbestos-containing materials (ACM)

- Inquiries with regulatory agencies and discussions with persons knowledgeable of the Site and Site operations

GHD relied on information received from all parties as accurate, unless contradicted by field observations or written documentation.

The following report summarizes the information gathered by GHD during the Phase I ESA and identifies any significant actual or potential environmental impairment issues associated with the related Property.

This Phase I ESA has been prepared for the use of ENVC and may not be relied upon by others without the written concurrence of GHD and ENVC.

## **2.0 BACKGROUND**

Around 1951, the US military began construction of the Pinetree Line that was a network of Aircraft Control and Warning (AC&W) stations that acted as a radar curtain to detect Soviet aircraft flying toward potential US and Canadian targets during the Cold War. Construction of the AC&W stations began in 1951 and by the fall of 1953, the 922nd Aircraft Control and Warning Squadron was established at USAF Cartwright Air Station N-27 (Call Signs Dividend, Ink Bag, and Suzie Q). This squadron had three Gap Filler Detachments within its overall area of responsibility, one of which was Cut Throat Island N-27A (Call Sign Rosewater), established in 1957 as a manned radar station. The Pinetree Line acted as a back-up for the Dew Line radar curtain located further north across the Arctic of North America.

As a manned Gap Filler radar station, the squadron's role was to provide low-altitude coverage where it was deemed necessary between manned long range radar stations, ultimately to guide interceptor aircraft towards unidentified intruders picked up by the unit's radar scopes. The facility formerly contained a two story building housing a motor pool, a heating and power plant, barracks, office space, and a dining hall. The tower housing the radar and radio equipment was connected to the main building via a covered corridor. The station was also equipped with 2 Communication Antennae, a water pumping station, a disaster shack, a storage shed, large aboveground storage tank (AST), and a helicopter pad, all of which were connected via gravel access roads. Personnel assigned to the Station ranged from approximately 25 during regular operations in the winter to approximately 50 during the summer due to contractors coming to do additional work on the Site.



In addition to the Cut Throat station facilities on top of the hill, a 1.5 kilometer gravel roadway was constructed to connect the upper portion of the Site to the lower. The roadway was used to transport supplies from the dock area to the station. In addition, a second large AST was located near the dock (known as the lower tank farm) and pipeline was constructed which pumped diesel fuel from the dock to lower tank farm, which in turn supplied fuel to the AST located at the station (known as the upper tank farm). The pipeline from the lower to the upper tank farm followed the gravel access road. The fuel was then pumped via a network of aboveground pipelines at the station to supply diesel generators used to power the Station. See Figure 3.

USAF Cut Throat Island Station closed on June 28, 1961 along with the other Gap Filler Stations after the installation of new radar equipment at the Cartwright Air Station. The facility was transferred to the Canadian Armed Forces; it was deactivated and closed shortly after. The former buildings and equipment remained abandoned until the Provincial government tendered a contract to dismantle and decommission the remaining structures at the Site in 1987. The concrete foundations of the former buildings and radar towers, along with the gravel roadways, still remain at the Site.

### **3.0 HISTORICAL RECORDS**

Historical land use of the Property was investigated by GHD through a review of regulatory correspondence, Property title documents, aerial photographs, and available documents or reports pertaining to the Site.

#### **3.1 REGULATORY CORRESPONDENCE**

The Government of Newfoundland and Labrador – Service NL (Service NL) were requested to undertake a search of their records for documentation pertaining to environmental issues at the Site. In their letter response dated March 4, 2015, Service NL indicated to the best of their knowledge and on a search of the files they have reviewed, they are not aware of any outstanding environmental concerns with regards the property.

The Newfoundland and Labrador Department of Environment and Conservation (ENVC) completed a file review and provided the following relevant information:

- Correspondence between the Government of Newfoundland & Labrador and the Government of Canada regarding the clean up and funding of the abandon radar sites.
- Demolition and Site Restoration, Former Radar Sites Contract Package, February 2, 1987.
- Correspondence between the Government of Newfoundland & Labrador and the sub-contractor (Labrador Construction Limited) awarded the contract to decommission the Site.
- Site restoration status report, July 31, 1987.
- Correspondence between the BAE Group and the Government of Newfoundland & Labrador, Department of Environment outlining the contractors (Labrador Construction Limited) non conformances regarding the tender package for the demolition and restoration of the Site.
- Report on “PCB Spills and General environmental mismanagement at EX-USAF Bases in Labrador”, Resource Program Division, Intergovernmental Affairs Secretariat, Government of Newfoundland and Labrador, dated April 15, 1981.
- Report on “Environmental Inspection Abandoned Military Sites in Labrador”, Environmental Management Division, Department of Environment and Labour, NL, dated October 1996.
- Historical photographs.

Environment Canada (EC) was requested to undertake a search of their records with respect to documentation of environmental issues regarding the subject Property. Receipt acknowledgement letters were issued by EC (received by GHD on March 9 and April 8, 2015), indicating the request was being processed and a response will be provided as soon as possible.

Copies of the requests by GHD along with relevant correspondence from Service NL, ENVC, and EC are provided in Appendix B.

### **3.2 PROPERTY TITLE SEARCH**

Property title information was obtained from the Government of Newfoundland and Labrador Crown Land Division. In addition, a review of ENVC archived files (most notably the 1981 report on PCB Spills and General Management at Ex-USAF Bases in Labrador) provided some supplemental information regarding title of the Property, which is included below.

To Canada:	(1) M.C. 696 - '57	1957
	(M. & R. 39 (b) -'57)	(1957)
	(2) M.C. 1081 - '58	1958
	(M. & R. 159 -'58)	(1958)
To NL:	(1) M.C. -'61	1961
	(M. & R. 25A-'61)	(1961)
	(2) P.C. 1963-693	1963

- (1) Three pieces of land for use by DND in connection with Mid Canada Line. Conditions included mineral and gas rights for the Province and a return clause stating that when lands are no longer used by DND, they will be assumed by Newfoundland & Labrador.
- (2) 15.18 acres to be used in connection with USAF Gap Filler Unit by Canada.

For (1) M. & R. 25A-'61 verified that the Property reverted to the Crown but M.C. status not clear. For (2) the land was returned to the Province by Federal P.C. according to Crown Land's file 395/28-55, but no Provincial M.C. available on record. Reference is in Federal Reservation Book (FRB) Vol 1, Folio 61 and 77.

The results of the Property title search are included in Appendix C.

### **3.3 AERIAL PHOTOGRAPHS**

Aerial photographs from 1953, 1968, and 2010 were reviewed during the Phase I ESA. The observations of the aerial photograph review are presented below. Copies of the aerial photographs are included as Appendix D.

The 1953 aerial photograph shows the Site and surrounding properties as undeveloped.

The 1968 aerial photograph now shows the Site is fully cleared and developed with structures (buildings, radar, and communication towers, etc.) comprising the main part of the station (ie. upper Site). Gravel roadways are constructed to the southeast toward the lower portion of the Site. Side roads to the north and south off the main gravel access road are also visible. These side roads include access to the adjacent freshwater pond (dam and spillway), a small building/antenna site, the helicopter pad, and what appears to be the domestic landfill. In addition, two large ASTs are also visible, one to the east of the main building and a second near the dock.

The 2010 aerial photograph shows the former Site as decommissioned with only the concrete foundations from the former structures and the gravel roadway and helicopter pad remaining.

### **3.4 PREVIOUS ENVIRONMENTAL REPORTS**

The following historical reports were provided regarding the general issues associated with the former military sites in Labrador. The following details the reports reviewed pertaining to the Site.

The Government of Newfoundland and Labrador (Resource Program Division, Intergovernmental Affairs Secretariat) completed a report entitled: “*PCB Spills and General environmental mismanagement at EX-USAF Bases in Labrador*”, dated April 15, 1981. The report discusses the history of the former US military installations (including Cut Throat), details of land transfers for the various sites, the potential for PCB impacts at these former radar locations, as well as provides a discussion on responsible parties for the impacts at the sites.

The Government of Newfoundland and Labrador (Environmental Management Division, Department of Environment and Labour) also completed a report in 1996 entitled: “*Environmental Inspection Abandoned Military Sites in Labrador*”. The purpose of this report was to conduct a file review and preliminary site assessment at selected former US military sites. The inspection of these sites provided an update to the 1986 cleanup contracts and to respond to media and public concerns. The report provides details of locations, structures remaining and overall conditions/issues with Cut Throat Island Station. With the exception of some isolated empty steel drums and fishing shacks/drums and an abandoned vehicle in the adjacent seasonal fishing village, no issues were outlined in the report.

### **3.5 INTERVIEWS**

GHD were unable to contact persons with past knowledge of the Site, therefore, GHD reviewed personal accounts posted by former USAF personnel stationed at the Cut Throat Island site during operation of the facility between 1957 and 1961. The personal accounts were taken from a website outlining the history of the 44 former Pinetree Line sites (<http://web.archive.org/web/20090221163100/http://www.pinetreeline.org/>). Below is a summary of the relevant issues noted in each former employees personal account:

- Joseph Gagliardi (1958-1959 – USAF) – Mr. Gagliardi's trip started on March 26, 1958 when he and four more from his Tech school were assigned to Labrador. He recalls upon arrival there was very little on the Island only the radar/tower building and a radio-disaster shack down the hill near the helicopter pad. He noted they hauled gasoline from the storage area to the helicopter pad using the weapons carrier or the tracked amphibious personnel carrier. Gasoline from the 55 gallon drums was pumped into the choppers using a hand operated pump. The only road, led from the Site building past the helicopter pad and down to the water. The Operations center also had a Plotting board and a console for the radio. The dehumidifiers were used to keep the moisture out of the radome. Mr. Gagliardi left the Site in April 1959.
- Charles Mashburn (1958 - USAF) –Mr. Mashburn arrived at Cut Throat Island in February 1958 after a short stay at Cartwright. He recalls at that time Captain Ken Jones was the Site commander. They had a UPA-35 scope until April when an OA-99 was brought in to replace the UPA-35. Transportation to the villages on surrounding islands was by a boat. The harbor had been enlarged and made deeper at the entrance by an underwater demolition unit. He does not recall if the workers were military or civilian, American, or Canadian. He left the Site on December 12, 1958.
- Don Stensrud (1961 – USAF) – Mr. Stensrud's profession in the USAF was that of a Ground Electronics Officer. He was assigned as Commander of the Cut Throat Island Detachment in September 1960. Cut Throat Island was a Detachment of the 922nd AC&W Squadron which was located at Cartwright, Labrador. With the exception of one family, including a man, woman, and two children, the Cut Throat Detachment was the only group on the island. There were approximately 36 USAF personnel, one officer and the rest enlisted men, 8-10 civilians, mostly Canadians, and one from Scotland. During the summer months, they normally had 5-7 additional civilians doing contract work. The island was quite small (about 2 miles by 4 miles), quite rocky and dangerous along the three higher sides. Mr. Stensrud departed Cut Throat Island for the US in September 1961.
- Jim Heimbürger (1961 – USAF) – Mr. Heimbürger arrived on Cut Throat Island in May 1961. He recalls on the very top of the island sat the two storied building, a helicopter pad, and a road that went down to the ocean. At the bottom of the hill the road curved to the right and this was the location of the dump. Beyond that was a shack with a lean-to structure that was used by fishermen from Newfoundland who fished from Cut Throat Island during the summer months.

The road then curved around to the landing area where ships were unloaded, and past that to the house where the civilian KP lived with his family. . Other inhabitants of the island (aside from USAF and civilian personnel employed at the Gap Filler site) included hares, hawks, seagulls and other waterfowl. There were, at most, somewhere between 25 and 50 people at a Gap Filler station and the entire domestic Site was usually housed in one building. This building housed everything that was required at the Site. Mr. Heimbürger departed Cut Throat Island in September 1961.

The complete personal accounts are located in Appendix E.

#### **4.0 ENVIRONMENTAL PROPERTY ASSESSMENT**

At the request of ENVCO, a Site visit was not completed as part of the Phase I ESA; the efforts of the environmental assessment was to complete a desk-top review of available documents and summarize the findings in a stand-alone report. A summary of all information taken from an internet search of the Site is included in Appendix F.

##### **4.1 PROPERTY OVERVIEW**

The Site is located approximately 88 kilometers north of the Town of Cartwright, NL. The Site formally contained a two story building housing a motor pool, a heating and power plant, barracks, office space, and a dining hall. The tower housing the radar and radio equipment was connected to the main building via a covered corridor. The station was also equipped with 2 Communication Antennae, a water pumping station, a disaster shack, a storage shed, large aboveground storage tank (AST), and a helicopter pad, all of which were connected via gravel access roads. Personnel assigned to the station ranged from approximately 25 during regular operations in the winter to approximately 50 during the summer due to contractors coming to do additional work on the Site.

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road. The fuel was then pumped via a network of aboveground pipelines at the station to supply diesel generators used to power the Station.

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The Property is comprised of four separate parcels of land covering a total area of approximately 478, 015 m<sup>2</sup> (listed as 118.12 acres). The Site is predominantly covered in vegetation/gravel/exposed bedrock (approximately 99 percent), and concrete from the former building structures (approximately 1 percent). Both surface and groundwater are anticipated to follow the surface contours in the area and flow southeast toward the Atlantic Ocean, which is located approximately 100 metres southeast of the lower portion of the Site. The elevation at the upper portion of the Site is approximately 135 metres above sea level (masl), while the elevation at the lower is approximately 8 masl. Historical photographs taken of the former Site are included in Appendix G.

Although the Site is not currently serviced with water or sewer, historically water was pumped to the Site from a nearby water supply and septic was discharged via an above ground pipeline to a septic tank. Surrounding properties are not serviced by municipal water or sewer systems.

Based on existing land use, the Site is classified under the Atlantic RBCA as a commercial property with non-potable groundwater and coarse-grained soil.

#### **4.2 ENVIRONMENTAL SETTING/ADJACENT LAND USE**

The Site is not zoned as such as it is not located within municipal boundaries, however would be considered commercial in nature. The Property is bordered to the north, east, south, and west by undeveloped land followed by the Atlantic Ocean (see Figure 2).

A review of the “Glacial Landforms and Deposits of Labrador, Newfoundland, and Eastern Quebec”, issued by Geological Survey of Canada, (Map 1814A) indicates that the Site surficial geology consists of drift poor areas with greater than 80% bedrock and

includes area of till and other surficial materials generally less than 1 metre thick and discontinuous on the northern Labrador Peninsula, characterized by extensive boulder fields, dominantly felsensmeer.

A review of the “Geological Map of Labrador”, Geology Survey Branch, Department of Mines and Energy, Government of Newfoundland and Labrador (Map 97-07) and the “Map of Geology on the North Side of Grosswater Bay”, issued by the Mineral Development Division, Department of Mines and Energy, Government of Newfoundland and Labrador (Map 83-43) indicates that the bedrock in the vicinity of the Site consists of Proterozoic and late Paleoproterozoic granodioritic orthogneiss (lesser quartz and granitic orthogneiss) commonly migmatic inferred granodioritic orthogneiss and may include Mesoproterozoic rocks. Also consisting of biotrite granodiorite with K-feldspar and minor hornblende, phenocrysts, porphyroblasts or augen, seriate texture in part, foliated to gneissis and monzonite, quartz monzonite grading into dioritic, granitic or syenitic varieties, clinopyroxene bearing fine to coarse grained found in the Apebian and Helikian Units.

#### **4.3 UNDERGROUND STORAGE TANKS (USTs)**

Past use of USTs was not revealed from the records review, historical searches, or regulatory responses.

#### **4.4 ABOVEGROUND STORAGE TANKS (ASTs)**

Evidence of ASTs was revealed from the records review, historical searches, photo searches, interviews, or regulatory responses.

The following ASTs were previously located on-Site:

- One large steel AST (1,578,000 L), located to the east of the former main station, which contained diesel fuel.
- One large steel AST (1,625,000 L), located at the lower portion of the Site near the former dock that contained diesel fuel.

In addition to the ASTs noted above, Site records also indicate the supply and use of portable ASTs as well as drums for the storage of fuel. Below are known locations in which drums were used/stored to supply fuel:



- Heating of stand-alone water pump house
- Portable AST and drums for refueling of helicopters at the helicopter pad
- Refueling of equipment near the motor pool building

Past use of other ASTs was not revealed from the records review, historical searches, or regulatory responses.

#### **4.5 UTILITY SERVICES**

The Site is no longer serviced with water or sewer; nor is any of the surrounding properties. The Site was originally serviced by a pump house with a water filtration and purification plant. Water was pumped from a freshwater pond located to the southeast of the main building. The on-Site latrines were equipped with septic tanks. Location of the former septic tanks, and or septic field was not known. All facilities were removed as part of the Site decommissioning activities in 1987. Historically electricity was supplied by on-Site diesel generators.

#### **4.6 CHEMICAL USE AND STORAGE**

Past use of chemicals and storage may have existed with past operations; however, were not revealed from the records review, historical searches, or regulatory responses. Based on the historical activities at the Site (i.e. motor pool), it is assumed that various petroleum lubricants, cleaners, degreasers, solvents, etc. were used and stored at the facility.

#### **4.7 SOLID WASTE/RECYCLABLES**

During the operation of the facility from 1957 to 1961, the Site utilized a landfill located to the southeast and downgradient of the upper Site (see Figure 2). The use of this landfill was noted in the Historical Memories of Cut Throat Island by Jim Heimbürger who described the Site dump to be located “near the bottom of the hill as the road curved to the right”. It is noted the exact location of the former landfill was not confirmed with Site photographs, aerial photographs, or historical records. The Site decommissioning program was completed in 1987 and included the razing of all remaining structures and burning and/or burying of all debris. However, as outlined in a letter report from The BAE Group (consultant) on September 22, 1987 to the Government of Newfoundland & Labrador - Department of Environment, the Site decommissioning contractor (Labrador Construction Limited) was in non conformance regarding the tender package for the

demolition and restoration of the Site. It was noted in the non conformance that the demolition and burial was apparently complete; however, the general contractor did not know where the burial sites were located, nor was any approval requested for burial sites selected by the contractor. An Environmental inspection conducted by the Province in 1996 did not reveal any obvious locations of former landfills or contractor burial sites.

#### **4.8 HAZARDOUS WASTE**

Past use/disposal of hazardous wastes may have existed with past operations; however, use/disposal of these substances were not revealed from the records review, historical searches, or regulatory responses.

#### **4.9 WASTEWATER**

Past disposal of wastewater existed during the operation of the Site from 1957 to 1961. Washrooms with toilets, sinks, and showers were present in the former building that produced wastewater, which were discharged into the on-Site septic tanks. Other wastewater disposal activities were not revealed from the records review, historical searches, or regulatory responses.

#### **4.10 STORMWATER**

Stormwater run-off from the upper Site is mainly directed northwest by overland flow toward the Atlantic Ocean, which is located approximately 100 metres southeast of the lower portion of the Site. Sources of adverse impacts from stormwater run-off were not revealed from the records review, historical searches, or regulatory responses.

#### **4.11 ASBESTOS-CONTAINING MATERIALS (ACM)**

Past use/disposal of ACM may have existed with historic operations at the Site; however, with the exception of the concrete foundations, no visible building materials remain on-Site. Possible ACM containing building materials noted in the historical Site photographs included floor tiles, roofing materials, piping insulation, and ceiling tiles. ACMs would also be expected to be in the boilers and piping associated with the former heating plant. As a result, potential ACM in the form of discarded building materials may be present in the former landfill.

No other sources of ACM were revealed from the records review, historical searches, or regulatory responses.

#### **4.12 POLYCHLORINATED BIPHENYLS (PCBs)**

Past use/disposal of PCBs may have existed with past operations. PCBs were used as an insulator and coolant in electrical transformers and capacitors. PCBs were commonly used because they are chemically inert, not affected by acids and corrosive chemicals, do not conduct electricity and will not burn (only at extremely high temperatures). Although the US banned the use of PCBs in 1972, the Cut Throat Island Site was operated from 1957 to 1961; therefore, they may have been used at the Site.

Other sources of adverse impacts from PCBs were not revealed from the records review, historical searches, or regulatory responses.

#### **4.13 HEAVY METALS**

Past use/disposal of heavy metals wastes may have existed with past operations. Possible sources of heavy metals (lead) may be associated with vehicle repairs at the former motor pool. In addition, the former on-Site buildings were constructed in the 1950s; therefore, the potential exists that lead/mercury based paint on the interior and exterior surfaces may have potentially impacted the surface soils.

#### **4.14 OZONE-DEPLETING SUBSTANCES (ODS)**

Past use/disposal of ODS may have existed with past operations; however, were not revealed from the records review, historical searches, or regulatory responses.

#### **4.15 AIR EMISSIONS**

Air emissions may have existed with past operations; however, were not revealed from the records review, historical searches, or regulatory responses.

#### **4.16 IONIZING RADIATION**

Based on the geology of the area, sources of ionizing radiation are not suspect at the Site and were not revealed from the records review, historical searches, or regulatory responses.

#### **4.17 CHEMICAL SPILLS/RELEASES**

Past chemical spills/releases may have occurred with past operations; however, no past spills/releases were revealed from the records review, historical searches, or regulatory responses.

#### **4.18 OTHER ISSUES OF POTENTIAL ENVIRONMENTAL CONCERN**

Other issues of potential environmental concern were not identified through the record reviews, historical searches, or regulatory responses.

### **5.0 CONCLUSIONS**

Based on the Phase I ESA, including the historical records review, and interviews, the following potential environmental impairment issues were identified with respect to the Site:

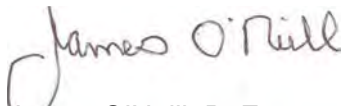
- **Historic Handlings, Use, and Storage of Petroleum Hydrocarbons:** As a self-sufficient air station in a remote location, significant quantities of fuel was formerly stored at the Site in ASTs, as well as in thousands of Petroleum, Oils, and Lubricants (POL) drums. The Site also formerly contained a motor pool that was used to service on-Site vehicles and heavy equipment, and a helicopter landing pad that contained drum storage and a portable fuel tank used for refueling helicopters. The potential for petroleum hydrocarbon impacts exist as a result of the historical petroleum storage and distribution activities conducted at the Site. The main areas of concern would include the former main Site area, former AST areas, along the former product pipelines, and the former helicopter landing area, as well as in the former landfill area.
- **Solid Waste/Recyclables:** During the operation of the facility from 1957 to 1961, solid waste was historically disposed in an unlined landfill located southeast and downgradient of the upper portion of the Site. Based on historical activities at the Site, the landfill may contain former ACM building materials; material with painted

surfaces containing lead and/or mercury based paint, former electrical equipment containing PCBs, mechanical equipment debris, motor repair wastes and/or drums formerly containing POLs as well as other solvents. The Site decommissioning program in 1987 included the razing of all remaining structures and the burning of all materials on Site, followed by the burying and covering of the debris and remaining materials. However, as outlined in a letter report from The BAE Group (consultant) on September 22, 1987 to the Government of Newfoundland & Labrador - Department of Environment, the contractor was in non conformance regarding the tender package for the demolition and restoration of the Site. It was noted the demolition and burial was apparently complete; however, the general contractor did not know where the burial sites were located, nor was any approval requested for burial sites selected by the contractor. Therefore, there may be several burial sites on the Island. As a Site visit was not part of the scope, it is unknown if these areas remain covered as reported in the 1987 field program.

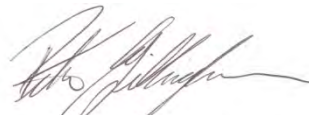
- **Heavy Metals:** Possible sources of heavy metals may be associated with vehicle repairs at the former motor pool building and helicopter repairs at the former helicopter pad area. In addition, the former on-Site buildings were constructed in the early 1950s; therefore, the potential exists that lead/mercury based paint was used on the interior and exterior surfaces which may have potentially impacted the surface soils.
- **Polychlorinated Biphenyls (PCBs):** Past use/disposal of PCBs may have existed with past operations. PCBs were used as an insulator and coolant in electrical transformers and capacitors. PCBs were commonly used because they are chemically inert, not affected by acids and corrosive chemicals, do not conduct electricity and will not burn (only at extremely high temperatures). Although the US banned the use of PCBs in 1972, the Cut Throat Island Site was operated from 1957 to 1961; therefore, they may have been used at the Site.

All of Which is Respectfully Submitted,

GHD Limited



James O'Neill, P. Eng.



Peter Gillingham, P. Tech.

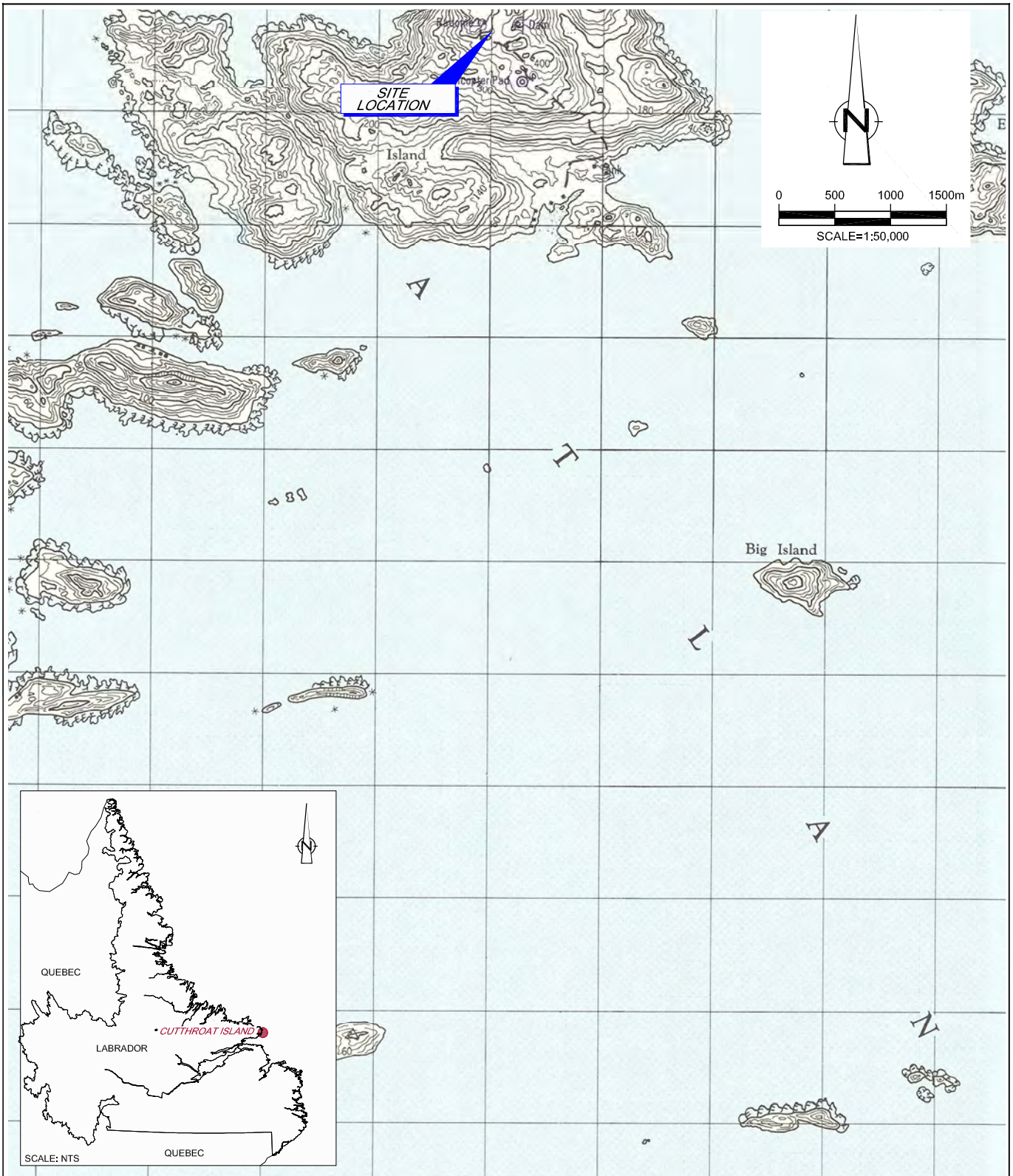


figure 1

SITE LOCATION MAP  
 PHASE I ENVIRONMENTAL SITE ASSESSMENT  
 FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*





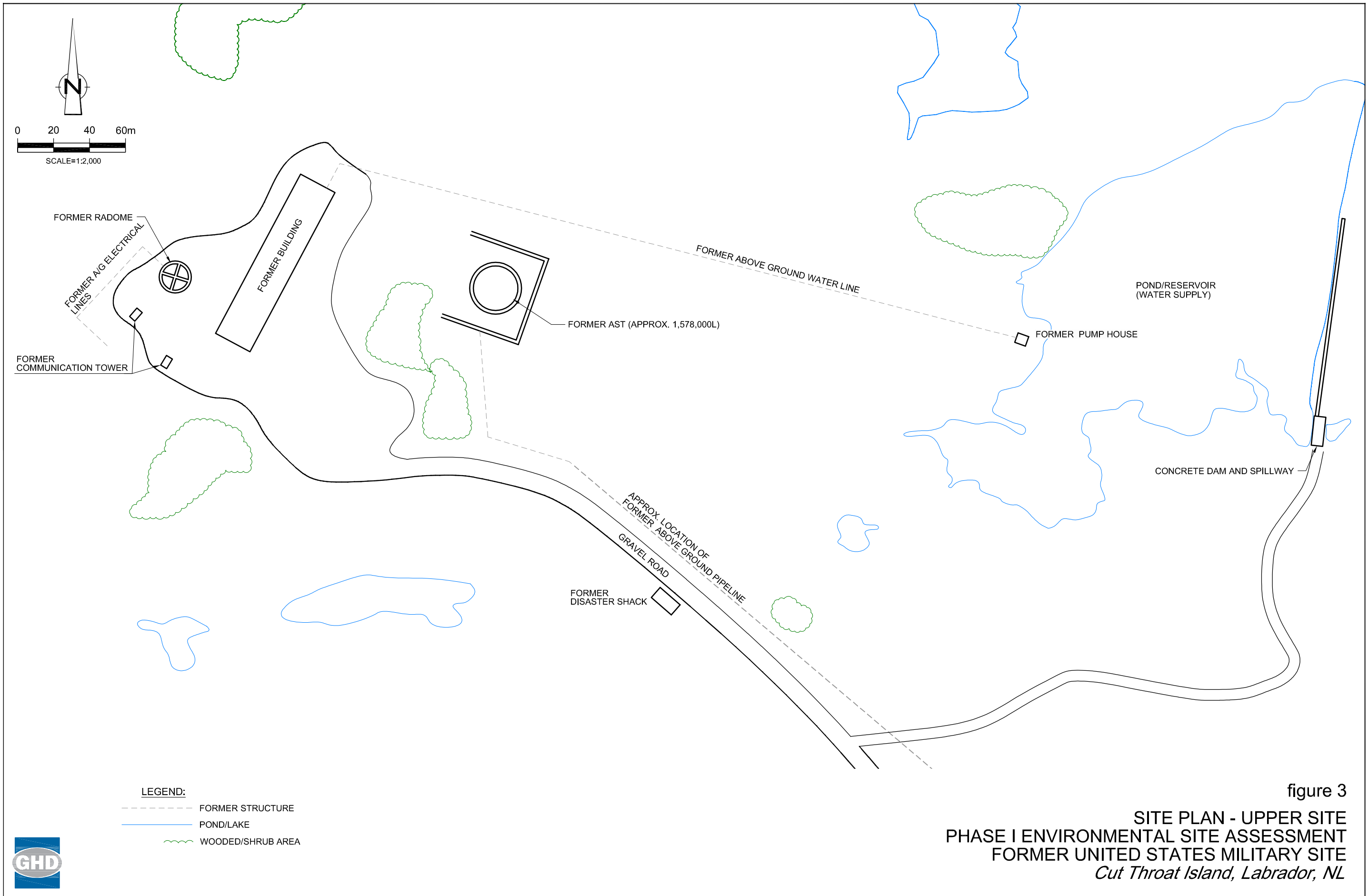


figure 3  
 SITE PLAN - UPPER SITE  
 PHASE I ENVIRONMENTAL SITE ASSESSMENT  
 FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*





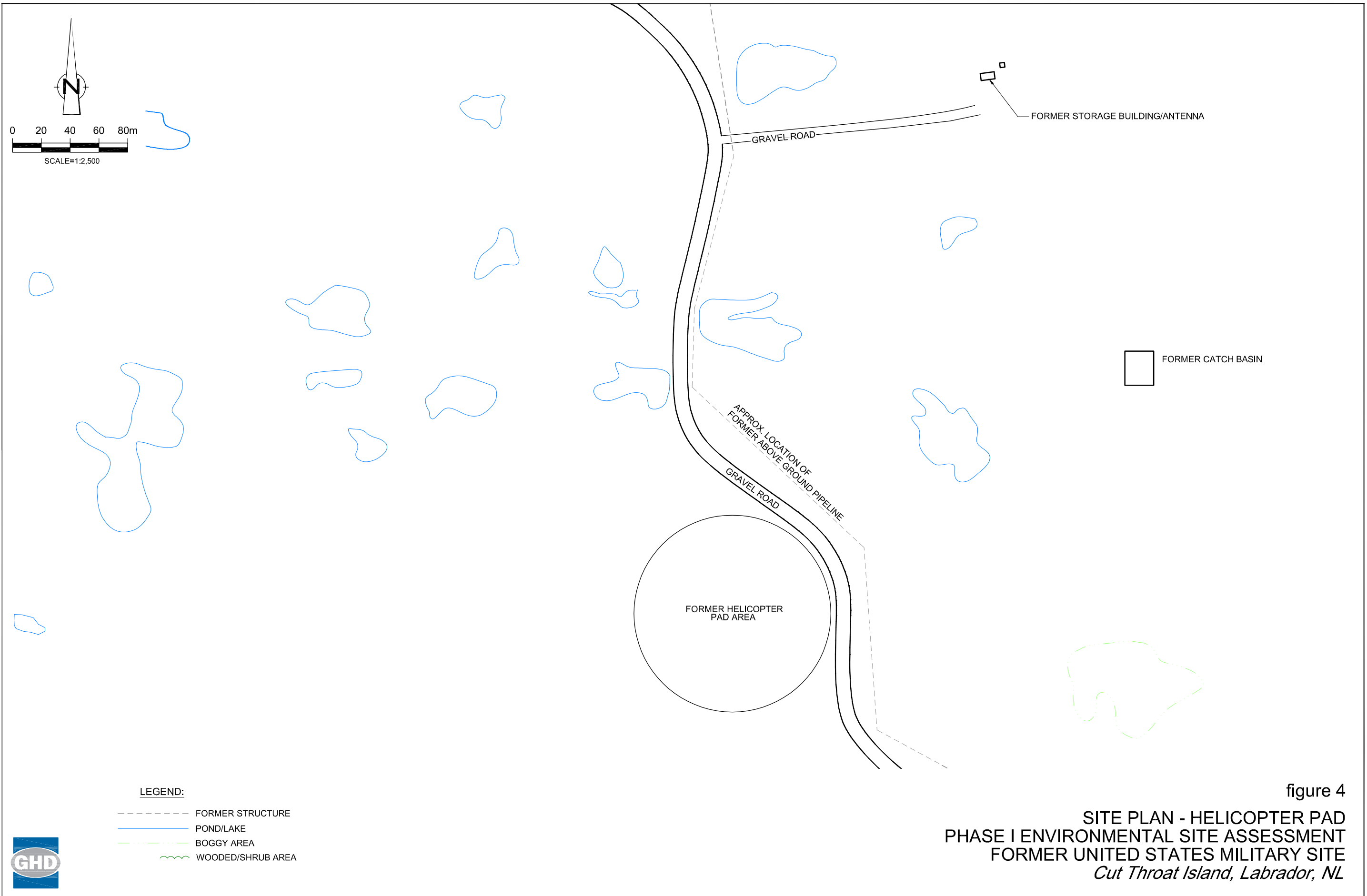


figure 4  
 SITE PLAN - HELICOPTER PAD  
 PHASE I ENVIRONMENTAL SITE ASSESSMENT  
 FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*

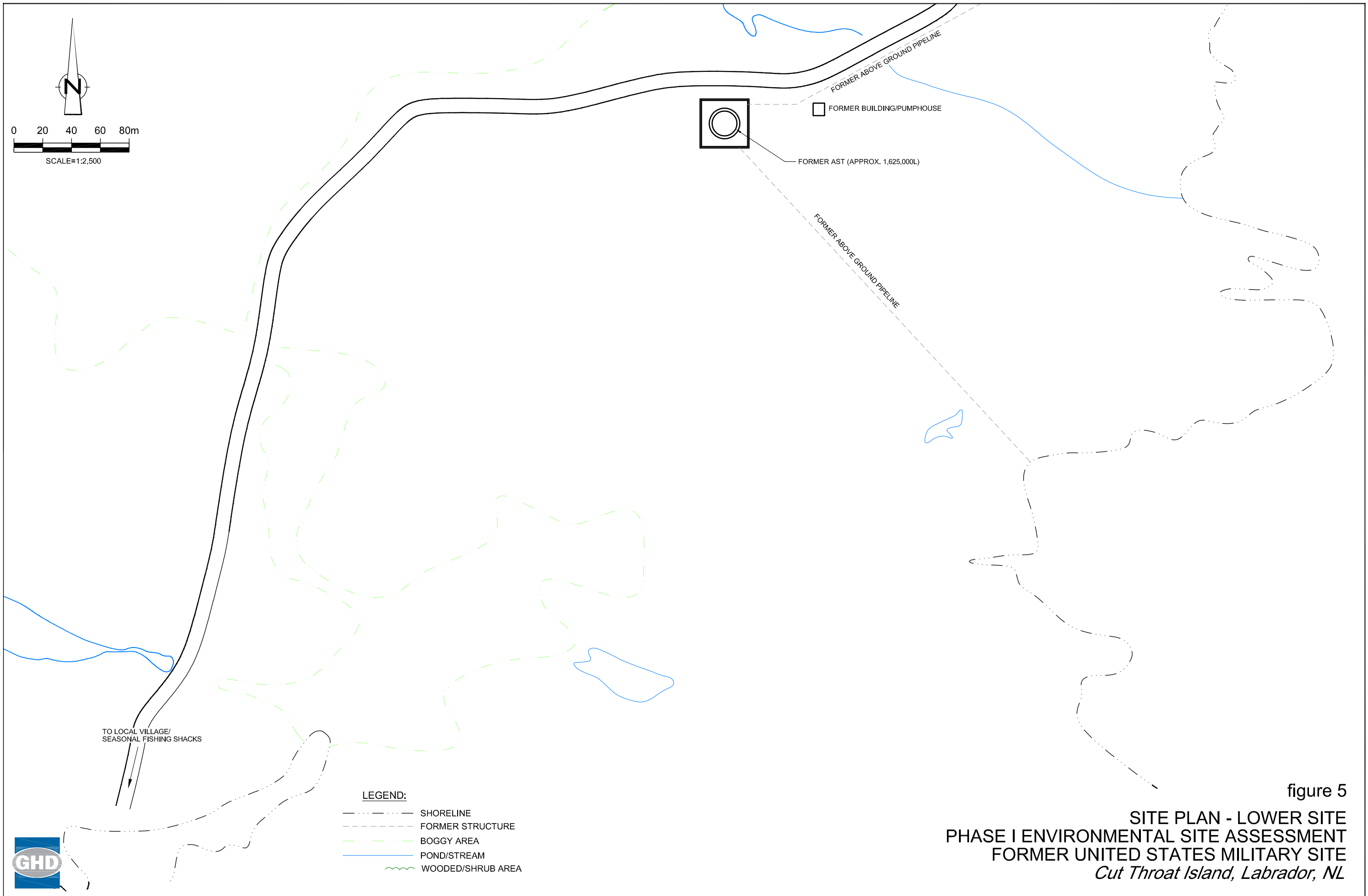


figure 5  
 SITE PLAN - LOWER SITE  
 PHASE I ENVIRONMENTAL SITE ASSESSMENT  
 FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*



# Appendices

# Appendix A

## Qualifications of Site Assessors

## QUALIFICATIONS OF SITE ASSESSOR

**Name:** James O'Neill, P. Eng.

**Position:** Engineer

**Education:** B.Eng. (Civil Engineering), Memorial University (1997)

**Experience:**

James P. O'Neill, P.Eng. is a Senior Project Manager/Engineer with GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)). He has performed or overseen environmental site assessments at residential, commercial, industrial and public facilities. Mr. O'Neill has completed courses in environmental engineering, hydrology, geology, project management, asbestos awareness, indoor air quality, Standard First Aid/CPR Level C, Automated External Defibrillator, WHMIS, 40-hour HAZWOPER, Powerline Hazards, Leadership in Safety Excellence, and other miscellaneous training. Mr. O'Neill is also a member of the Professional Engineers and Geoscientists of Newfoundland and Labrador (PEGNL) as a Professional Engineer and is registered with the NL Department of Environment and Conservation as a Site Professional. Mr. O'Neill has been directly involved in numerous environmental site assessment and remediation projects concerning hydrocarbon and PCB impacts on residential and/or commercial sites, and is knowledgeable of the current environmental legislation regarding contaminants and hazardous materials.

## QUALIFICATIONS OF SITE ASSESSOR

**Name:** Peter Gillingham, P. Tech.

**Position:** Environmental Technologist

**Education:** Environmental Technology (Co-op) Diploma; College of the North Atlantic, Corner Brook, NL, 2007  
Fish & Wildlife Technician Diploma; College of the North Atlantic, Bonavista, NL, 2003

### **Experience:**

Peter Gillingham, P. Tech., is an Environmental Technologist with GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)). Mr. Gillingham has over eight years of experience in various aspects of the environmental sector that included review of environmental site assessments, investigations and remediation of hydrocarbon impacts, hazardous building materials surveys, asbestos management and abatement, drinking water quality, oil storage tank management, and indoor air quality investigations. Mr. Gillingham has also conducted numerous field investigations and projects involving contractor oversight and coordination. He has completed courses in Environmental Site Assessment, Water Quality Analysis, Solid Waste Management, and Air Pollution. Mr. Gillingham is certified in WHMIS, Standard First Aid, Leadership in Safety Excellence, and has completed the 40-hour HAZWOPER course. Mr. Gillingham is also a member of the Association of Engineering Technicians and Technologist of Newfoundland and Labrador (AETTNL). He has completed various environmental site assessments, monitoring programs and site remediation projects where his duties included site supervision, health and safety, soil sampling of excavation boundaries, and groundwater sampling and monitoring. Mr. Gillingham has been a supervisor on numerous petroleum hydrocarbon sites (retail and bulk storage facilities) and supervised drilling, test pitting and soil excavation for various clients in the Province. This Phase I was conducted under the direct supervision of senior staff at CRA.

# Appendix B

## Regulatory Correspondence



**CONESTOGA-ROVERS  
& ASSOCIATES**

1118 Topsail Road, P.O. Box 8353, Station A  
St. John's, NL, Canada A1B 3N7  
Telephone: (709) 364-5353 Fax: (709) 364-5368  
www.CRAworld.com

## FACSIMILE

**DATE:** March 3, 2015  
**TO:** Mr. George Blackwood  
Service NL

**REFERENCE NO.:** 089758  
**FACSIMILE NO.:** 709-896-4340

**FROM:** Mr. Peter Gillingham

Total Pages (Including Cover Page) 3

Facsimile is Receiver's Original

Original Will Follow By:

- Mail  
 Overnight Courier  
 E-mail

**Re: Phase I Environmental Site Assessment, Former United States Military Site  
N-27A, Cut Throat Island, NL (Call Sign Rosewater)**

## MESSAGE

Conestoga-Rovers & Associates Ltd. (CRA) is currently conducting a Phase I Environmental Site Assessment of the former United States Military Site N-27A, Cut Throat Island, NL (Call Sign Rosewater).

Please review your records for the Site and provide us with any available information, such as the following:

1. underground storage tank registration, or records of tank decommissioning;
2. knowledge or records of past environmental infractions; and/or,
3. any known existing environmental concerns.

I have attached a letter from Ms Christa Curnew, a representative of the Government of Newfoundland & Labrador - Department of Environment and Conservation that provides permission for the release of this information to CRA, along with a Site Location Map to help with your search. Thank-you for your time and please call if you have any questions.

Regards,

  
Peter Gillingham, P. Tech.

Attachments: Permission Letter  
Site Location Map

THIS FAX TRANSMISSION IS INTENDED ONLY FOR THE ADDRESSEE(S) SHOWN ON THIS FORM AND MAY CONTAIN CONFIDENTIAL OR PRIVILEGED INFORMATION FROM CONESTOGA-ROVERS & ASSOCIATES (CRA). ANY DISCLOSURE, COPYING, DISTRIBUTION, OR USE OF THE CONTENTS OF THIS FAX, WITHOUT THE CONSENT OF CRA, IS PROHIBITED. IF YOU HAVE RECEIVED THIS TRANSMISSION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONE (COLLECT).





Government of Newfoundland and Labrador  
Department of Environment & Conservation

Pollution Prevention Division  
(Environment)

March 3, 2015

**RE: Phase I Environmental Site Assessment  
Government of Newfoundland & Labrador  
Former United States (US) Military Site  
Site N-27A, Cut Throat Island, NL (Call Sign Rosewater)**

To Whom It May Concern:

As a representative of the primary owner of the above listed property, I certify that Conestoga-Rovers & Associates (CRA) has been contracted to complete a Phase I Environmental Site Assessment on the above-noted property.

The Site was established in 1957 as a manned Gap Filler radar station that was constructed by the United States Air Force under operational control of the Cartwright Air Station and part of the Pinetree Line of Ground-Control Intercept (GCI) radar sites.

The property was originally transferred from the Province of Newfoundland and Labrador to the Government of Canada in the 1950's after which permission was granted to the US Government for their use. Operations ceased in 1961 when the property reverted back to the Government of Canada. It is my understanding the Site was transferred back to the Province of Newfoundland & Labrador in 1986.

The former Site is located at 54° 29' North Latitude and 57° 09' West Longitude. A site location map illustrating the approximate location of the property is attached.

Please release any information pertaining to this property to CRA.

Sincerely,

Ms. Christa Curnew, M.Env. Sci., P.Eng.  
Project Manager – Impacted Sites  
Pollution Prevention Division  
Department of Environment and Conservation  
Government of Newfoundland & Labrador

c.c. Brian Luffman, CRA

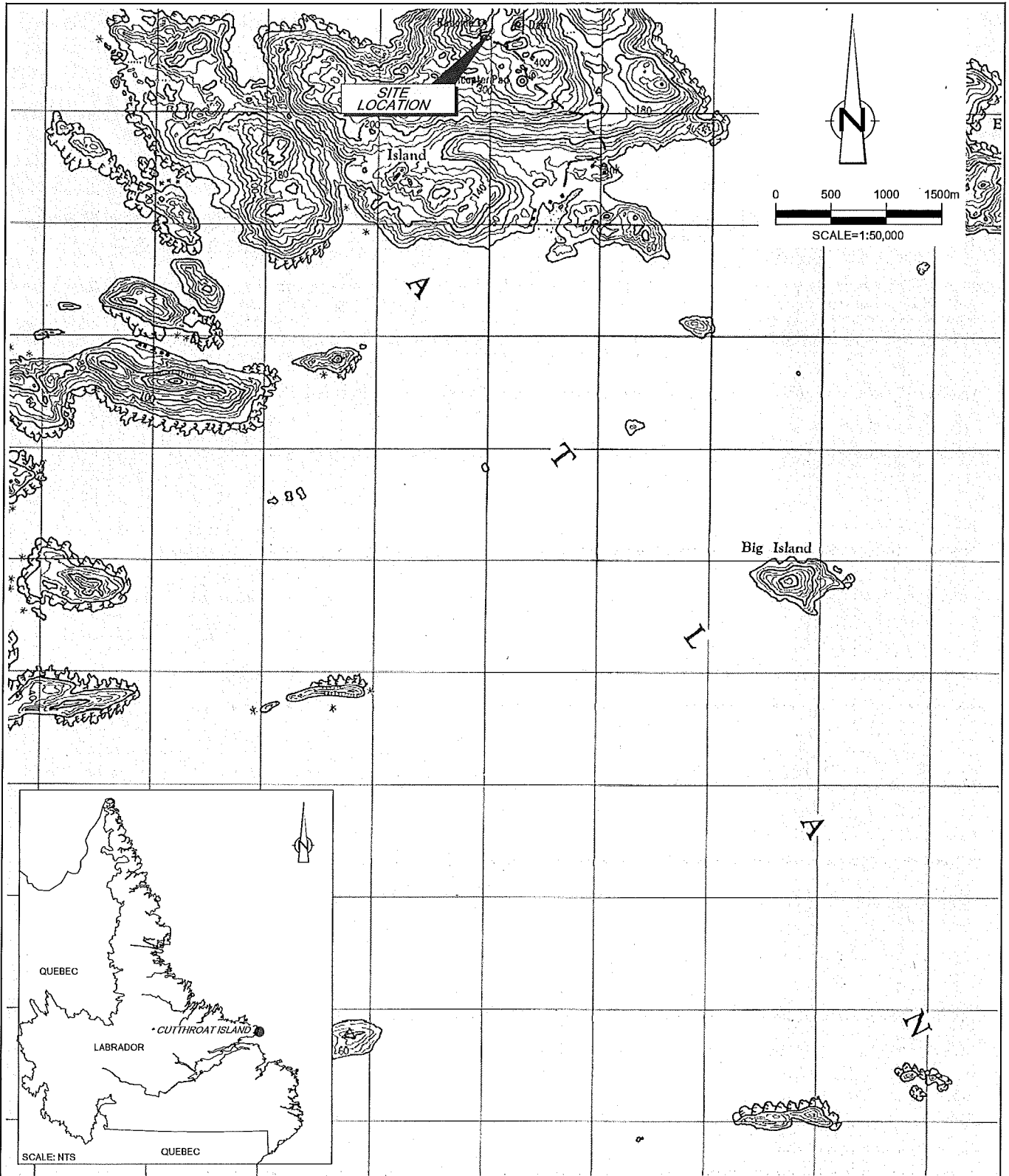


figure 1  
 SITE LOCATION MAP  
 PHASE I ENVIRONMENTAL SITE ASSESSMENT  
 DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
*Cutthroat Island, Labrador, NL*





Government of Newfoundland and Labrador  
Service NL

March 4, 2015

Peter Gillingham, P. Tech.  
Conestoga-Rovers & Associates  
1118 Topsail Road, P.O. Box 8353, Stn A,  
St. John's, NL  
A1B 3N7

Attention: Mr. Peter Gillingham

**RE: File/Record Search – Former United States Military Site, Cut-Throat Island, NL**

This refers to your request dated March 3, 2015, requesting information of an environmental nature on the above-mentioned property.

As we do not possess a departmental central registry of activities affecting the environment on properties in the province, we state that to the best of our knowledge and on a search of the files that we have reviewed, that there is no information contained on file and we are not aware of any outstanding environmental concerns with the above noted property.

In addition, we would like to point out that the information on the above property may be obtained by contacting the Department of Environment and Conservation by telephoning (709) 729-5782. Information on an environmental nature for Labrador, prior to 1990, is located at the Department of Environment and Conservation in St. John's, NL.

The Department makes no representations or warranties on the accuracy or completeness of the information provided.

If you have any questions, please do not hesitate to contact me at (709) 896-5473 or at the address below.

Sincerely,

George Blackwood  
Environmental Protection Officer

EXECUTIVE COUNCIL  
NEWFOUNDLAND AND LABRADOR



Sous-Ministre de la  
Défense Nationale  
JAN 30 1986  
Deputy Minister of  
National Defence

600444

CONFEDERATION BLDG.  
ST. JOHNS. NFLD.  
AIC 577

January 28, 1986

NORM/SECTION 0-0-2  
Referred to  
Transmits & *W. D. King*

JAN 31 1986

File No. *1266-3-2*  
Dossier No. *TD 6031*  
Charged to/Charge &

Mr. D. B. Dewar,  
Deputy Minister,  
Department of National Defence,  
National Defence Headquarters,  
101 Colonel By Drive,  
Ottawa, Ontario.  
K1A 0K2

Dear Mr. Dewar:

You will recall our previous correspondence concerning the abandoned military sites in Labrador and our decision to arrange a meeting in St. John's to finalize a mutually acceptable settlement.

The offer of five million dollars to assist in the clean-up of the abandoned sites plus a contingency allowance, not to exceed five hundred thousand dollars, to provide for possible undetected contamination at any site, was informally accepted by the Province on 13 August 1985. I am hereby advising that the Province has now authorized formal acceptance of that offer.

The Government of Newfoundland and Labrador, by acceptance of the payment, will absolve the Government of Canada of any further responsibility and liability for the clean-up of sites identified on the attached list.

Environmental restoration of these sites will be undertaken in a timely manner, bearing in mind the short construction season in Labrador.

Yours truly,

*H. H. Stanley*  
H. H. Stanley,  
Deputy Minister.

07/15/98 16:05 709 772 5097  
07/15/98 MON 15:22 FAX 709 776 6974

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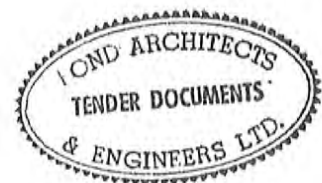
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4

ABANDONED MILITARY SITES

1. ✓ Cartwright
2. ✓ Hopedale
3. ✓ Spotted Island<sup>x</sup>
4. Hopedale Island<sup>?</sup>
5. ✓ Cape Hakkovik (Allik) <sup>no/yl</sup>
6. ✓ Cutthroat Island
7. ✓ Cape Harrison
8. N.W. Point (2 sites)<sup>x</sup>
9. Boar<sup>?</sup>
10. Harbour Lake<sup>?</sup>
11. Wild Boar<sup>?</sup>
12. ✓ Border Beacon
13. ✓ St. Anthony

DEMOLITION AND SITE RESTORATION  
FORMER DEW LINE RADAR SITES  
CONTRACT PACKAGE - CP3  
SECONDARY COASTAL SITES, LABRADOR  
86096 - CP#3



SPECIFICATIONS FOR  
DEMOLITION AND SITE RESTORATION  
FORMER DEW LINE RADAR SITES  
CONTRACT PACKAGE - CP3  
SECONDARY COASTAL SITES, LABRADOR

PROJECT TEAM

OWNER: Department of Environment  
Government of Newfoundland and Labrador  
Confederation Building  
P.O. Box 4750  
St. John's, Newfoundland  
A1C 5T7

ENGINEER: Bond Architects and Engineers Limited  
P.O. Box 6900  
53-55 Bond Street  
St. John's, Newfoundland  
A1C 6H3

DATE: February 2, 1987

JOB NO.: 86096

SPECIFICATIONS FOR  
 DEMOLITION AND SITE RESTORATION  
 FORMER DEW LINE RADAR SITES  
 CONTRACT PACKAGE - CP3  
 SECONDARY COASTAL SITES - LABRADOR

LIST OF DRAWINGS

<u>Project No.</u>	<u>Sheet No.</u>	<u>Description</u>	<u>Date</u>
86096	SK-01	Site Location Plan	November, 1986
86096	SK-A-01	Location Map - Aillik	November, 1986
86096	SK-A-02	Lower Site - Aillik	November, 1986
86096	SK-A-03	Upper Site - Aillik	November, 1986
86096	SK-CH-01	Location Map - Cape Harrison	November, 1986
86096	SK-CH-02	Site Sketch - Cape Harrison	November, 1986
86096	SK-CTI-01	Location Map - Cut Throat Island	November, 1986
86096	SK-CTI-02	Lower Site - Cut Throat Island	January, 1987
86096	SK-CTI-03	Upper Site - Cut Throat Island	November, 1986
86096	SK-SI-01	Location Map - Spotted Island	November, 1986
86096	SK-SI-02	Lower Site - Spotted Island	January, 1987
86096	SK-SI-03	Upper Site - Spotted Island	November, 1986



- .3 The cleanup area is defined as the total area of the peninsula indicated on sketch number SK-CH-01, Location Map, Cape Harrison.
  - .4 Complete burial with suitable fill material, suitably graded to facilitate drainage without significant surface erosion, of all debris and rubbish gathered for disposal.
  - .5 Any salvage items must be removed from site no later than September 30, 1987.
- 1.4 Work Excluded for Cape Harrison
- .1 Removal of two (2) rusting and overturned barges located on beach.
- 1.5 Work Included for Cut Throat Island
- .1 Purpose of clean-up work is to bring the site as close as possible to its original condition within the defined clean-up areas.
  - .2 Demolition, removal and burial of all building structures located at upper site.
  - .3 Removal and disposal of by burial of all building contents.
  - .4 Collection and disposal by burial of all loose scattered debris, fuel drums, small tanks, scrapped materials, equipment and vehicles, within 100 m radius measured from any point of the Operations Building foundation walls, located at the upper site and within 30 m from either side of access road centreline from the lower site up to and around the upper site.
  - .5 Dismantling, removal and disposal of summit bulk fuel storage tank. Tank approximately 18.0 m diameter x 6.20 m high. Clean up of any loose debris within zone of 30 m from containment dyke.
  - .6 Removal and disposal of ventilated and non-ventilated pressure gas cylinders and ancillary equipment.
  - .7 Removal and burial of all former site utilities, power conductors, post delineators, utility poles, pipe lines, water, sewer including septic tank and fuel lines.
    - .1 Water line, approx. - 300 m
    - .2 Sewer line, approx. - 300 m
    - .3 Fuel line, approx. - 200 m

Corridor width for clean-up purposes to be 30 m for all utility routes.

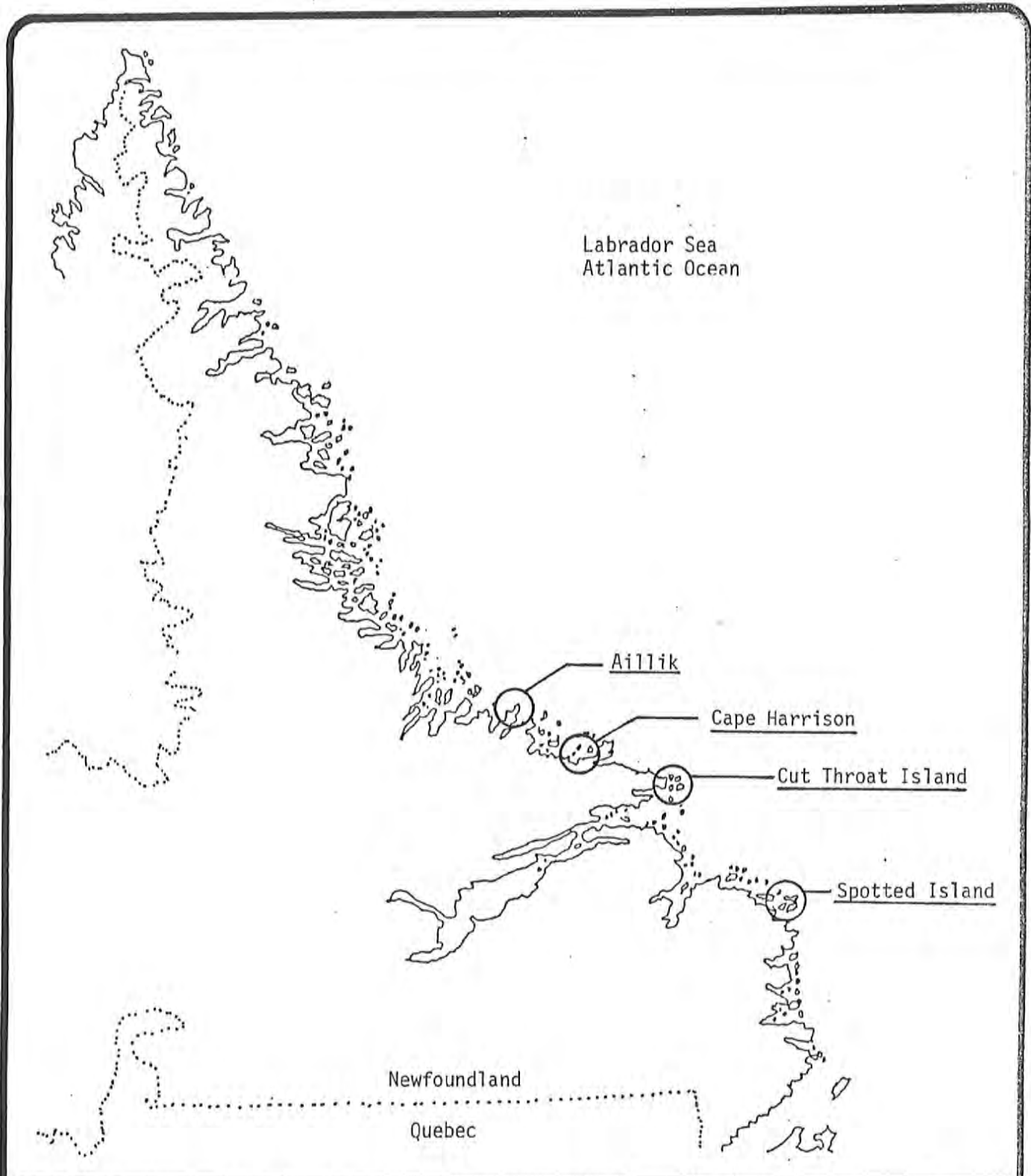
- .8 Demolition and removal of three (3) small buildings scattered throughout the area as indicated on sketch SK-CTI-2. Approximate sizes are as follows: Water Supply Pumphouse, steel frame with metal siding measuring approximately 5.6 m by 6.3 m; Storage Shed, steel frame with metal siding measuring approximately 7.4 m x 14.7 m; Emergency Shelter, wood frame measuring approximately 4.9 m x 9.7 m. Clean-up zone to measure 30 m radius from either structure.
- .9 Dismantle, remove and dispose of lower site bulk fuel storage tank. Tank approximately 13.0 m diameter by 12.25 m high. Cleanup zone outside containment dyke to be 30 m.
- .10 Removal and disposal of steel baseplates and anchor bolts cut flush with top of concrete foundations. Concrete foundations to remain.
- .11 Complete burial with suitable fill material, suitably graded to facilitate drainage without significant surface erosion, of all debris and rubbish gathered for disposal within defined clean-up zones.
- .12 Any salvaged items must be removed from project site no later than September 30, 1987.

1.6 Work Excluded  
for Cut Throat  
Island

- .1 Removal of reinforced concrete footings, piers, beams, structural slabs and slabs on grade.
- .2 Collection and removal of all incidental debris outside boundary of clean-up areas.

1.7 Work Included  
for Spotted Island

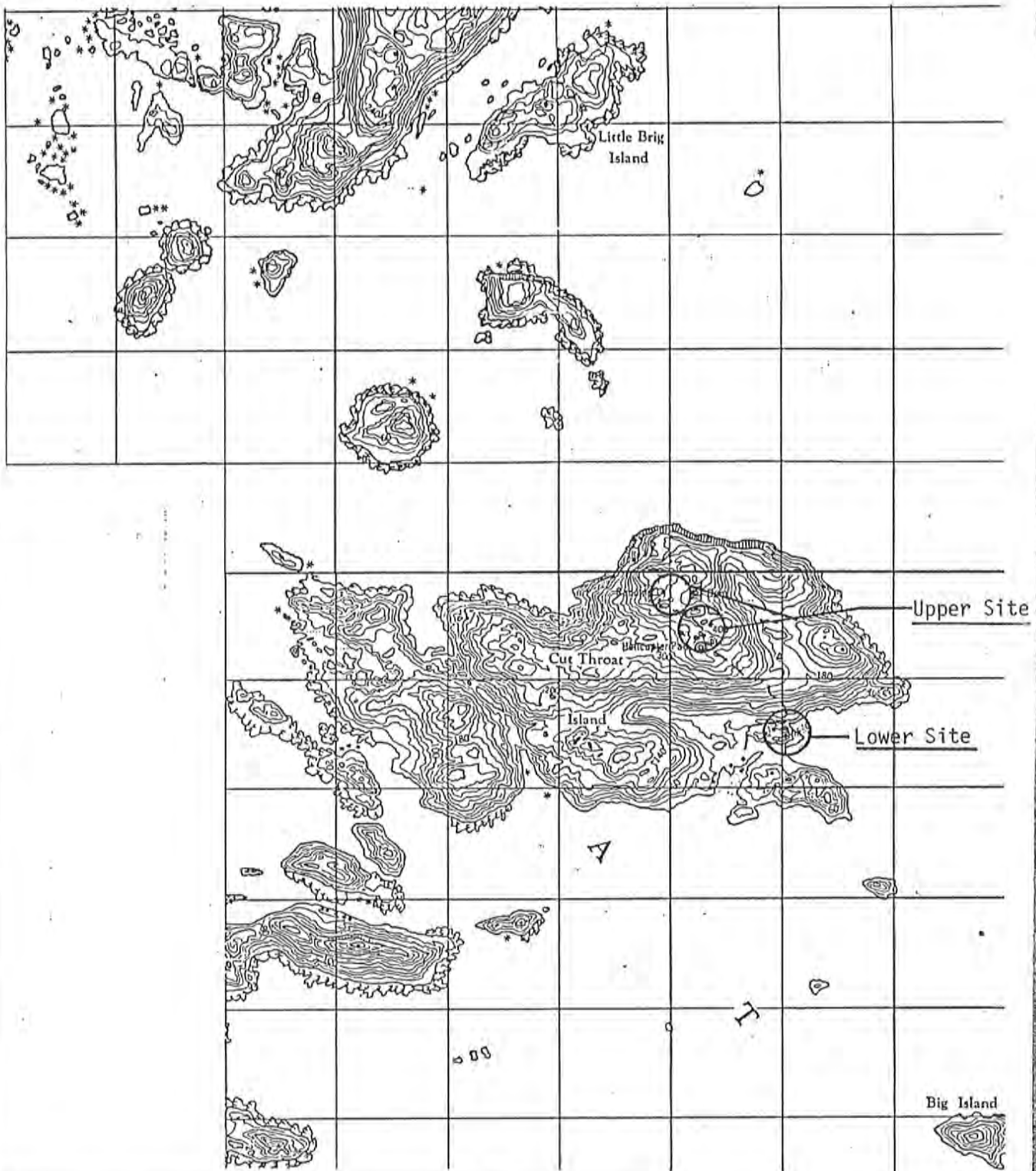
- .1 Purpose of clean-up work is to bring the site as close as possible to its original condition within the defined clean-up areas.
- .2 Demolition, removal and burial of all building structures located at upper site.




PROJECT		Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO.	86096
TITLE		Site Location Plan		PAGE	SK-01
DIVISION	Civil	DRAWN	G.L.	CHECKED	DATE
					November, 1986

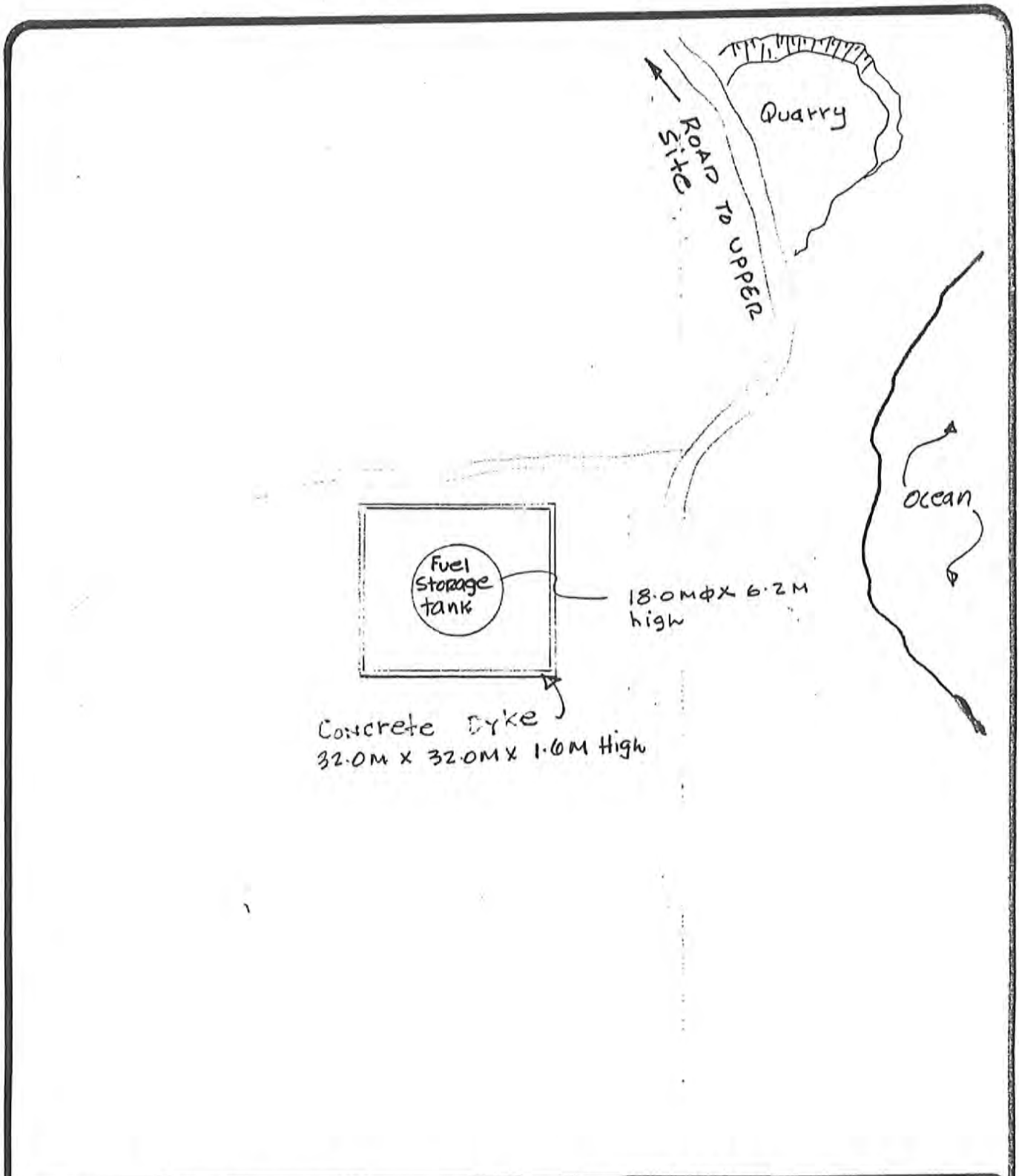
**THE BAE GROUP**

BOND ARCHITECTS and ENGINEERS LIMITED  
BOND STREET P O BOX 6900 ST JOHN'S NF  
A1C-6H3 TLX 016-4676 TEL (709) 722-4822



PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Location Map - Cut Throat Island		PAGE SK-CTI-01	
DIVISION Civil	DRAWN G.L.	CHECKED	DATE November, 1986

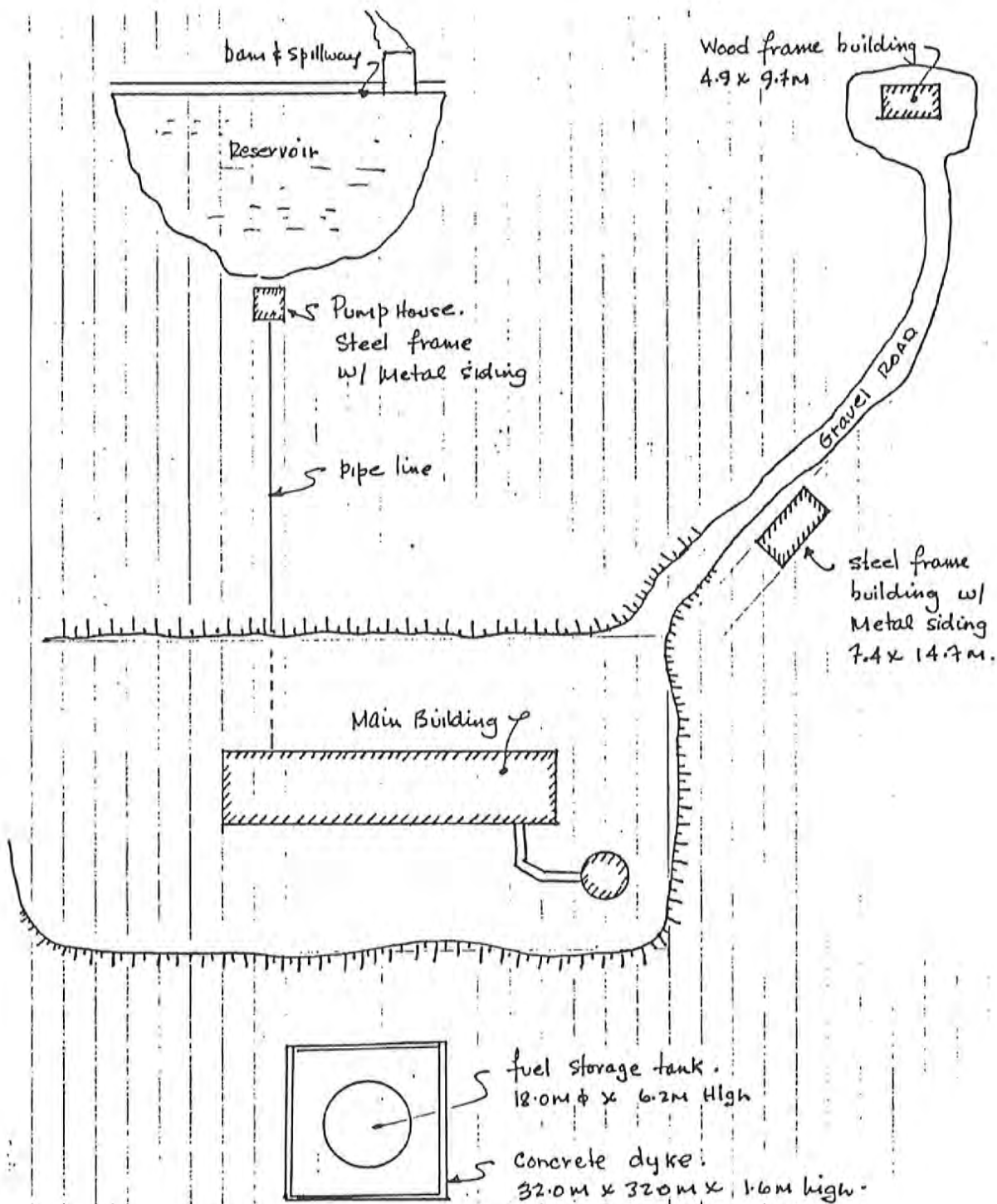
**THE BAE GROUP**   
 BOND ARCHITECTS and ENGINEERS LIMITED  
 BOND STREET P O BOX 6900 ST JOHN'S NF  
 A1C-6H3 TLX 016-4676 TEL (709) 722-4822



PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Lower Site - Cut Throat Island		PAGE SK-CTI-02	
DIVISION Civil	DRAWN G.L.	CHECKED	DATE January, 1987

**THE BAE GROUP**

BOND ARCHITECTS and ENGINEERS LIMITED  
 BOND STREET P O BOX 6900 ST JOHNS NF  
 A1C-6H3 TLX 016-4676 TEL (709) 722-4622



PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Upper Site - Cut Throat Island		SKETCH NO. SK-CTI-03	
DIVISION Civil	DRAWN G.L.	CHECKED	DATE November, 1986

**THE BAE GROUP**

BOND ARCHITECTS and ENGINEERS LIMITED  
 60ND STREET P O BOX 6900 ST JOHN'S NF  
 A1C-6H3 1LX 016-4676 TEL (709) 722-4822



GOVERNMENT OF NEWFOUNDLAND & LABRADOR

Department of Environment

P. O. BOX 4750  
ST. JOHN'S, NEWFOUNDLAND  
A1C 5T7

1987 04 27



OFFICE OF THE MINISTER

Labrador Construction Limited  
P.O. Box 8274, Stn. A  
St. John's, NF  
A1B 3N4

Attention: Mr. B. Power

Dear Sir:

RE: Demolition and Site Restoration  
Former Dew Line Radar Sites  
Contract Package - CP3  
Spotted Island, Cut Throat Island, Cape Harrison,  
Aillik, Labrador

Further to our review of tenders submitted for the captioned tender package, I am pleased to inform you that your tender, in the amount of \$738,000.00 has been accepted subject to the following conditions:

Letter from Labrador Construction Limited dated 1987 03 27.

- 30-day extension to contract award date.

Please forward the specified bonding and insurance policies to our consultant, The BAE Group, for review. Your bid security will be retained until these documents are received. Upon receipt of bonding and insurances a contract will be executed and a copy forwarded to you. Work will not be permitted to start until the bonding and insurances are received and formally approved by my Department and The BAE Group.

Yours truly,

  
John C. Butt  
Minister

cc: Workmen's Compensation Board

SITE RESTORATION  
FORMER DEW LINE RADAR SITES  
LABRADOR  
STATUS REPORT #1  
PERIOD ENDING JULY 31, 1987



MONTHLY STATUS REPORT

Project No. 86096  
Report No. 1  
From: June, 1987  
To: July 31, 1987

Client: Department of Environment Date Submitted: August 15, 1987

Project: Demolition and Site Restoration - Former Dew Line Radar Sites  
Secondary Coastal Sites, Labrador - Contract Package CP-3

Consultant: Bond Architects & Engineers Limited (The BAE Group)

A. Tender Data:

Tender Closing Date: <u>March 2, 1987</u>	Contract Award Date: <u>April 27, 1987</u>
Contractor: <u>Labrador Construction Ltd.</u>	Contract Amount: <u>\$738,000.00</u>
Completion Date: <u>October 30, 1987</u>	Change Order Amount: <u>-</u>
	Revised Contract Amount: <u>\$738,000.00</u>
	Revised Completion Date: <u>Sept. 30/87</u>

B. Construction Equipment Resources Deployed During Month:

	<u>Aillik</u>	<u>Cape Harrison</u>	<u>Cut Throat Is.</u>	<u>Spotted Is.</u>
(1)	1 - D6 Dozer	No work in	Not mobilized	Not mobilized
(2)	1 - Front End Loader	progress.	to date.	to date.
(3)	1 - Pick-Up			
(4)	1 - ATV Quad Runner			
(5)	Welders, Pumps, Etc.			
(6)	1 - Barge			
(7)	1 - Ship (Lady Johnson II)			

C. Construction Work Force Deployed During Month:

- Aillik
  - (1) 1 - Foreman
  - (2) 3 - Labourers
  - (3) 2 - Equipment Welders
- Cape Harrison
  - No work in progress.
- Cut Throat Island
  - Not mobilized to date.
- Spotted Island
  - Not mobilized to date.

F. Project Construction Costs

Contract: Secondary Coastal Sites - CP-3

Contract Description	Contract Amount	Change Orders Approved	Anticipated Change Orders	Const. Cost This Month	Const. Cost Month Ending	Percent Complete	Amount to Finish	Total Estimated to Completion
1. Aillik	\$210,000.00	-	-	\$198,500.00	\$198,500.00	94.5	\$ 11,500.00	\$ 210,000.00
2. Cape Harrison	\$150,000.00	-	-	-	-	-	\$150,000.00	\$ 150,000.00
3. Cut Throat Island	\$210,000.00	-	-	-	-	-	\$210,000.00	\$ 210,000.00
4. Spotted Island	\$168,000.00	-	-	-	-	-	\$168,000.00	\$ 168,000.00
TOTAL	\$738,000.00	-	-	\$198,500.00	\$198,500.00	26.9	\$539,500.00	\$ 738,000.00

Baine Johnston Centre  
Third Floor, 10 Fort William Place  
P. O. Box 6900, St. John's, NF  
A1C 6H3 Tel: (709) 722-4622  
Tlx: 016-4676 Fax# (709) 722-2733



86096.1

September 22, 1987

TELECOPIED: Sept. 22/87  
Bond Architects & Engineers Ltd.

Department of Environment  
P.O. Box 4750  
St. John's, Newfoundland  
A1C 5T7

Attention: Mr. Randy Vallis

Dear Sir:

RE: Former Dew Line Radar Sites  
Secondary Coastal Sites - CP#3

Subsequent to our findings of September 11, 1987, and our follow-up letter dated September 14, 1987 confirming our dissatisfaction with the performance of Labrador Construction, it has come to my attention that there may be some desecration within the NDOE ranks regarding our most recent position taken against Labrador Construction.

The following is a brief recap of the project history:

- Subsequent to tender closing of CP#3, a decision was made to award a contract to the second lowest bidder, Labrador Construction Limited. Our reasons for this decision is clearly covered in our letter dated March 31, 1987.
- On July 14, 1987, threat of default was issued to the Contractor. Reason for this decision was due to the Contractor's non-conformance with requirements of the contract. The items of concern were acknowledged with a plan to remedy per Labrador Construction's letter of July 20, 1987.
- On September 14, 1987, a second default threat was issued to the Contractor. The second default notification was precipitated by the following events:

.../2

On September 10 and 11, 1987 during a site visit of all four (4) sites under CP#3. The following is a brief recap of our findings:

1. Cut Throat Island: (September 10, 1987)
  - Demolition complete.
  - Burial apparently complete, however the General Contractor did not know where the burial sites were located, nor was any approval requested for burial sites selected by the Contractor.
  - Contractor was demobilized with work remaining to complete.
2. Cape Harrison: (September 10, 1987)
  - Demolition substantially complete.
  - Substantial burial of debris remaining.
  - Contractor demobilized from site.
3. Aillik: (September 10, 1987)
  - Work substantially complete.
  - Only minor deficiencies remaining (this work could be handled by hand).
4. Spotted Island: (September 11, 1987)
  - Demolition had commenced.
  - No superintendent on site. The spokesman for the Contractor was an equipment operator (Dennis O'Keefe).
  - We were told by Mr. O'Keefe that "99% of equipment" belonged to Eastern Shredding, and not Labrador Construction.
  - Our site representative, Mr. W. Oakley, advised that based on work-force list provided on site, all site personnel had been employed by Eastern Shredding in Hopedale (CP#1).

.../3

On September 10, 1987 we met with Mr. B. Powers in Hopedale. During our meeting the following questions posed by the Consultant could not be answered:

1. Where is workforce currently mobilized?
2. Who is Labrador Construction's site superintendent?
3. What is current workforce deployed?
4. Confirm exact list of equipment deployed?

In accordance with the Contract Documents, the Contractor must fulfill the following obligations in the best interest of the project:

1. GC.32 - Contractor's Responsibilities and Control of Work  
(32.1, 32.2, 32.3, 32.4)
2. GC.33 - Superintendence
3. GC.13 - Assignment

The success of this project revolves around the Contractor's Construction Methodology, complete control of the work and provision of competent superintendence to ensure that all requirements of the contract are met, and execution of work is carried out in a safe and effective manner.

In our assessment, the Contractor has displayed non-conformance with the intent of the contract as follows:

- GC.32:
  - Demobilization of specific sites prior to completion.
  - Selection/Use of burial sites without authorization.
  - Contractor's Project Manager's inability to provide critical project control information.
- GC.33:
  - Superintendent not committed to jobsite during construction.
- GC.33 - Assignment:
  - All equipment/manpower on-site was deployed by subcontractor without any evidence of General Contractor's presence.

.../4

86096.1  
September 22, 1987  
Page 4

Based on the latest events, we have no choice but to find the Contractor in default of contractual obligations.

The foregoing events precipitated our letter of September 14, 1987 requesting the Contractor to cease work until this whole situation was remedied and brought under control.

As we stated at Day One, we felt that Labrador Construction had the resources and capabilities to execute the specified work successfully. Our position on this matter has not changed, however, for some reason we are not receiving co-operation from Labrador Construction realized on past projects. Further, in the best interest of the project we are not creating a case to officially default Labrador Construction, nor do we feel that a default at this stage would be effective.

In the construction industry there are a number of mechanisms to control contractors. It just so happens that GC.10 "Owner's Right to Stop Work/Terminate Contract" is the strongest tool. Without such mechanisms we cannot control the Contractor's insistence on violating contractual responsibilities. In consideration of Labrador Construction's track record on this project, we had no choice but to use the strongest tool at our disposal.

In our opinion, we have demonstrated a sincere effort to regain/maintain a sufficient level of control to ensure that contractual obligations are met. I feel that we have acted promptly and diligently as problems have arisen in the best interest of the Client and the successful completion of this project.

This project may be over-simplified and deemed to be merely an exercise in "knocking down" and burying structures. However, there are a number of concerns which one must not lose site of which are specifically addressed under Section 02060 - 1.14, the major aspects being safety and fulfilling requirements of all regulatory agencies. These aspects, in addition to logistics and performance of effective work, must be carefully controlled at all times in order to ensure that the best finished product is realized.

Normally, we would attempt to resolve problems such as this in a more diplomatic manner. However, the Contractor has been virtually inaccessible day and night since this project commenced. Hence, we have no choice but to take forceful action.

.../5

86096.1  
September 22, 1987  
Page 5

We trust you concur with our efforts to achieve the best possible results on this project. If you or any NDOE personnel have any concerns, I would be pleased to discuss this matter further at your convenience.

Yours very truly,

THE BAE GROUP



B.J. Holley, P. Eng.

DJH/amj

CONFIDENTIAL

REPORT ON PCB SPILLS AND GENERAL  
ENVIRONMENTAL MISMANAGEMENT AT  
EX-USAF BASES IN LABRADOR.

Resource Programs Division  
Intergovernmental Affairs Secretariat  
Government of Newfoundland and Labrador

April 15, 1981



CAPE HARRISON - SOUTH HARBOUR:

<u>To Canada:</u>	M.C. 1020-'51 (N.R. 64-'51)	1951 1951
<u>To Nfld:</u>	None Found	

Transferred to Canada for use as radio range station by D.O.T. Land formerly occupied by American military who installed the station. Condition for D.O.T. taking over was that it would remain as a radio range. Area will revert to Newfoundland from the time land ceased to be used and on the understanding that a plan survey and description of the area be forwarded to the Government of Newfoundland as soon as convenient.

Reference is in FRB Volume 1, Folio 10.

CUTTHROAT ISLAND (Pottles Bay, South Harbour, Smokey Island)

<u>To Canada:</u>	(1) M.C. 696-'57 (M.&R. 39(b)-57)	1957 (1957)
	(2) M.C. 1081-'58 (M.&R. 159-'58)	1958 1958
<u>To Nfld:</u>	(1) M.C. -'61 (M.&R. 25A-'61)	1961 (1961)
	(2) P.C. 1963-693	1963

(1) three peices of land for use by DND in connection with Mid-Canada Time. Conditions same as Inland Hopedale.

(2) 15.18 acres to be used in connection with USAF Gap Filler Unit by Canada.

For (1) M.&R. 25A-'61 verified that the property reverted to the Crown but M.C. status not clear.

For (2) the land was returned to the Province by federal P.C. according to Crown Land's file 395/28-55, but no provincial M.C. is available on recorded.

Reference is in FRB Volume 1, Folio 61 and 77.

RIGOLET: No records available.

NORTHWEST POINT:

No transfer took place.

1105.12 acres of land was used by DND to construct transmitter site. In 1974, when DND wished to return lands to province, it was noted that DND could not determine how it occupied the lands in the first place. Crown Lands told DND that when lands were requested, they were under a NALCO concession and that DND had to negotiate with that Company. No further information is contained on file. Presumably, a legal transfer

**ENVIRONMENTAL INSPECTION  
ABANDONED MILITARY SITES IN LABRADOR**

Prepared by: Toby Matthews  
Environmental Management Division  
Department of Environment and Labour  
October 1996

In 1986 a cleanup commissioned by the Department of Environment involved demolition of a building, levelling of a tower and disposal of residual fuel and fuel drums. All debris was to be buried on a designated area of the site. Eastern Demolition was the cleanup contractor.

### **Inspection**

**Date: September 5, 1996**

No coordinates of the former Cape Harrison site were found in the course of the file review. An extensive flyover of Cape Harrison and area did reveal evidence of a former communications site. Forty-one propane cylinders and felled towers are remnants of a communications or radio range site. It cannot be confirmed if the site inspected is the former American and Government of Canada radio range station site.

### **Recommendation**

Attempt to confirm ownership/control of the site inspected. If determined, require the removal of the propane cylinders and tower. There is no soil cover on Cape Harrison.

## **2.5 Cutthroat Island**

**Situated 54°30' (Lat), 57°07' (Long)**

Cutthroat Island was a Terminal site on the Mid Canada Line and is referred to as a GAP Filler site. It was financed and manned by Government of the United States (USAF) until 1962. In 1962, the properties CCE and CADC (Government of Canada) assumed control of the site and assets. Buildings were sold to a Newfoundland Construction and Development Corporation by the Government of Canada (CADC).

Newfoundland's Intergovernmental Affairs Secretariat (IGA) file indicates the three parcels of land which were originally transferred for use by DND(GOC) in connection with Mid Canada Line. These transfers are referenced in appendices to this report. Pottle's Bay, South Harbour and Smoky Island are references associated with Cutthroat Island. All three are in relative close proximity to one another.

In 1986, the Department of Environment commissioned Eastern Demolition to carry out a demolition and cleanup of the Cutthroat Island site. An upper and a lower area were involved in the cleanup contract. The contract involved disposal of residual fuel, dismantling and burial of a 5 unit building above ground oil storage tank systems and the cleanup\disposal of all debris at the upper and lower sites and vicinity. The contract also included removal and disposal of a pumphouse building at the water reservoir site.

## **Inspection**

**Date: September 05, 1996**

The upper site is clean. Only the building complex and associated building concrete slabs and oil storage tank concrete footing and dyke remain. The gravel road to the lower site a few kilometre in length is in excellent condition. A rock quarry site was noted on route to lower site. The quarry was undoubtedly used by the cleanup contractor to obtain backfill materials.

The upper site and general region may be described as solid bedrock with sparse low lying vegetative cover. Shallow peat covers ravines and valley leading to the lower site. In the surveillance flyover of the general area, only a few isolated empty rusty barrels were noted.

In the lower site and vicinity, an abandoned car, rusty drums and several shacks were noted. At the water reservoir only the concrete foundation of a pumphouse and the concrete dam and spillway remain.

## **Recommendation**

Department of Government Services and Lands may determine ownership of buildings (shacks) in the lower site and vicinity. Debris, barrels and culverts litter the area around these shacks.

A general cleanup of litter in the area is warranted, especially rusty barrels, culverts and the car wreck.

## **Note**

An excellent job was done by the contractor on the terminal site cleanup.

**Situated: Some 5 kilometres from Cutthroat Island at coordinates 54°28.4'N, 57°12.04W' is Smokey Island.**

It has not been determined where the Smokey Island Land as referred to in IGA files is specifically located. A fishing community is located along the shoreline and area of Smokey Island. (All is vacant /abandoned).

## **Inspection**

A flyover of the area reveals a wharf and fish plant like structure with eleven nearby residential structures (painted structures). All are boarded up and vacant.

FACILITY LOCATION	SYSTEM	FINANCED & MANNED	DEACTIVATED	DOCUMENTATION	BUYER	CLEAN-UP PROBLEM
Cutthroat Island Lat 54-30 Long 57-07	NEAC Terminal MCL (Gap Filler)	USAF	1962	Properties CCE/Prop to CADC 716 date 8 Jan 62. File No. 10-F26	Buildings sold to Newfoundland Construction and Development Corp. Ltd. This company was to make arrangements with the Newfoundland Gov't for use of buildings on site.	Structures in various states of disrepair, 45 gallon and solid waste fuel dump and large fuel tank. Transformer with possible PCB liquid.
Cape Harrison	Radar & Communications					Felled towers, machinery, thousands of 45 gallon drums (empty) and one half-full drum.
North West Point (Lake Melville) 2 sites		USAF	1966	CADC S.O. 323890 and 333104 (1972)	Land was returned to province by D Prop letter 7830-G66 TD 105P (D Prop 4) 2 May 84. Buildings sold to Lincoln Construction of Happy Valley and Transport Canada.	Single felled tower plus 30 rusted 45 gallon drums (empty).
St. Anthony	Radar & Communications	USAF	1970	CADC S.O. 329148 17 May 72 and CADC S.O. 329898	Ministry of Transport (Canadian National Telecommunications) acquired some of the buildings on the site and the rest were sold by CADC to the Newfoundland Dept. of Public Works. Land transferred to Newfoundland by PC 1971-1933, 14 Sep 71.	
Fox Harbour	NEAC Terminal MCL (Gap Filler)	USAF	1962	Properties CCE/Prop to CADC 716 dated 8 Jan 62. File No. 10-F26	Buildings sold to Newfoundland Construction and Development Co. This company was to make arrangements with the Newfoundland Gov't for use of the buildings on site.	Debris, sewage tanks, dykes.
3203 Boar 55-25-48 60-58-50	MCL	Canada	1965		Land reverted to Newfoundland. Facilities sold to Newfoundland and Labrador Power Commission.	Buildings, generators, large quantities of fuel in tanks and drums.
3204 Harbour Lake 55-18-45 61-49-28	MCL	Canada	1965	S.O. 209753 9 Mar 65	Land reverted to Newfoundland. Facilities sold to Newfoundland and Labrador Power Commission.	Buildings, generators, large quantities of fuel in tanks and drums.
3209 Boar 55-26-26 62-25-00	MCL	Canada	1965	S.O. 209753 9 Mar 65	Land reverted to Newfoundland. Facilities sold to Newfoundland and Labrador Power Commission.	Buildings, generators, large quantities of fuel in tanks and drums.
4212 Border Beacon 55-20-01 63-16-15	MCL	Canada	1965		Facilities at site transferred to Transport Canada 31 Mar 64. Transport Canada to cancel provincial reservation on land.	Buildings, generators, large quantities of fuel in tanks and drums.
Typical Doppler Site: - Living quarters, equipment room, diesel room - Helipport and diesel fuel in above ground storage tanks.						

36/11/82  
8203.  
Doppler  
2/16  
Doppler  
5/11  
2/17



Cutthroat Island (Upper Site)  
(Cape Allik similar)

CAPE HARRISON - SOUTH HARBOUR:

<u>To Canada:</u>	M.C. 1020-'51	1951
	(N.R. 64-'51)	1951
<u>To Nfld:</u>	None Found	

Transferred to Canada for use as radio range station by D.O.T. Land formerly occupied by American military who installed the station. Condition for D.O.T. taking over was that it would remain as a radio range. Area will revert to Newfoundland from the time land ceased to be used and on the understanding that a plan survey and description of the area be forwarded to the Government of Newfoundland as soon as convenient.

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	(M.&R. 39(b)-57)	(1957)
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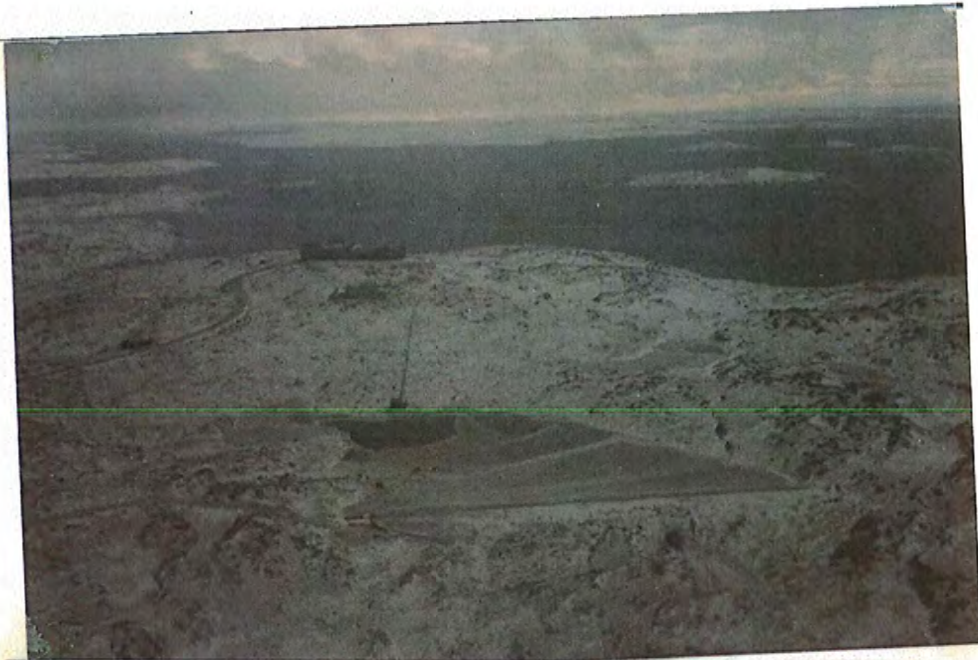
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No transfer took place.

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Government of Newfoundland and Labrador  
Department of Environment & Conservation

Pollution Prevention Division  
(Environment)

March 3, 2015

**RE: Phase I Environmental Site Assessment  
Government of Newfoundland & Labrador  
Former United States (US) Military Site  
Site N-27A, Cut Throat Island, NL (Call Sign Rosewater)**

To Whom It May Concern:

As a representative of the primary owner of the above listed property, I certify that Conestoga-Rovers & Associates (CRA) has been contracted to complete a Phase I Environmental Site Assessment on the above-noted property.

The Site was established in 1957 as a manned Gap Filler radar station that was constructed by the United States Air Force under operational control of the Cartwright Air Station and part of the Pinetree Line of Ground-Control Intercept (GCI) radar sites.

The property was originally transferred from the Province of Newfoundland and Labrador to the Government of Canada in the 1950's after which permission was granted to the US Government for their use. Operations ceased in 1961 when the property reverted back to the Government of Canada. It is my understanding the Site was transferred back to the Province of Newfoundland & Labrador in 1986.

The former Site is located at 54° 29' North Latitude and 57° 09' West Longitude. A site location map illustrating the approximate location of the property is attached.

Please release any information pertaining to this property to CRA.

Sincerely,

A handwritten signature in cursive script, appearing to read "Christa Curnew".

Ms. Christa Curnew, M.Env. Sci., P.Eng.  
Project Manager – Impacted Sites  
Pollution Prevention Division  
Department of Environment and Conservation  
Government of Newfoundland & Labrador

c.c. Brian Luffman, CRA

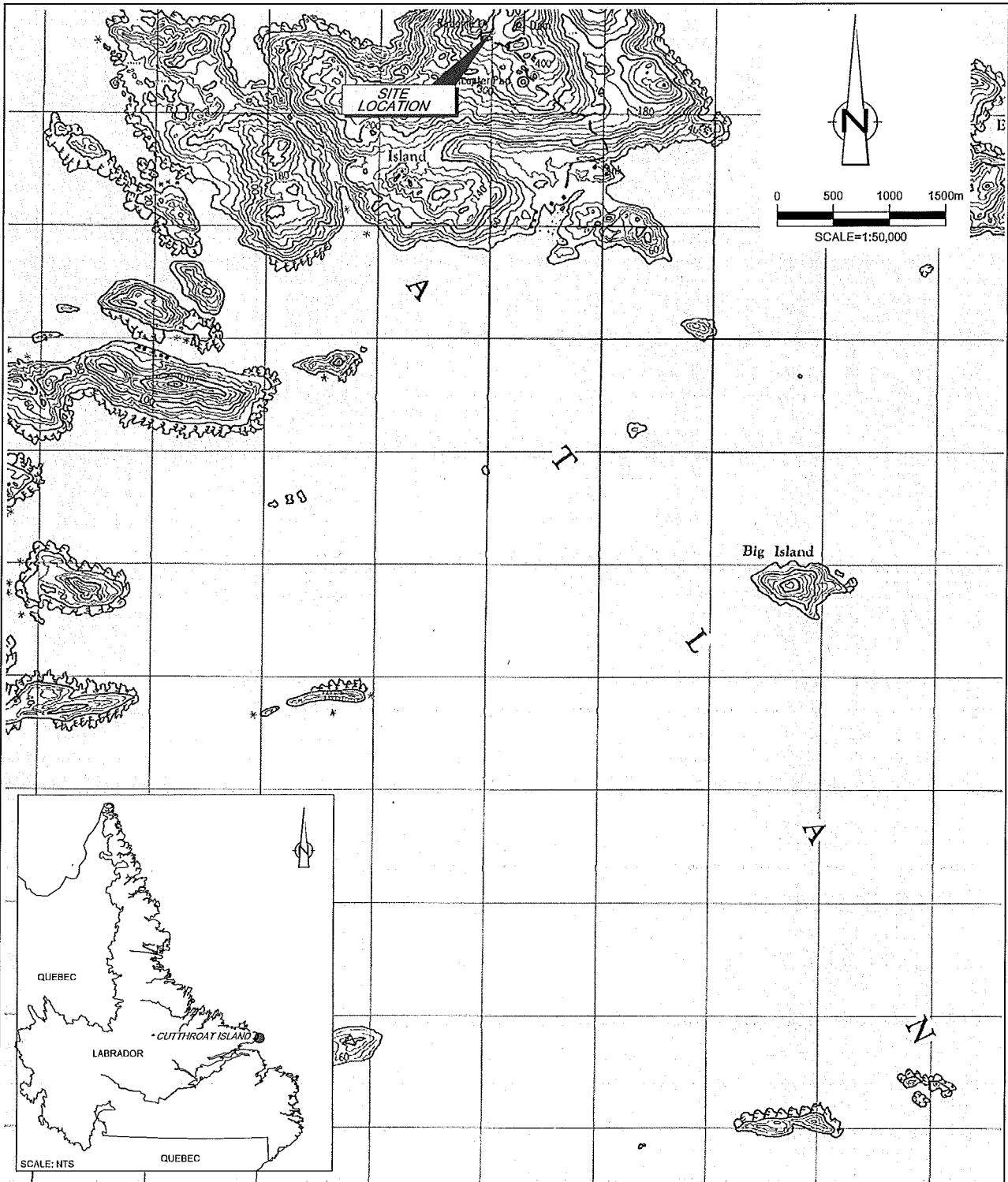


figure 1

SITE LOCATION MAP  
 PHASE I ENVIRONMENTAL SITE ASSESSMENT  
 DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
*Cutthroat Island, Labrador, NL*





Environment Environnement  
Canada Canada

*Terrasses de la Chaudière  
10 Wellington Street, 4<sup>th</sup> Floor  
Gatineau, Québec K1A 0H3*

Your File Votre référence

ID: 252725

Our File Notre référence

E-2014-01715 / TL

March 9, 2015

Mr. Peter Gillingham  
Conestoga-Rovers & Associates Limited  
1118 Topsail Road  
P.O. Box: 8353  
Mt. Pearl, Newfoundland and Labrador A1B 3N7

Dear Mr. Gillingham,

This is to acknowledge receipt on March 9, 2015 of your request under the *Access to Information Act* for:

“Owner: Government of Newfoundland and Labrador

Address: The former United States Military Site N-27A, Cut Throat Island (Call Sign Rosewater), NL

Please review your records and provide any available information pertaining to the environmental status of the property, such as: 1. storage tank registration, or records of tank decommissioning; 2. knowledge or records of past environmental infractions; and/or, 3. any known existing environmental concerns.

Authorized by: {Christa Curnew}”

We have started processing your request and will contact you as soon as possible. Please find enclosed our principles for assisting your request.

If you have any questions regarding this request, do not hesitate to contact me at 819-953-9390. Please quote the above file number on all future correspondence concerning this request.

Yours sincerely,

Travis Lamothe  
Access to Information and Privacy Secretariat

Enclosure

**Canada**

## Our principles for assisting your request

In processing your request under the *Access to Information Act* or *Privacy Act*, we will:

1. Process your request without regard to your identity.
2. Offer reasonable assistance throughout the request process.
3. Provide information on the *Access to Information Act* or *Privacy Act*, including information on the processing of your request and your right to complain to the Information Commissioner of Canada or Privacy Commissioner of Canada.
4. Inform you as appropriate and without undue delay when your request needs to be clarified.
5. Make every reasonable effort to locate and retrieve the requested records/personal information under the control of Environment Canada.
6. Apply limited and specific exemptions to the requested records/personal information.
7. Provide accurate and complete responses.
8. Provide timely access to the requested information/personal information.
9. Provide records/personal information in the format and official language requested, as appropriate.
10. Provide an appropriate location to examine the requested information/personal information.



*Terrasses de la Chaudière  
10 Wellington Street, 4<sup>th</sup> Floor  
Gatineau, Québec K1A 0H3*

Your File Votre référence

ID: 252725

Our File Notre référence

E-2014-01715 / TL

April 8, 2015

Mr. Peter Gillingham  
Conestoga-Rovers & Associates Ltd.  
1118 Topsail Road  
P.O. Box: 8353  
Mt. Pearl, Newfoundland and Labrador  
A1B 3N7

Dear Mr. Gillingham,

This is further to your request under the *Access to Information Act* (the Act) for:

**“Owner: Government of Newfoundland and Labrador**

**Address: The former United States Military Site N-27A, Cut Throat Island (Call Sign Rosewater), NL**

**Please review your records and provide any available information pertaining to the environmental status of the property, such as: 1. storage tank registration, or records of tank decommissioning; 2. knowledge or records of past environmental infractions; and/or, 3. any known existing environmental concerns.**

**Authorized by: {Christa Curnew}”**

Pursuant to paragraphs 9(1)(a) and (c) of the Act (copy attached), an extension of 150 days is required beyond the statutory 30-day limit allowed for the processing of your request. Due to the large number of records/significant search of records involved, meeting the original time limit would unreasonably interfere with the operations of the Department. Notifications to third parties pursuant to subsection 27(1) of the Act are also required and cannot reasonably be completed within the original time limit.

Please note that the notification process pursuant to paragraph 9(1)(c) of the Act approximately takes 60 days but it could be much more if a third party challenges the release of the records in court.

Please be advised that you are entitled to complain to the Information Commissioner concerning the processing of your request within sixty days of the receipt of this notice. In the event you decide to avail yourself of this right, your notice of complaint should be addressed to:

Information Commissioner of Canada  
30 Victoria Street  
Gatineau, Québec K1A 1H3

.../2

## *Access to Information Act*

### EXTENSION OF TIME LIMITS

9.(1) The head of a government institution may extend the time limit set out in section 7 or subsection 8(1) in respect of a request under this Act for a reasonable period of time, having regard to the circumstances, if

- (a) the request is for a large number of records or necessitates a search through a large number of records and meeting the original time limit would unreasonably interfere with the operations of the government institution,
- (b) consultations are necessary to comply with the request that cannot reasonably be completed within the original time limit, or
- (c) notice of the request is given pursuant to subsection 27(1)

by giving notice of the extension and, in the circumstances set out in paragraph (a) or (b), the length of the extension, to the person who made the request within thirty days after the request is received, which notice shall contain a statement that the person has a right to make a complaint to the Information Commissioner about the extension.

#### Notice of extension to Information Commissioner

(2) Where the head of a government institution extends a time limit under subsection (1) for more than thirty days, the head of the institution shall give notice of the extension to the Information Commissioner at the same time as notice is given under subsection (1).

# Appendix C

## Property Title Search Information

Little Pigeon Island

Fairy Island

13111

Long Point

131

MTM (ZONE 2)

Cut Throat Point

Cut Throat Island

13106

East Harbour

Cut Throat Tickle

Little Entry Island

Cut Throat Harbour

Hullet Island

Smokey

Shakespeare Hill

Smokey Head

Foxy Islands



CONFIDENTIAL

REPORT ON PCB SPILLS AND GENERAL  
ENVIRONMENTAL MISMANAGEMENT AT  
EX-USAF BASES IN LABRADOR

Resource Programs Division  
Intergovernmental Affairs Secretariat  
Government of Newfoundland and Labrador

April 15, 1981

CAPE HARRISON - SOUTH HARBOUR:

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	(2) M.C. 1081-'58 (M.&R. 159-'58)	1958 1958
<u>To Nfld:</u>	(1) M.C. -'61 (M.&R. 25A-'61)	1961 (1961)
	(2) P.C. 1963-693	1963

(1) three peices of land for use by DND in connection with Mid-Canada Time. Conditions same as Inland Hopedale.

(2) 15.18 acres to be used in connection with USAF Gap Filler Unit by Canada.

For (1) M.&R. 25A-'61 verified that the property reverted to the Crown but M.C. status not clear.

For (2) the land was returned to the Province by federal P.C. according to Crown Land's file 395/28-55, but no provincial M.C. is available on recorded.

Reference is in FRB Volume 1, Folio 61 and 77.

RIGOLET: No records available.

NORTHWEST POINT:

No transfer took place.

1105.12 acres of land was used by DND to construct transmitter site. In 1974, when DND wished to return lands to province, it was noted that DND could not determine how it occupied the lands in the first place. Crown Lands told DND that when lands were requested, they were under a NALCO concession and that DND had to negotiate with that Company. No further information is contained on file. Presumably, a legal transfer

# Cut Throat Island, Labrador

## National Archives of Canada

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M and R 39 (b)-'57. Ordered that, under authority of the Crown Lands Act, Chapter 174 of the Revised Statutes of Newfoundland, 1952, as amended, the administration, management and control of the surface rights in pieces of land situate at Cut Throat Island in the District of Labrador South, as more particularly described hereafter, be transferred to Her Majesty the Queen in the right of Canada for use in connection with the Mid-Canada Line; the said lands to be at all times used for the purpose of and in connection with the Mid-Canada Line and to revert to Her Majesty the Queen in the right of the Province of Newfoundland in the event that they cease to be used for such purposes at any time:-

### DESCRIPTION

Beginning at a point near the eastern shore of Cut Throat Island, the said point being marked by an "X" cut in a prominent rock and being distant one hundred and seventy-four feet on a bearing south forty-six degrees nineteen minutes west from a bench mark inscribed 2, USA, C of E; thence running by Crown Lands north sixty-nine degrees thirty minutes west four hundred and thirty-five feet; thence north eighty-seven degrees fifty-eight minutes west five hundred and seventy-eight feet and five-tenths of a foot; thence north two degrees one minute east one hundred and fifty-eight feet and five-tenths of a foot; thence north four degrees thirteen minutes east four hundred and thirty-nine feet; thence north eighty-eight degrees forty-five minutes east five hundred and fifty-four feet more or less to a point known as monument 7 being an "X" cut in rock and painted and covered with a rock cairn; thence north sixty-four degrees thirty-five minutes east two hundred and sixty-nine feet to a point in the centre line of a proposed road at its easternmost extremity; thence north sixty-four degrees thirty-five minutes east three hundred and thirteen feet; thence south twenty-five degrees forty-six minutes east three hundred and ninety-five feet to a point on a prominent rock marked by an "X" cut in the said rock; thence south twenty-five degrees forty-six minutes east twenty feet to a point in the aforesaid shoreline of Cut Throat Island at highwater mark; thence along the said shore at highwater mark in general southerly, easterly and westerly directions one thousand four hundred and seventy feet; thence turning and running north sixty-nine degrees thirty minutes west six feet more or less to the point of beginning and containing an area of 22.69 acres. All bearings being referred to the true meridian.

Also all that other piece or parcel of land being a strip of land one hundred feet wide and laying between two parallel lines distant fifty feet from and on opposite sides of a centre line described as follows: beginning at a point in the northern boundary of the area hereinbefore described and being distant two hundred and sixty-nine feet on a bearing of north sixty-four degrees thirty-five minutes east from the point hereinbefore described and known as monument 7; thence running in a northwesterly direction along the arc of a curve of ten degrees seventy-eight feet and eight-tenths of a foot; thence north twenty-six degrees ten minutes west one hundred and seventy-eight feet; thence to the left along the arc of a curve of twenty-three degrees thirty minutes one hundred and forty-three feet and three-tenths of a foot; thence north sixty degrees nineteen minutes west two hundred and nine feet and eight-tenths of a foot; thence to the right along the arc of a curve of nine degrees thirty-two minutes one hundred and seventy-seven feet and five-tenths of a foot; thence north forty-three degrees twenty-three minutes west seventy-two feet and five-tenths of a foot; thence to the right along the arc of a curve of thirty-eight degrees one hundred and eighty-eight feet and three-tenths of a foot; thence north twenty-eight degrees nine minutes

east twenty-one feet; thence to the left along the arc of a curve of forty-seven degrees one hundred and sixty-six feet and seven-tenths of a foot; thence north fifty degrees eleven minutes west three feet and six-tenths of a foot; thence to the left along the arc of a curve of twenty-eight degrees one hundred and five feet and seven-tenths of a foot; thence north seventy-nine degrees forty-eight minutes west one hundred and forty-five feet and eight-tenths of a foot; thence to the right along the arc of a curve of ten degrees one hundred and thirty-nine feet and nine-tenths of a foot; thence north sixty-five degrees forty-nine minutes west one hundred and five feet and nine-tenths of a foot; thence along the arc of a curve of five degrees forty-four feet; thence north sixty-three degrees thirty-seven minutes west four hundred and twenty feet; thence to the right along the arc of a curve of five degrees sixty-five feet and one-tenth of a foot; thence north sixty degrees twenty-two minutes west three hundred and ninety feet and six-tenths of a foot; thence to the right along the arc of a curve of five degrees twenty-one feet and five-tenths of a foot; thence north fifty-nine degrees seventeen minutes west two hundred and thirty-seven feet and two-tenths of a foot; thence to the right along the arc of a curve of twenty-eight degrees two hundred and sixty-seven feet and nine-tenths of a foot; thence north fifteen degrees forty-two minutes east five feet; thence to the left along the arc of a curve of thirty-eight degrees one hundred and ninety feet and seven-tenths of a foot; thence north fifty-six degrees forty-seven minutes west one hundred and thirty feet and two-tenths of a foot; thence to the right along the arc of a curve of thirty-five degrees one hundred and forty-eight feet; thence north four degrees fifty-seven minutes west fifty-six feet and seven-tenths of a foot; thence to the right along the arc of a curve of fifteen degrees one hundred and forty-four feet and six-tenths of a foot; thence north seventeen degrees twenty-eight minutes east nineteen feet and one-tenth of a foot; thence to the left along the arc of a curve of fifteen degrees fifty-two feet; thence north nine degrees forty minutes east eighty-four feet and two-tenths of a foot; thence to the left along the arc of a curve of twenty-five degrees eighty feet and six-tenths of a foot; thence north ten degrees twenty-nine minutes west thirty feet and two-tenths of a foot; thence north forty-six degrees thirty-nine minutes west sixty-three feet and four-tenths of a foot; thence to the left along the arc of a curve of twenty-five degrees sixty-six feet and seven-tenths of a foot; thence north sixty-three degrees twenty minutes west ninety-eight feet; thence to the right along the arc of a curve of ten degrees one hundred and ninety-six feet and nine-tenths of a foot; thence north forty-three degrees thirty-eight minutes west one hundred and thirty-seven feet and eight-tenths of a foot more or less to a point in the southern boundary of area "C" hereinafter described and containing an area of nine point six four acres. The said land being required for a roadway.

Also all that other piece or parcel of land situate and being on the western side of the area herinbefore described abutted and bounded as follows: beginning at a point marked by an "X" cut in a prominent rock at the northern end of the curve hereinbefore described as a curve to the right of five degrees and having a length of arc of twenty-one feet and five-tenths of a foot; thence running by Crown land south forty-eight degrees three minutes west five hundred and thirteen feet to monument 9; thence north fifty-one degrees two minutes west one thousand and sixty-four feet; thence by Crown land north fifty-six degrees forty-five minutes east eight hundred and thirty feet and two-tenths of a foot; thence north eighty-five degrees two minutes east twenty-four feet to a point in the western boundary of the area herinbefore described; thence along the said western boundary in a general southerly direction one thousand one hundred and seven feet more or less to the point of beginning and containing an area of fifteen point three three acres.

Also all that other piece or parcel of land situate and being at Cut Throat Island in the District of Labrador South abutted as follows: beginning at a point at the northern end of the centre line of the area hereinbefore described and required for a roadway; thence running south eighty-eight degrees fifty minutes east eight hundred and fourteen feet; thence north eight degrees fourteen minutes west one thousand seven hundred and ninety-seven feet; thence south sixty-three degrees sixteen minutes west

one thousand eight hundred and five feet; thence south twenty-four minutes west nine hundred and twenty-eight degrees fifty minutes east one thousand and sixty-two feet more or less to the point of beginning and containing an area of fifty-five point two eight acres. All bearing herein being referred to the true meridian.

(signed) JG Manning or similar

Clerk of the Exectuive Council

# Cut Throat Island, Labrador

## National Archives of Canada

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Certified to be a true copy of a Minute of a Meeting of the Treasury Board, approved by His Excellency the Governor General in Council, on the 22nd of October 1959.

TB 553958

### TRANSPORT

The Board had under consideration a report and recommendation for the Honourable the Acting Minister of Transport representing:

"That the Province of Newfoundland by Orders-in-Council 1081-'58 of June 5th, 1959, and 696-'57 of October 10th, 1957 transferred the administration and control to Her Majesty in right of Canada of the surface rights of approximately 118.12 acres of Provincial land in the District of Labrador South, required by the Department of National Defence in connection with the USAF Gap Filler Unit at Cut Throat Island, and more particularly described in the said Provincial Orders, on record in the Department of Transport, subject to the following condition:

If, and as soon as, the area above-described is no longer used for the purpose for which it is required, the administration and control of it shall thereupon revert to Her Majesty the Queen in right of the Province of Newfoundland.

The undersigned, therefore, recommends that acceptance be given to the transfer of the administration and control from Her Majesty in right of the Province of Newfoundland to Her Majesty in right of Canada, subject to the aforesaid condition."

The Board concurs in the above report and recommendation, and submits the same for favourable consideration.

RB Bryce (?)  
Clerk of the Privy Council

# Cut Throat Island, Labrador

## National Archives of Canada

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Certified to be a True Copy of a Minute of a Meeting of the Committee of the Executive Council of Newfoundland approved by His Honour the Lieutenant Governor on 5th June, 1959.

M and R 159-'58. Ordered that, under authority of the Crown Lands Act, the administration, management and control of the surface rights of 15.18 acres of Crown Land situate at Cut Throat Island in the District of Labrador South, as described in the Schedule hereto, be transferred to Her Majesty in the right of Canada for use in connection with the USAF Gap Filler Unit:

### SCHEDULE

Beginning at Monument 6 at the northwest angle of a lot of 22.69 acres at Cut Throat Island occupied in connection with the Mid-Canada Line, thence running by Crown Lands south forty-four degrees forty-seven minutes west one thousand two hundred and six feet and four-tenths of a foot; thence south fifteen degrees fifty-six minutes east six hundred and seventy-six feet and one-tenth of a foot; thence along the line of highwater mark of South Harbour, Cut Throat Island in a general northeasterly direction one thousand two hundred and five feet to a poing marked by an iron pin; thence by Crown Land north one degree thirty-three minutes east four hundred and five feet and nine-tenths of a foot more or less to Monument 4; thence by the aforesaid land occupied in connection with the Mid-Canada Line north two degrees two minutes east one hundred and fifty-eight feet and five-tenths of a foot; thence north four degrees thirteen minutes east four hundred and thirty-nine feet more or less to the point of beginning; all bearings being referred to the true meridian.

TG Channing

Clerk of the Executive Council  
Acknowledged upon oath by the above named  
JG Channing, Clerk of the Executive  
Council before me this 22nd day of January AD 1960.

? (indistinguishable signature)  
Barrister at Law.

# Appendix D

## Aerial Photographs



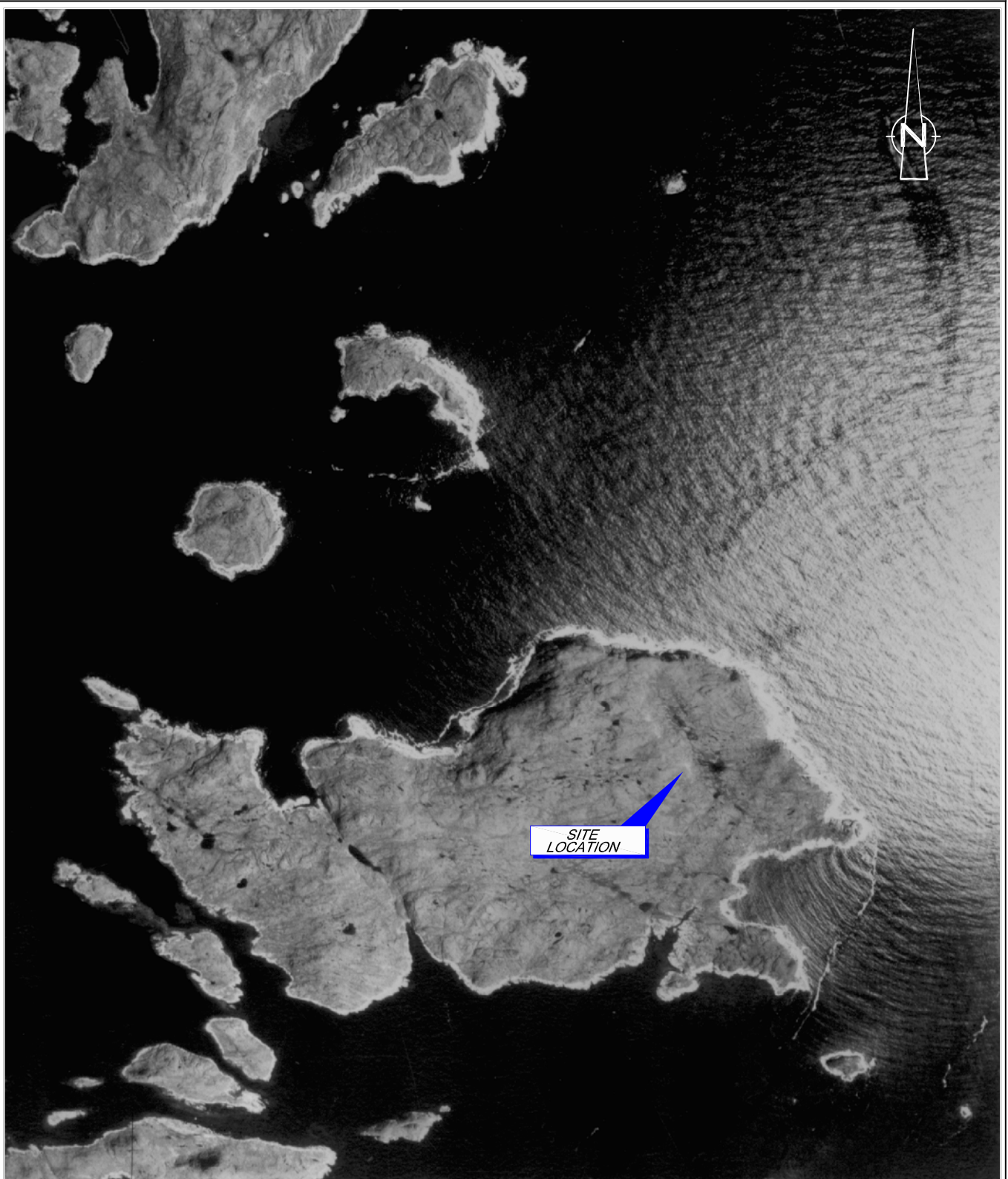


figure D1

AERIAL PHOTOGRAPH - 1953  
PHASE I ENVIRONMENTAL SITE ASSESSMENT  
FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*





figure D2

AERIAL PHOTOGRAPH - 1968  
PHASE I ENVIRONMENTAL SITE ASSESSMENT  
FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*



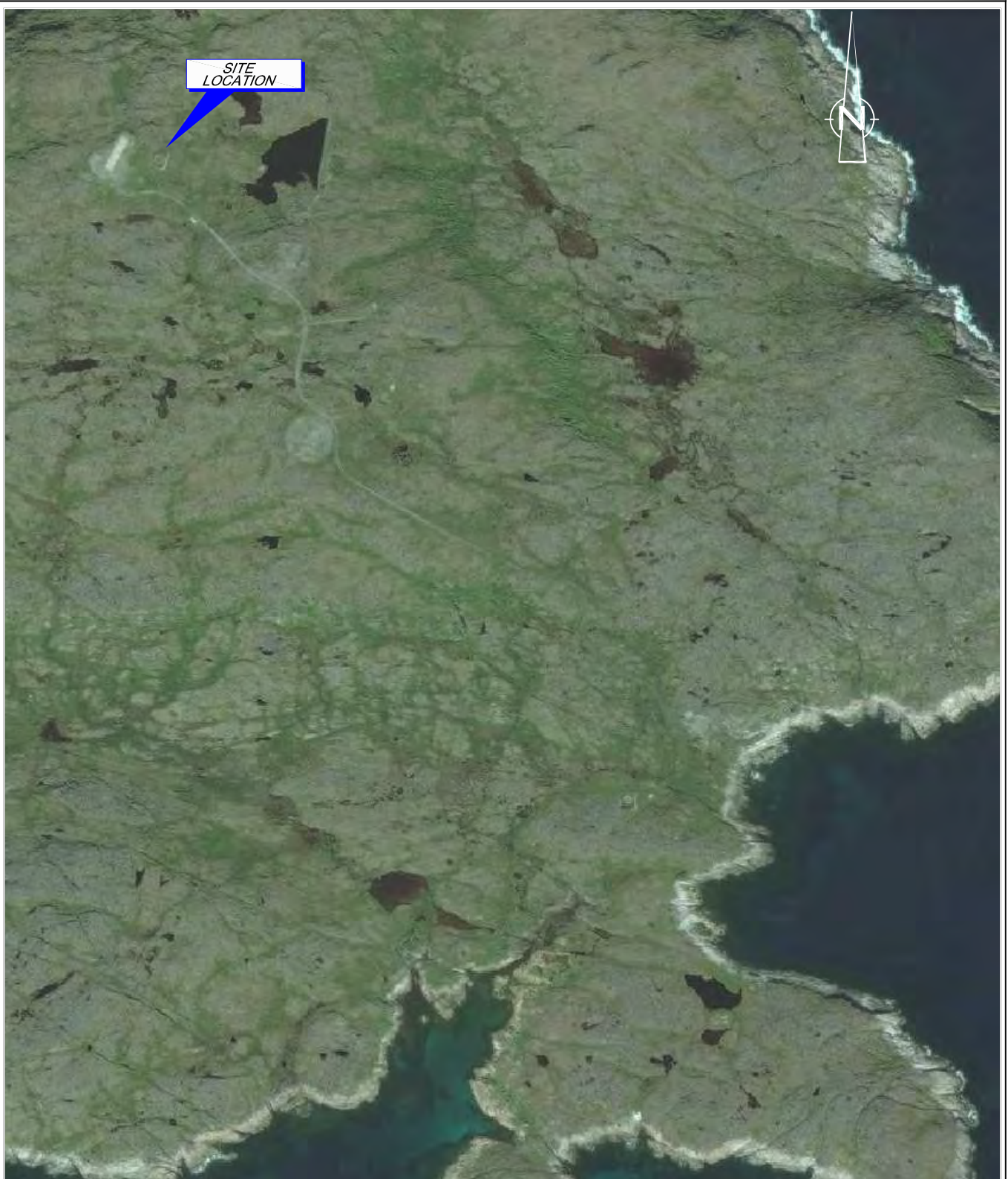


figure D3

AERIAL PHOTOGRAPH - 2010  
PHASE I ENVIRONMENTAL SITE ASSESSMENT  
FORMER UNITED STATES MILITARY SITE  
*Cut Throat Island, Labrador, NL*



# Appendix E

## Personal Accounts

TML&gt;

# Cut Throat Island

## 1958 – Memories of Cut Throat Island – Joe Gagliardi

### Memories of Cut Throat Island

Joseph Gagliardi  
1958-1959

Following our graduation from Tech school at Keesler AFB, there were four from my class that were assigned to Labrador: Duane (Dewey) Larson, Ken Jones, Larry Pearsall, and myself. The trip to Labrador started on March 26, 1958 at McGuire AFB aboard a MATS flight to Goose Bay. At Goose we were assigned to the transient barracks where we stayed for one or two days waiting for a ride to Cartwright. John Seals was at Goose and it was John and I that went to Cut Throat Island. Larry went to Fox Harbor, Duane and Ken went to Spotted Island. The helicopter ride aboard the H-21 was exciting for me and I was captured by the excitement of being at a place that I had never been before. We stayed at Cartwright until April 6 or 7th and then got Helicopter transportation to Cut Throat Island. On the way to Cut Throat we snapped pictures and as we came onto the island we looked for buildings and trees. Nothing was there except rock, dirt and the radar tower/building. Well almost - there was a small shack known as the "radio-disaster shack" downhill from the primary site and near the Helicopter pad.

Everyone at the site took special care to be sure that new arrivals were welcomed. The attitude of the persons at the site was very positive during my tour. It was a life experience that stands out in my memories and after reviewing pictures and various "orders of transfer" it seems like 1958 was only a few months ago and not 41 years.

Personnel at the island during my 12 month tour included an assorted number of people. During the 1958 - 1959 tour there were not any more than 18 military personnel at any given time. One of the persons leaving Cut Throat on the day that I arrived was Airman Earl Brooks.

#### Airmen:

Willie C Ward (Alabama)	James W Fisher (Tennessee)
	Mike Hanrahan (Texas)

James (Zero) Francis (South Carolina)	
Norris Peterson (Minnesota)	Ray Hunt (Massachusetts)
Charlie Mashburn (Alabama)	Don Wolf (California)
JP (Doc) Nix (Alabama)	Walt Bolden (Ohio)
J Phillips (Massachusetts)	John Seals (Alabama)
Walt Parsons (California)	Russ Hewlett (Pennsylvania)
Cross Carl (Oregon)	Joe Gagliardi (Massachusetts)
Richard L Pope	

**Sergeants:**

JC (Hoot) Gibson (Idaho)	Bill Williams (Louisiana)
Lenza Walker (Illinois)	Ernie Brazil (Michigan)

**Commanders:**

Captain Jones	(March 1958)
Lt. Mossberg	(April/May 1958)
Captain Theron Jenne	(June/July 1958-May 1959)
Major Philip J Blais - Commander at 922 <sup>nd</sup> Cartwright	May 1958

**Also the following, whose first names and home states are not known:**

Miller (Motor Pool)	Pursifull (Radar Operator)
Thompson (Radar Operator)	Craig (Medic)
Coder (Radar Maintenance)	Fair (AACS)
Kalous (AACS)	

**Civilians:**

Marcel Perreault	CMC Radar Tech Rep	Montreal, Quebec
Harry Whiffen	Power Plant	St. Johns Newfoundland
John James	Power Plant	St. Johns Newfoundland
Bill Boyland	Electrician	Montreal, Quebec
Dick Tull	Contractor (water well)	Colonial Sharpe Company
Unknown older man	Power Plant	Unknown
Ted Gear	Kitchen help and boating guide	Labrador

**Contractors to install Tropo-scatter system:**

Bob Potty
Jim Burns
? York

Wally Hubler
Andy ?

**Visitors during the annual supply delivery:**

Lt. Bunker	US Army
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In December 1958 we received from the wife of Captain Theron Jenne several green house plants along with soil. The plants were delivered by helicopter pilots Lt. Charles G Rohr and Lt. Curtis W Solly. The picture of the event was in the 16 ADC Air Force Times.

The FPS-14 radar equipment was a dual channel systems that was operational with outputs to a PPI console. The radar was on the air continuously, except for when we would have a shutdown due to high wind conditions. The winds did get quite high at times. When the winds started to hit near 100mph we stopped the antenna rotation. If you went into the radome during the high wind conditions you could see the dome bouncing and there was concern that the antenna could catch the dome and destroy it. The highest wind gust that I can recall is about 110 MPH. As far as I recall, we always had radio communications.

Marcel Perrault, CMC Tech Rep, conducted extensive trouble shooting training on the stand-by channel of the FPS-14 system. This was a part of our OJT (On the Job Training) program which led us to passing our "5" level of proficiency. Although we had excellent training at Keesler on this equipment, it was rewarding to be able to really locate a problem and to get the system working correctly. We were not tied in to the Cartwright for transmission of the radar signal so we had to "call-in" the contacts that we saw on the PPI. The PPI was monitored by the Operators and due to the manpower situation, other persons that were taught how to "read" the scope would fill in. Our mission was to watch a specific area that was being missed by the Cartwright prime search radar. Our range covered the corridor in which aircraft departing the continent and entering the continent must pass. North and South of the corridor were designated as military restricted areas and any craft entering those areas were quickly investigated. During my tour, there were several craft that entered the restricted areas however none of them were hostile; just a matter of pilot error. On one occasion we tracked an object traveling south at a rate like a small craft. I do not recall the speed, but it was moving along. We targeted it for investigation and Goose sent its eyes, however they did not see anything except icebergs. The item we had tracked sat in one position for at least a week. After a while it was looked at as just another berg.

The entertainment was varied from volleyball, movies, taped music, radio, photo-lab, exploring the island, telling war stories, fishing, and the main form of entertainment was card playing (cribbage was popular) and pool. We did not look at "drinking" as



entertainment. We set up a photo lab that had an enlarger as well as other necessities to develop film and print pictures. We had an in-board motor boat that was used for fishing and to visit the island near us. Speaking of fishing, the Cod were extremely plentiful. From the shore, just cast a line and reel in a fish, no bait required. For fishing from the boat, drop a three barbed jig and pull it up with a fish snagged by the tail, side or wherever. We had cod dinners and a few of the guys got a liking for the cod tongues, not I however. There was a small fish that was caught at another island that were like a large sardine. We called them kaplings. Charlie and a couple others would grill them whole and devour them, no thank you.

It was at Cut Throat that many of us learned to like black coffee. The canned cream would curdle too many times, so we stopped using the stuff. Then there is the fun of eating. I recall one night while several guys were sitting around the mess hall, bar was closed, and solving the problems of the world. They found shrimp in the cooler and cooked 10 to 15 pounds of it. It turned out that they ate the only shrimp that would have been used for a regular meal. No one had ill feelings towards them, actually it became comical. The food was good and the cooks did a good job preparing and serving it.

During the winter months the gulf stream sea water would freeze, however not for long. One could never predict when the ice would break and leave one stranded. So no one was out in the water for many months. The Island was free of trees and animals. Except for a brief period of a few weeks when two animals got stranded on the island. Believe it or not, but we had a rabbit and a fox running around. We let them have fun and they just disappeared. We believe that they came to the island by way of the ice and then got stranded due to the ice break-up.

When we had snow cover, there was sledding. What is now quite popular to the kids, sledding boards/disks, we used cardboard. The little hills were enough to get an exciting ride. Several of us built a toboggan for the sledding runs. When we finally got it built we climbed aboard (about 3 or 5 of us) and took the ride of the year. When we got to the bottom of the run we discovered how heavy the toboggan was and decided to just leave it there. One ride and done. If anyone ever found the sled and wondered about it, now you know. The native, Ted, brought his dog sled and dogs to the site at one time and we experienced dog-sledding. Of course we couldn't travel like you see across the Alaskan plains, because of our rough terrain. Ted was a very cooperative and helpful person. We hired him to work in the kitchen and we paid him from our "bar" funds. Gap, which I believe was Ted's dog, was our mascot and he was friendly to all.

Usually when temperatures were above 0 Celsius and with the sun shining, it was tee shirt time outside. No one that I can recall ever got sick with a cold while at the island. There was one particular night when Airman Charlie Mashburn had left his widow open and a storm rolled in. When we went to wake him in the morning he was under the blanket with about 8 to 10 inches of snow on top. The weather changed as drastically as the gulf stream that passed by the island carrying the icebergs. Our power plant personnel, civilians, did a super job of keeping the site with uninterrupted electricity and hot water.

Provisions and mail came in from Goose Bay, periodically. The weather was very instrumental in the decision to have a helicopter come to us. There were times when we had clear to light cloudy weather, the choppers would depart Goose and only to turn back when the weather changed and we got socked in. On one trip the choppers were past the point of no return

when we started calling in bad weather. We tracked them coming in fairly close to the island and then the pilot called to advise that they had to set down because the visibility got so bad. After a short time I went to the mess hall and found that the chopper crew was there. It turned out that after they had landed the crew chief started walking around and got a faint glimpse of our building. They had unknowingly landed on Cut Throat. The three of them walked to the site and we waited for the fog to clear.

Occasionally we had a fire alarm that was triggered in, I recall to be, the heating room. The alarm was triggered by the fire detection wire that became too warm from normal operation of the plant. That is, the temperature in the room was not excessive and the alarm should not have occurred. The fire detection cable has two twisted conductor wires with a meltable insulator between the two and when heated, the insulator softens and the two conductors touch resulting in an alarm condition. After fixing all of the defective segments of wire there were not any more false alarms.

Helicopters that had to spend the night due to the sudden weather changes would be tied down to the 6-by truck and caterpillar vehicle. We hauled gasoline from the storage area to the helicopter-pad using the weapons carrier or the tracked amphibious personnel carrier. Gasoline from the 55 gallon drums was pumped into the choppers using a hand operated pump. Our jeep was out of commission most of the year due to a faulty engine. A new engine was delivered with the ships cargo and I do not recall when the jeep got back on the road. The only road, lead from the site building past the helicopter pad and down to the water.

With 17 military and 3 to 5 civilians for operating the power systems, the military personnel doubled and tripled on job duties. My primary function was Radar Maintenance, however I also did much of the orderly room work. When Hoot Gibson left the Island I ran the stock room until a replacement arrived. It was not too difficult to realize that everyone on the Island had to pull together to help each other and to keep actively busy. This message was conveyed during my first night at the site went after checking in and settling in my room, one of the airmen came to get me to play volley ball in the motor-pool area. During the year everyone helped others. I kept busy by volunteering to learn how to operate the power generator controls and would fill in for the regular crew. I also cooked meals. We had one cook for many months and he never had time off from having to cook three meals a day. We pitched in and a couple of us would cook. I would cook one to three meals a week and would help by making the ice cream. For a while, once a week I would make pizza; not like Dominos nor like Pizza Hut or anyone else's, but it was edible.

We used to trade food items with other islands. This trading would take several weeks because of the transportation situation, but it worked. At the Christmas holiday meal I made Spumoni ice cream using empty cans of two sizes as molds to create the three ringed desert. Our Christmas tree was the center pole of the mess hall which we decorated with ornaments. When it came to haircuts, there were one or two airmen that tried their hand at it. With time they became pretty good barbers. The barber shop was setup in the latrine and only once a week, or so. Being innovative is one trait most of the guys had.

When the summer supplies arrived, via ship, we had loads of stuff to store. The hallways and motor pool and generator room were filled with cartons. The motor pool was filled, and we received many sheets of plywood. I used a few sheets of the plywood to construct a workbench console for the radar tower. I designed the console, cut all the pieces in the motor pool and then put it all together in the tower. As it turns out in later life I designed cargo and ballast control consoles and systems for off-shore drill rigs and tanker ships.

The F-89 Scorpion jet pilots from Goose would visit us once in a while, buzzing the site. They were impressive in the closeness to the ground and to the tower that they would fly. The tower was connected to the main building by an enclosed hallway which was above ground (i.e.: when outside you could look under the hallway). On one occasion I was outside when the planes came and looking under the hallway I saw one of the planes fly by. He was not very high from the ground, even considering the terrain's slope down from the building.

Since I helped our radar operators in their shift work, I had to learn some of the communication skills they had: such as A is Able and C is Charlie; also how to call in the tracks and how to determine the weather conditions. I did have a problem to determine how high the clouds were, and to determine the visibility distance. We had a wind direction unit on the roof, however to see it we would step out onto the tower's catwalk - no matter what the weather. Sometimes it was so foggy the roof unit could not be seen and at other times the wind/snow was unbearable. I designed and built a wind direction unit made from an empty can and nails for the commutator, which operated a remote indicator. I located the wind direction unit on the roof near the anemometer. The wind direction was indicated by a light unit I had made with 8 lights in a compass position. The light box was located in the PPI operations center that we built in the center of the tower during October 1958. The wind direction unit worked quite well while I was there, and that device as well as other tasks that I had performed were recognized and I was awarded to be one of the 922nds Airman of the Month. It would be interesting to hear how long the wind direction indicating system had worked. The Operations center also had a Plotting board and a console for the radio. By the way, we were "**Rosewater Operations**" center. We also had a heating duct made from beer cans which were soldered together. The duct was run from the Operations center to one of the heating units on the radar deck of the tower. I recall that we used the heater that was near the dehumidifier units. The dehumidifiers were used to keep the moisture out of the radome.

On a quick trip to Cartwright for reasons forgotten, I do recall spending the better time of one entire night in the sites radio station studio spinning records and taping them for Cut Throat. I returned to Cut Throat with several tapes (on the 7 inch reels - remember those??). I am sure that Ken Jones would have done a better job than I.

One of the radio operators was a HAM operator and he would spend time on that system. Short wave and regular broadcasting stations provided most of our media information. We kept a record of the commercial stations that we could receive, and even if we could only hear the station for a short time it made the list. I recently found the list, which contains sixty eight (68) stations including those from Massachusetts, New York, Connecticut, Illinois, Iowa, Maryland, Maine, Pennsylvania, Michigan, Ohio, Texas, West Virginia, Montreal, Ottawa, Halifax, St. Johns, St. John, Goose Bay, Halifax, London, Washington

DC, Kansas, Florida, Kentucky, Wisconsin, Nebraska and California. The success in our receiving these stations is due to the efforts of Zero (Jim Francis) and his unique antennas.

Then there was the night that we picked-up conversations from a flight coming in from Europe carrying the USO entertainment troops. Zero jumped in and talked to Bob Hope and without delay Bob and Jerry Colonna and one or two female entertainers, (I could guess their names, but I might be wrong), put on a radio show for us and for the Goose air controllers. We taped the show and I have that tape on the old seven inch open tape reel. This show may have been recorded by Cartwright and others that were tuned in at the time.

Remember the IBM electric typewriter? I mean the old style that looked like a mechanical typewriter, but had a hammer assist revolving belt under the keys. That device gave us some problems and I had to become a typewriter repair person. The troposcatter communications system was still being installed while I was there, and it started to work around the time I left.

I find in the Pinetree Line website of "memories" provided by other persons that were on Cut Throat that there is concern about the drinking. A curious lay-person might well ask where did they get the booze? Well it all starts with the summer delivery of goods and supplies. The summer that I was on the island we had delivered to us, compliments of the government, approximately 1500 cases of beer. Realize that we were fewer than 25 persons, which would mean that there would be at least 60 cases per person per year. We sold the beer at the mess hall "bar" and with the collected money we purchased bottled alcohol from Goose, via the chopper runs. We also used the money to buy things for the site. One big item that was bought by the airmen was the inboard motor boat that we used for fishing trips and visiting to the adjacent island that was used for commercial fishing and salting of cod.

Speaking of money, we got paid in cash when the paymaster visited us. There was limited coinage at the site, to which none of us ever gave second thought until there was a coin shortage. It happened that I would place coins found in my pockets at the end of a day into a bottle. I was keeping nickels and dimes - nothing big. The bottles were about half full when Captain Jenne asked me if I would cash in the coins because I had every nickel and dime on the island.

When I left Labrador in April 1959, so did Larry Pearsall. Larry and I were transferred to Gray AFB in Killeen Texas where we had two gap filler sites, one in Schulenburg and the other in Normangee to fill in for the prime radar at Killeen. Larry and I, as probably Ken and Duane, were discharged in January 1961, just a few months before Cut Throat was closed. Ironically, our discharge also coincided with the closing of the Radar detachment at Gray AFB. In the short four years that we were in the Air Force, the radar technology advanced so rapidly that gap fillers were obsolete. However our memories last forever.

## Thanks

Quoting from a Labrador brochure dated 1957 (Newfoundland Tourist Development Office):

"Labrador is different - golden days; brisk, star-studded nights made wondrous by the ever changing overtones of the Northern Lights; magnificent scenery; tiny settlements nestling close to the base of high forbidding cliffs; vast expanses of windswept tundra; myriad of lakes and streams teeming with fish; great stands of virgin timber, and over all a brooding silence that is broken only by the eerie howling of the huskies. There are no roads in Labrador, except in the Goose Bay area, and travel in summer is done by boat and in winter by dog team".

For the readers of this page, a bit of trivia:

"Labrador is a part of the Province of Newfoundland and measures 110,000 square miles and has a coastline of 4,560 miles."

TML>

# Cut Throat Island

## 1958 – Memories of Cut Throat Island – Charles Mashburn

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### Memories of Cut Throat Island

Charles Mashburn

Time has passed quickly since I was in the US Air Force and stationed at Cutthroat Island. I will try to get this down as correct as I can with what memory I have left and a few notes.

Traveling in the H-21 helicopter, I arrived at Cutthroat Island in February 1958 after a short stay at Cartwright. There was plenty of snow on the ground and from the air there wasn't much to see. As the chopper headed for Cutthroat I hung onto the safety strap in the doorway of the chopper to be sure that I did not miss anything.

The Cutthroat radar site was officially operating in the radar net along the coast of Labrador on 18 February, 1958 at 1900 hours-GMT. At that time Captain Ken Jones was the site commander. We had a UPA-35 scope until April when an OA-99 was brought in to replace the UPA-35.

Captain Jones appointed Rex Cates as the airman-in-charge of the radar operations. Cates and I set up shop in the rear of the tower and then set-up the work schedules. There were three operators at that time, Norris Peterson from Minnesota, Rex Cates from Illinois and I was from Alabama. In order to have round the clock coverage at the radar scope, there were several other airmen that cross-trained as operators, in addition to their own primary jobs. I remember Lewis Craig (Doc) the medic was very dependable as a scope operator. I guess that with all of us being so healthy he had many hours available to watch the scope.

In late spring or early summer of 1958 I went to Goose AFB on TDY to have two impacted wisdom teeth removed - Doc did not do dental work. While at Goose I made a trip to Happy Valley and to the Hudson Bay store where I purchased a guitar (Harmony Brand I think). When I returned to the site I proceeded to torment everyone there with my attempt to play the guitar. Doc was very good on the guitar, and Pop Vail - a civilian that worked in the power plant - was an excellent violinist. Pop had brought his own violin to the island. Doc and I insisted that it was a fiddle so we had a few laughs and debates over that issue. Ted Gear was a Labrador native whom we employed to perform kitchen and dining hall jobs. His Father-in-law, Mr. Oliver

played the concertina or squeeze box. We never managed to get all of them together while I was there. Ted's sister-in-law Rita Oliver owned a guitar also. She did not play it but was very generous with letting others play it. Doc would borrow the guitar on occasions and several times that summer we went by boat to several fishing villages and played for the locals. We usually had Pop Vail, John James, or Harry Whiffen, sometimes all three, as guides. (These three civilians worked in the Cutthroat site power plant). Pop was a registered guide in his home Province, which was either New Brunswick or Nova Scotia. John and Harry were from St. Johns.

Our transportation to the villages on surrounding islands was by a boat that was purchased from the profits made at the Radar Sites bar. Originally the bar profits were used by Captain Jones to purchase gifts for personnel departing Cutthroat. Someone had decided that this was improper so this practice stopped. I believe that only three people received these gifts, which as I recall were .22 caliber target pistols. The beverages at the bar were soda and beer that were provided by the government. We purchased the beverages from our pay and after paying for liquor that we purchased from Goose, there were profits.

Back to the boat - The boat was a regular fishing boat used by the people on the surrounding islands. It was a very stable craft about 14 to 16 feet long and about 4 to 6 feet wide. It was under water when we bought it. Pop, John, Harry, Doc and I, with help from some local fishermen raised the boat and towed it to Cutthroat. The three powerplant operators mentioned above did most of the restoration and modifications. The boat's engine was a 12hp Grey marine engine, 2 cylinder-4 cycle, fired by dry cell batteries and had igniters instead of spark-plugs.

Power was delivered to the propeller via a shaft running through a stuffing box, which had a perpetual leak. There was a sump located aft of the flywheel which accommodated a large bucket for bailing the excess water. We borrowed the hand pump from the sites water trailer and installed it beside the sump. This made bailing somewhat easier. The engine had a decompression valve that allowed us to run on only one cylinder. It was out understanding that someday we could not legally operate with 12 hp. The guys in the power plant ordered the necessary parts and rebuilt the engine. Pop Vail was the chief carpenter on this job. He designed and built a cuddy style cabin, complete with a wood burning stove. The cabin was covered with canvas then painted over to waterproof it. We caulked the hull with rope and white lead.

We retrieved several glass floats from fish nets that had washed onto the beach and placed a mooring line in the harbor. The harbor had been enlarged and made deeper at the entrance by an underwater demolition unit. I do not recall if they were military or civilian, American, or Canadian. The harbor was visited on one occasion by a fishing boat that had been converted from a sailing ship. I remember the name was "Mary Ruth" which is my mother's name. Doc and I had the pleasure of going aboard with Harry, Pop and John and visiting the crew in their quarters. One other boat came in with an injured crewman, his foot had become entangled in a cable and his great toe looked very bad. Doc prepared to operate with my assistance. Fortunately the RCAF sent a chopper to take him out. I believe that I heard him say a prayer of thanks as he was leaving. It could have been a "thanks" for being rescued by the RCAF before Doc and I tried our surgical skills.

Others on the site that I recall are Jack Pursiful who worked in radar maintenance and was from Alabama, John Seals also a radar maintenance airman and was from Georgia I think. There was also T/Sgt Thompson (radar operator) whom I later ran into at SAGE school in Kansas City Mo. Other airmen on the site were Airman Richard Pope, Airman D Coder, and Airman Earl Brooks all with radar maintenance. Airman Miller ran the motor pool and Airman Mack was our cook.

One fine day I was going to my duty station when I smelled some smoke... It was coming from the room of one of the civilians - not Pop nor John nor Harry. I got on the PA system and alerted everyone. When we opened the door the person was unconscious. We pulled him off the burning mattress and threw it outside where we doused the fire. Needless to say Captain Jenne, who had replaced Lt. Carl Mossberg as site commander was, as we say down south, "a mite displeased" and had the person removed from the site ASAP.

There was an Airman Fair who worked in the radio field. He was a very quiet person and he won the only beer drinking contest that I can remember being held on the island. I do not recall who all was in the mess hall when the beer contest occurred, Thompson, Cates, myself and others I am sure. Other personnel came and went. I recall a guy who went around singing "The Witch Doctor".

Cates became ill during some very foul weather and I remember Doc wanting to give him some morphine. He was in terrible pain and none of us could rest. The medical officer at Cartwright would not okay the giving of the morphine. Doc talked to me about giving it to Cates anyway, but we decided not to. The weather finally broke and a chopper finally got through. Cates was taken to Goose where they discovered that he had a twisted intestine.

During the summer of 1958 the Olivers moved onto the island with Ted Gear. They had two daughters. The oldest was Ted's wife. I never met her as she was in a TB sanitarium. The youngest was 15 or 16 years old. Rita was her name and as mentioned earlier owned the other guitar on the island. Doc and I spent as much time as possible outdoors, visiting other islands and their people. We ate seal flipper, a delicacy, Kaplan (fish), and loon. At one time the island had a rabbit running around - got stranded on the island. Doc and I managed to capture the rabbit and had a great meal. There was a loon, some ducks and a couple of geese that met the same fate as the rabbit. All things considered I enjoyed my tour at Cutthroat, leaving on December 12, 1958, and I would really like to visit the area again.

Courtesy of Charlie Mashburn

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### About This Page

This page is located at



<http://www.pinetreeline.org/gap/other/otherctg.html>

Updated: August 26, 2004

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TML>

# Cut Throat Island

## 1961 – Memories of Cut Throat Island – Don Stensrud

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### Memories of Cut Throat Island

Greetings to one and all! My name is Don Stensrud and I had was assigned to the Inspector General's Office, HQ Western Air Defense Command, Hamilton Air Force Base, California during the summer of 1960.

My profession in the USAF was that of a Ground Electronics Officer. You can imagine my surprise when I was assigned by USAF orders as Commander, Cut Throat Island Detachment. On the off chance that anyone may be wondering, the answer is "No – I did not volunteer for this tour of duty".

My travel from California to Cut Throat Island included private automobile to Alabama (to settle my family), commercial air to New Jersey, military air from McGuire AFB NJ to Goose Bay Labrador, and finally by contract helicopter from Goose Bay to Cut Throat Island. For those that have an interest, I arrived in Cut Throat in September 1960.

Cut Throat Island was a Detachment of the 922<sup>nd</sup> AC&W Squadron which was located at Cartwright, Labrador. The Cut Throat Detachment was the only group of any kind on the Island. The only other inhabitants on the Island included an Eskimo, his wife and two children. There were approximately 36 USAF personnel. One officer (myself) and the rest enlisted men. We also had 8-10 civilians, mostly Canadians, one from Scotland. During the summer months, we normally had 5-7 additional civilians doing contract work.

The climatology of Cut Throat was not conducive to outdoor recreational activities and we had very limited space indoors for anything other than leather crafts, card games or motion pictures. We were fairly comfortable outside during part of June-July when we had some horse shoe games and could do some fishing, but overall – not a fun place to be. The island was quite small (about 2 miles by 4 miles), quite rocky and dangerous along the three higher sides. Not safe for climbing, running or even walking very much.

As Commander, I worked every day during normal hours (0700 to 1700) and other hours as needed. As Commander, I really did not have any off duty hours. Speaking for the others, most of their time was spent playing card games, doing leather work,

watching movies, reading books or sitting around and chatting with each other, and of course, writing letters to those at home. Another item that helped during the off duty hours was the piano. I was fortunate enough to arrange for a piano to be sent to Cut Throat via helicopter. I had met the Group Commander, Colonel Vic Milner when I checked through enroute to Cut Throat and he asked if there was anything he could do for me at Cut Throat. I told him I was a piano player and would like a piano at the site. I had the opportunity to play the piano at Colonel Milner's house (at a party). Consequently, a piano (from a mess hall) was sent to Cut Throat. Made my life and that of most of the men a lot more pleasant.

I was fortunate enough to get a one week vacation to the US to be with my family in Alabama. Normally, this would not be allowed, but because of some of the improvements and achievements made at Cut Throat during my tour, the Group at Goose Bay made an exception and gave me permission for the time off. They sent an officer from Goose Bay as temporary Commander during my absence. There was another instance when I was off site (not R&R) at Goose Bay for a Site Commander's meeting. During this period (about one week), a memorable, albeit tragic happening occurred. When the meeting ended, I along with the others, had to make arrangements for the return trip (helicopter) to Cut Throat. I told the transportation officer about my requirement. He told me that they could make room for me but that the Pay Officer, extra mail and food (weather had curtailed a lot of flights) were to be on the flight but they would off load some of the cargo, if necessary. I told him that I would wait until the next trip in a day or so.

The helicopter first went to Cartwright, dropped off (and picked up the mail), paid the men, unloaded the food and picked up passengers for Goose Bay. The next stop was to be Cut Throat Island. Tragically, the helicopter was lost between Cartwright and Cut Throat. As it turned out, all on board were killed. They recovered the remains a few months later. What it all said to me was that, had I insisted on returning on the first flight to Cut Throat Island, I too would have died in that crash.

As the Cut Throat Island Commander, I was in charge of all major functions, most importantly Operations. I had highly competent radar operators and technicians. Our radar was a TPS-14 gap filler radar. We sent the operational inputs to Cartwright and Goose Bay via voice communications. I do not remember how many tracks we detected and forwarded each sift or day, but it was enough to keep our operators busy day and night. I recall one incident that was quite intriguing during which, with our radar, together with our HF radio, we detected a Soviet ship (supposedly a fishing vessel) less than 10 miles from our site. One of my men spoke fluent Russian and overheard them talking about debarking and going ashore on our island. We immediately contacted Goose Bay higher authorities who immediately became involved (with Intelligence and others). The details of what happened were held as classified information. I can say that no one from the Soviet ship came ashore, and in short order, the vessel departed. We also received specific instructions to cover these type of activities (and others) in the future.

Except for a few days in July, the temperature was never higher than 50 degrees (F). Winters were quite severe, mostly in the low teens and below zero. Probably the worse weather encountered was when we recorded minus 55 (F) with a wind so strong that the anemometer froze at 90 MPH. Also, during the winter months, the above ground electrical heating cable for the water broke. This was a hazardous situation because we were totally limited to the in-building water tanks. I instigated

immediate water rationing until replacement cable was sent to the site, the cable was installed and repairs to the water line were accomplished. Took almost a month. A scary time. In summary about the weather, the weather was bad. I can't imagine how or why the Eskimo family close to live on Cut Throat Island.

Considering the fact that almost all of our food was brought to us by helicopter, the food was good. We had milk from powder, and fresh food was in small supply. Our cook and Eskimo assistant were hard workers. They were not gourmet cooks but the food was well prepared, innovative, and quite tasty, whatever it was.

When I first arrived at Cut Throat and assumed Command (after my predecessor departed), I immediately closed the bar and would not permit any drinking until the site and the personnel were cleaned up and restored to what I considered met the standards of a USAF organization. The place was simply terrible. At first, there was a lot of dissension towards me, but I was able to gain support from a number of the competent and sober USAF personnel and civilians. It probably took about 2-3 months before things were cleaned up (site and people). I had to replace some of the people who were alcoholics or could not accept the way things were going to be. When everything was returned to an acceptable level, I did allow drinking again, but very carefully monitored and controlled.

When I first arrived, the main form of entertainment was drinking, as mentioned in the previous paragraph. Movies (16mm) were shown three, sometimes four nights a week. But, after a few weeks it became obvious that the films were very old, mostly in black and white, and the same films would come back to Cut Throat time and again. After a month or so, I called the people at Goose Bay who distributed the films. All they did was to give me a bunch of worthless excuses and resented my call. I then took matters into my own hands. I wrote a "heart-rendering" letter to the Armed Forces Radio and Motion Picture Association (pretty close to that name – got their name from one of the film containers). I won't repeat what I wrote except that I mentioned about our "defending our country at this isolated site" and that the movies were very old, kept returning again and again. In fact the movie "The Return of the Fly" returned to Cut Throat Island six times. The end result, to the dismay of the film distribution office at Goose Bay, was that we were sent two of the latest movies of that time along with extra lenses for our movie projectors. From then on, the movie situation was great. Colonel Miller in Goose Bay and the Cartwright Commander heard about what I had done and I became an instant hero. (I still had a lot of things to fix at Cut Throat).

Mail delivery in and out of Cut Throat Island was totally dependent upon the helicopter schedule, which was primarily dependent on the weather. We probably averaged mail in/out about every 10 days (if we were lucky).

After completing my one year assignment at Cut Throat Island, I was assigned to attend the Communications & Electronics Staff Officer's course at Keesler AFB, Mississippi. I departed Cut Throat Island for the US in September 1961.

It is interesting to note that Don Stensrud was to be the last Commander at the Cut Throat Island Gap Filler Detachment. The TPS-14 search radar equipment was shut down in June 1961 and Cut Throat Island ceased to be an operational site at that time. A fair number of the remaining USAF personnel departed in September 1961.

TML>

# Cut Throat Island, Labrador

## 1961 – Memories of Cut Throat Island – Jim Heimburger

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### Memories of Cut Throat Island

#### The Island

Cut Throat Island is a mountain top that stick out of the North Atlantic. On the way to the island in the spring of 1961 I was told that there was a girl behind every tree there. I laughed but it was the truth – unfortunately, there were no trees, just rocks, grass and a few small shrubs scattered about.

The north side of the island was a sheer cliff down to the ocean, and to the south – it fell in a slope. When the wind was high, the surf would break on the cliff and this was really spectacular.

On the very top of the island sat a two storied building which was to be my new home. There was a "chopper pad" (our lifeline to the outside world) and a road that went down to the ocean. At the bottom of the hill the road curved to the right and this was the location of our dump.

Beyond that was a shack with a lean-to structure that I found was used by fishermen from Newfoundland who fished from Cut Throat Island during the summer months.

Then the road curved around to the landing area where ships were unloaded, and past that to the house where Ted, our civilian KP, lived with his family and dogs.

Other inhabitants of the island (aside from USAF and civilian personnel employed at the Gap Filler site) included hares, hawks, seagulls and other waterfowl.

And that, in a nutshell, was Cut Throat Island, Labrador – as I recall it to be in 1961.

## Local Fishermen

Aside from the buildings which formed the Gap Filler complex (on the top of the hill) there was very little on the island. There was a shack with a lean-to attached that was used by fishermen from Newfoundland. They would fish for Cod for a short period of time during the summer months. Fishing in this area was not an easy life. It consisted of long hours, hard work, and deplorable living conditions.

When the cod were running, the fishermen would use nets to catch the fish. When the run slowed down, the fishermen "jogged" for Cod. Jigging for cod was quite popular. A jig is a large lead weight with a hook sticking out of each side of the bottom. Kind of like a big letter "J" that goes in both directions at the bottom. The line was made of twine. The water was so clear that they would ride along in a boat until they saw a school of Cod on the bottom. They would then drop the jigs to the bottom and start yanking on the twine. You didn't have to guess when you had one – it was like hitting a log. While it was fun to try, it is not hard to imagine that this routine got old real quick.

The Cod fish were dried on the rocks in the sun and they ended up looking like big "fishy" guitars. The dried Cod were finally layered with salt in the lean-to at await shipment at the end of the season.

## The Gap Filler Complex

It should be recalled that the Gap Filler units were not designed in the same manner as a standard AC&W Squadron. There were, at most, somewhere between 25 and 25 people at a Gap Filler and the entire domestic site was usually housed in one building. This building housed everything that was required at the site.

You would, as expected, eat your meals in the mess hall. The mess hall was more like a small snack bar, but then we didn't need much more than that. Even though it was small in size, it was a very important part of the site – as this was where we spent a lot of our free time. It was the movie theatre, club, games room, pool hall, day room, bar and mess hall all wrapped into one. After supper the movie would be shown and the bar opened. The kitchen was always available and we really made some killer late night omelets out of our leftovers.

Whoever was on standby could hear the radio from here and run up the stairs to the Communications Center if needed – so if there was nothing pressing, the person on standby was usually in the mess hall. And in the evening, there was not usually anything going on anywhere else. We didn't have any Troposcatter communications equipment at CTI. We had a radio link to Cartwright and ground to air radio for choppers etc. I recall that we had to whistle a 1000 cycle tone to "ring" Cartwright.

Many of the civilian workers were English ex-navy types who managed the generators and stuff like that. A couple of these guys had served on mine sweepers in World War II. The generators kind of made them a little jumpy at times as they were not

really comfortable with loud noises around them – but did those guys have stories to tell. This same group also showed us how to find mussels on the rocks just off shore, and we ended up having a "clam bake"

Our scientific weather reporting equipment consisted of things like "if you can see that island over there, visibility is X miles", or "if you can see the horizon, visibility is unlimited" – "if the clouds are like they are now, the ceiling is XXXX feet". I was taught other scientific data like "that is north" which was handy because we had to call a weather report to Cartwright every morning. I was also shown the radar screen and what a blip looked like so I could help out if needed there (again – everything was one shop).

Our thanks to Jim Heimburger who served at the Cut Throat Island Gap Filler site between May 1961 and mid September 1961 – when the site at Cut Throat Island was deactivated. Jim then proceeded to the 922nd AC&W Squadron – located at Cartwright, Labrador to complete what ultimately resulted in a combined "one year tour".

# Appendix F

## Internet Search Information



# Cut Throat Island, Labrador

## Cut Throat Island, Labrador

**Site #:** N-27A

**AC&W #:** Detachment 1, 922<sup>nd</sup>  
Squadron,  
Cartwright, Labrador

**Callsign:** Rosewater

**Construction Dates:** Start: 1955  
End: 1957

**Operational Date:** April, 1957

**Location:** 54 30 00 N Latitude 57 07 25 W Longitude

**Radar Equipment:** Search: FPS-14  
Height: None

**Closure Date:** 28 June, 1961

**Additional Comments:**

Please click on the **Photos**, **Area Map** and **History** buttons below for additional information about this location.

[Photos](#) [Area Map](#) [History](#)

[Cartwright](#)

[Return to Top of Page](#)

Updated: December 23, 2003

No. 58775

DEPARTMENT OF TRANSPORT

MEMO  
(O.C.)

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF NEW BRUNSWICK

to

HER MAJESTY THE QUEEN IN RIGHT OF CANADA

Date

- October 10, 1957

Public Work Concerned

- RCAF Foggessell Air Force Base -  
St. John's Field.

Description

- Transfer of the administration, control and management of the surface rights in pieces of land situated at Out Throat Island in the District of Labrador South, in connection with the Rio-Canada Line.

DEPARTMENTAL REFERENCE

1653-730

REFERENCE No.

MEMORANDA

58775

RCAS  
SIGNALS OFFICE

OCT 4 23 28 '55



JEXFT 001

DCEA

MM RFEPF

HRJEXCR 04

SECRET

M 041912Z

FM COMNEACOM PEPPERRELL AFB NFLD

ATTENTION

THIS CLASSIFIED MESSAGE WAS RECEIVED IN A CATEGORY 1 CRYPTO SYSTEM. NO PARAPHRASING IS REQUIRED PRIOR TO AUTHORIZED PUBLICATION OR RELEASE. REPLY MAY BE UNCLASSIFIED PROVIDED THE SUBJECT MATTER IS NOT COMPROMISED.

TO CANALED

AF GRNC

BT

///S E C R E T///NEIFP 0248. YOUR MESSAGE DCEA 124 DATED 27 SEPTEMBER

55. MAPS INDICATING APPROXIMATE LOCATION OF GAP FILLER SITE NOT

PRESENTLY AVAILABLE HOWEVER, FOLLOWING SITE NUMBERS, NAME AND

GEOGRAPHICAL COORDINATES ARE FURNISHED FOR YOUR INFORMATION. N-28A (1)

CAPE MAKKOVICK 55 DEGREES 15 MINUTEY NORTH 59 DEGREES 8 MI UTES

30 SECONDS WEST, } N-27A <sup>(2)</sup> CUT THROAT ISLAND 54 DEGREES 30 MINUTES NTRTH

57 DEGREES 7 MINUTES 25 SECONDS \_\_\_\_\_ (3)

REAL ESTATE, FACILITIES, INSTALLED EQUIPMENT  
AND OTHER EQUIPMENT OR MATERIALS TO BE TRANSFERRED TO RCAP

Cut Throat Island - Det. #1, 922 ACV Sq.

Item No.	Facility No.	Description	Unit	Total Cost
1	00001	Cap Filler Consisting of: 24 Airman Dormitory, 60 Man Dining Hall, 5 Man OQ, 500 KW Elec Prime Power, 5355 MB Heating Plant	28,883 SF	\$1,750,000
2	00002	Dispensary "B" M1	1,152 SF	36,000
3	00003	Tower, Navalid	1 Dr	*Incl Above
4	00004	Liquid Fuel Pump Station	360 SF	65,000
5	00005	Liquid Fuel Pump Station	24 SF	27,000
6	00006	Water Pump Station	360 SF	28,000
7	00100	Diesel Storage	10,000 BL	95,000
8	00101	Diesel Storage	10,000 BL	95,000
9	00102	Liquid Fuel Pipeline	7,170 Ft	49,000
10	00104	6755 Ft Road	15,011 SY	189,000
11	00105	Helicopter Pad	7,854 SY	71,000
12	00106	Sewage Septic Tank	3,182 TD	117,000
13	00107	Water Mains	1,310 Ft	428,000
14	00109	Covered Walkway	50 SY	4,000

ATCH 3

Cut Throat Island - Det. #1, 922 ACW Sq.

Item No.	Facility No.	Description	Unit	Total Cost
		<u>INSTALLED EQUIPMENT</u>		
15	N/A	Power Generation Equipment, 100KW, Diesel-Electric Generator Sets, w/Auxiliary Equip and Switchboard	5 Ea	\$100,000 (E)
16	N/A	Refrigeration System Recip. Compressor Frick Co. Model FE -150H, Four cy, 1 3/4" Bore, 1 1/2 HP, 208V, 3 phase motor	2 Ea	5,000 (E)
17	N/A	Recip Compressor Frick Co. Model FEM-750 FL - 3 cyl. 4" Bore, 1 1/4" Stroke, 7 1/2 HP, 208V, 60cy, 3 ph motor	1 Ea	4,000 (E)
18	N/A	Steam Generators, York-Shipley "Steam Pak" Model 3PL, 53-80 Low Pressure 15 PSI Operating Pressure	2 Ea	16,000 (E)
19	N/A	Oil Burner, Pressure Atomizing Type, Combustion Air Supplied by Centrifugal Fan driven by 208V, 3ph, 60cy, 5 HP Motor	1 Ea	1,800 (E)
20	N/A	Fire Alarm System, Fire Alarm is manual and automatic, Non Coded, Elect Supervised, Fire Detector Cable Type	1 Ea	1,200 (E)
21	N/A	Fire Protection System, Manual, Incl 60,000 gal Water Storage Tank and 500 gpm cent. Fire Pump, Piping sys supplies eight Stations	1 Ea	40,000 (E)
22	N/A	Engine, 10 1/2 HP, Fairbanks Morse Model 65B-4 1/8 PA27	1 Ea	*Cost Incl Be'
23	N/A	Direct Connected Generator, 5KW, 120V, 1-ph, 60cy, 1800 RPM	1 Ea	* 2,000 (E)
24	N/A	Oil Fired Space Heaters	4 Ea	400 (E)

## OTHER MATERIALS AND EQUIPMENT

Cut Throat I-land Int #1, 922 ACV So

Item No.	FSN	Description	Quantity	Total Cost
25	1730-303-3400	Jack, Letter, Bracket	2	\$ 21.30
26	3220-287-4767	Saw, Jig, Working	1	133.00
27	3413-222-2146	Drilling Machine	1	193.00
28	3415-541-7241	Grinding Machine, Bench	3	156.00
29	3419-219-2954	Machine, Pipe Threading	1	500.00
30	3419-347-2194	Threading Machine	1	477.00
31	3419-528-8696	Saw Set Machine	1	216.00
32	3433-516-4964	Kit, Welding	1	90.00
33	3441-243-2648	Bending Machine, Pipe	1	262.00
34	3441-529-0952	Bending Machine	1	225.00
35	3444-254-2121	Press, Arbor	1	67.00
36	3445-257-5253	Shearing Machine, Hand	1	40.00
37	3510-293-4322	Washing Machine	5	1,625.00
38	3510-293-4338	Dryer, Clothes	5	625.00
39	3820-383-3718	Drill, Pneu	1	504.00
40	3920-243-5170	Truck, Hand 2-wheel	2	30.00
41	3920-641-2582	Truck, Hand 2-wheel	1	18.00
42	3950-235-4246	Hoist Chain 20,000 lb	1	400.00

Cut Throat Island - Det #1, 922 ACW Sq

Item No.	FSN	Description	Quantity	Total Cost
43	3990-272-9976	Pumping Assy, Bulk Trans	1	\$ 400.00
44	4110-170-1443	Ice Cream Cabinet	1	284.60
45	4110-202-9844	Dispenser Water	1	285.00
46	4110-170-5296	Refrigerator, Reach-in	1	300.00
47	4140-256-9913	Fan, Circulating	3	59.76
48	4210-223-9915	Fire Ext, CO2, 15lb	9	450.00
49	4210-270-4386	Extinguisher, Fire, Soda Acid	7	80.50
50	4210-270-4395	Extinguisher, Fire, Water, .5 Gal	8	136.00
51	4210-272-3298	Hose Linen, Fire	8	92.00
52	4210-491-0454	Extension, Fire, Type A-1	6	109.50
53	4240-330-5457	Mask, Oxygen Chem	2	216.24
54	4240-368-6098	Mask, Protective Field	35	490.00
55	4310-368-5214	Compressor, Recip	1	86.75
56	4320-516-4068	Pump, Red Ram Hand Driven	1	59.00
57	4920-512-5180	Light, Timing Magneto Type B-1	1	12.00
58	5130-038-4354	Flexible Shaft Mach Elect	1	172.00
59	5130-288-7746	Drill Pneu	1	152.00
60	5130-293-1847	Drill, Elec, 1/4"	3	75.00
61	5130-293-1849	Drill, Elec, 1/2"	2	80.00

Cat Throat Island - Det #1, 922 ACW Sq

Item No.	FSN	Description	Quantity	Total Cost
62	5130-293-2342	Auger Kit Water Closet	1	\$ 386.00
63	5130-540-0131	Saw, circular port elec	1	82.89
64	5130-596-4111	Sander, Disk Elec Pro	1	54.50
65	5130-596-9733	Sander, Reciprocating Type	2	139.32
66	5180-547-0737	Reseating Kit, Valve	1	62.00
67	5440-223-6062	Ladder Ext Wood 30'	1	30.46
68	5440-269-5076	Step ladder, Wood Safety	2	30.92
69	6115-329-3396	Generator, C-21	1	1550.00
70	6130-507-7493	Rectifier, Battery, 6 Amp	1	342.00
71	6230-212-9097	Light, Floor	4	42.80
72	6230-266-8646	Light Extension 100'	1	25.00
73	6660-512-1247	Recorder, Hygrothermograph	1	161.00
74	6665-217-1096	Detector Kit Chemical Agent	1	30.00
75	6665-526-8649	Radisc Set	1	553.00
76	6670-526-6231	Scale, Beam Indicator	1	80.00
77	6670-526-4921	Scale, Mail & Parcel Post	1	200.00
78	6680-526-6783	Meter, Vol/Metric Displacement	1	45.00
79	6680-527-7171	Tachometer Mech Hand Held	1	12.00
80	6680-561-5724	Meter, Air Velocity	1	171.00
80A	6665-526-8103	Indicator, Comb Gas Portable	1	150.00



Cat Throat Island - Det #1, 922 ACW Sq

Item No.	FNS	Description	Quantity	Total Cost
81	6685-512-1247	Recorder, Relative Humidity	1	\$ 161.00
82	6740-090-1190	Splicer, Photo Film Portable	1	25.00
83	6740-329-8641	Printer, Contact Photo	1	100.00
84	6740-526-1789	Dryer, Photo Print	1	42.80
85	6940-356-2554	Trainer, Telegraphic Code	1	90.00
86	7105-141-5385	Chair, Lounge Stl Frame Leather	2	90.00
87	7105-269-9217	Wardrobe, Metal 3-shelves	14	756.00
88	7105-270-2248	Chair, Straight w/o Arms	57	853.86
89	7105-270-9833	Davenport, Imit Leather	2	242.00
90	7105-273-9016	Rack, Magazine Wood	2	25.00
91	7105-274-3822	Bed, Single, Stl	35	1,013.25
92	7105-274-3823	Bed, Single, Stl	35	875.00
93	7105-275-6228	Table, Dining	12	332.04
94	7105-576-3458	Chair, Str w/o Arms	14	210.00
95	7110-132-6477	Filing Cabinet	2	150.00
96	7110-132-8298	Chair, Rotary w/o Arms	15	274.20
97	7110-141-5340	File, Visible Index	1	55.00
98	7110-262-6650	Bookcase, Section Stl	32	16.00
99	7110-262-6673	Base Bookcase Section	8	84.00

Curt Throat Island - Det #1, 922 ACW Sq

Item No.	FSN	Description	Quantity	Total Cost
100	7110-264-5205	Desk, Flat Top Dbl	2	\$ 106.48
101	7110-264-5227	Table, Metal Top, Linoleum covered	30	600.00
102	7110-267-6981	Table, Office, Metal Top & Legs	8	244.00
103	7110-270-9838	Desk, Typewriter, Stl	1	86.50
104	7110-273-8785	Chair, Str v/o Arms	2	25.00
105	7110-273-8793	Chair, Rotary v/arms, Exec Type	4	104.00
106	7110-281-4469	Chair, Rotary v/2 Arms	4	74.00
107	7110-483-4480	File, Visible Index	1	189.34
108	7110-579-9782	File, Visible Index	6	1,063.14
109	7110-663-6360	Filing Cabinet, 2-drv, v/Comb Lock	1	127.00
110	7125-264-4909	Bin, Storage Rotary	3	375.00
111	7125-269-8534	Cabinet Storage	6	240.00
112	7125-285-1767	Cabinet, Storage Small Pts	30	31.50
113	7125-335-3428	Rack, Storage, Stl	4	200.00
114	7195-285-5931	Table, Work, Hardwood Surface	3	167.85
115	7195-298-7525	Displayer, Swinging Wing	1	45.00
116	7210-274-3780	Mattress, Bed, Falted	27	382.05
117	7210-682-6505	Mattress, Bed, Innercpg	34	765.00
118	7290-205-4133	Coffee Maker, Sel, Vacuum	2	148.00

Cat Throat Island - Det #1, 922 ACW Sq

Item No.	ASN	Description	Quantity	Total Cost
119	7290-663-7300	Ironing Board	1	\$ 12.95
120	7310-264-5377	Urn, Coffee	1	205.00
121	7310-281-6963	Toaster, Elec	1	72.26
122	7310-282-6566	Fryer, Deep Fat Table Mod	1	85.00
123	7310-286-5698	Range, Elec	1	450.00
124	7310-634-0129	Griddle, Self-Heating	1	79.71
125	7320-222-4163	Mixing Machine, Food	1	130.00
126	7320-223-7877	Cabinet, Rinse and Spary	2	50.00
127	7320-250-0936	Table, Work, Baker's	1	148.00
128	7320-269-9226	Table, Kitchen	1	448.00
129	7320-271-1720	Block, Butchers	1	35.00
130	7330-234-8830	Pot, Cooking 40 qt	2	29.00
131	7330-205-1407	Jug, Insulated	1	18.25
132	7330-241-8168	Bowl, Food Mixing	1	11.75
133	7330-263-8504	Pan, Baking and Roasting	4	49.00
134	7330-567-9515	Strainer, Pot Metal	2	53.80
135	7430-141-5408	Typewriter	1	125.00
136	7430-281-6988	Typewriter, Elec	1	373.34
137	7430-634-5064	Typewriter, Non-Portable	1	122.00

Cat Throat Island - Det #1, 922 ACW Sq.

Item No.	FSN	Description	Quantity	Total Cost
138	7490-164-0541	Machine, Stencil 1/2"	1	\$ 168.00
139	7730-346-2705	Radio, Phonograph Comb	1	284.95
140	7810-242-4428	Table, Tennis, Folding Legs	1	37.96
141	7810-286-9885	Fishing Tackle Kit, Salt Water	2	26.86
142	7830-205-1458	Pool Table	2	855.40
143	7830-244-7812	Barbell, Gymnastic	1	120.00
144	7830-246-2335	Mat, Gym 20'lg 5'w 2" thk	4	495.72
145	7910-223-7681	Cleaner, Vacuum, Hand Type	2	394.00
146	7910-526-3799	Polisher, Floor	2	268.00
147	8105-132-9022	Bag, Money	1	35.00
148	8415-526-9045	Hood, Fireman, Aluminum	5	240.00
149	8465-238-8105	Bag, Sleeping, Arctic	1	48.40
150	9140-286-5283	Fuel Oil, Diesel, Grade DFA	2,600 bbl	9,100.00
151	9150-HE	Miscellaneous Residual Petroleum Products, FBC 91	Cleaning Residual	350.00 (g)
152	2320-835-8373	Cargo Carrier, M29C, Reg No. 55C729	1	5,894.00
153	2320-835-8463	Truck, Cargo, 2 1/2 Ton, Regis No. 53K22873	1	6,750.00
154	2320-835-8517	Truck, Cargo, 3/4 Ton, Regis Nos. 53K7468 & 53K7533	2	6,862.00
155	2330-025-7884	Trailer, Water Tank, Regis No. 52L4245	1	945.00
156	2330-732-8227	Trailer, Cargo, 1/4 Ton, Regis No. 53K22403	1	334.00



# **Additional Radar Stations on the Labrador Coast**

**Canadian External Relations - 1955**

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**Volume #21 - 339.**

**CHAPTER IV**

**RELATIONS WITH THE UNITED STATES**

**PART 2**

**DEFENCE ISSUES**

**SECTION D**

**RADAR DEFENCE SYSTEM: PINETREE LINE AND MID-CANADA LINE**

**339.**

**PCO**

**Extract from Cabinet Conclusions  
Top Secret**

**[Ottawa], May 6th, 1955**

## **ADDITIONAL RADAR STATIONS ON THE LABRADOR COAST**

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4. *The Secretary of State for External Affairs*, referring to the decision by the Cabinet on June 30th, 1954, that Canada should construct and operate the mid-Canada warning line, reported that, subsequently, the United States had expressed the desire to extend the line from Hopedale, its eastern terminus, down the Labrador and Newfoundland coasts to Cape Race.<sup>66</sup> Since the U.S. already operated a chain of radar stations on this coast, as part of the Pinetree project, the proposal really meant the insertion of a number of gap-filler radars at appropriate points. In the circumstances, the Chiefs of Staff Committee had agreed that the project might

be handled by the U.S. as a supplement to the existing Pinetree installations.

**Surveys had been carried out by the North East Air Command of the U.S. Air Force and it was recommended that these gap-filler radars be established at six sites near Cape Makkovik, Cut Throat Island, Spotted Isle, Fox Harbor, La Scie and Elliston Ridge. There would be accommodation at each for thirty people, although the permanent staff would probably amount to twenty per station. Not more than 50 acres would be required per station although, for technical reasons, larger areas might be needed in some instances.**

The U.S. Air Force had delayed requesting permission to begin construction because it had been waiting for the conclusion of the D.E.W. Line agreement on the assumption that this would serve as a model for the agreement to authorize the construction of these stations in Labrador and Newfoundland. The D.E.W. Line negotiations, however, had taken longer than anticipated. The U.S. fiscal year ended on June 30th, 1955, and part of the funds allocated for the Labrador extension, if not obligated at that time, would revert to the Treasury. This might delay construction of the stations and prevent their being operational by January 1957, when it was expected that the mid-Canada line would be completed. For this reason, Canada had been asked to consider allowing the U.S. Air Force to begin construction immediately, pending the conclusion of mutually acceptable terms and conditions between the two countries. The Minister recommended, with the concurrence of the Minister of National Defence, that the U.S. government be allowed to construct and operate the gap-filler radar stations mentioned, subject to the conclusion of an appropriate exchange of notes.

An explanatory memorandum had been circulated.

(Minister's memorandum, May 2, 1955 - Cab. Doc. 89-55†)

5. *In the course of discussion* the following points emerged:

(a) It was the usual practice for Canada to acquire and hold title to land needed for U.S. defence installations on Canadian soil. The Department of Transport acted as agents for the Department of National Defence and the provinces usually made their crown land available without charge.

(b) The proper provincial authorities should be kept as fully informed as possible about defence projects which involved the use of land belonging to the Crown in the right of a province. In acquiring such land, methods should be followed which did not offend the susceptibilities of the provinces who had the constitutional right to the land in question. If private property was required, normal expropriation methods were of course followed. It was pointed out that, as far as Newfoundland was concerned, the province had been kept informed, as a rule, about proposals to construct defence installations.

(c) As much consideration as possible should be given to Canadian contractors in the matter of supplying equipment and erecting buildings and living quarters. For installations in the Maritime Provinces, the work should be done by contractors from the area when this was feasible. In this connection, it was observed that, under the proposed conditions governing the establishment of the project, Canadian contractors would receive equal consideration with U.S. contractors and preference would be given to qualified Canadian labour.

6. *The Cabinet* noted the report of the Secretary of State for External Affairs and agreed:

(a) that the United States be authorized to construct and operate gap-filler radar stations in Labrador and Newfoundland as the following six sites:

<b>Site number and name</b>	<b>Parent Pinetree station</b>
<b>N-28A-Cape Makkovik</b>	<b>N-28, Hopedale</b>
<b>N-27A-Cut Throat Island</b>	<b>N-27, Cartwright</b>
<b>N-27B-Spotted Isle</b>	<b>N-27, Cartwright</b>
<b>N-26A-Fox Harbor</b>	<b>N-26, St. Anthony</b>
<b>N-26B-La Scie</b>	<b>N-26, St. Anthony</b>
<b>N-22B-Elliston Ridge</b>	<b>N-22, Redcliff</b>

subject to the conclusion of an exchange of notes along the same general lines as the exchange for the Distant Early Warning System,<sup>67</sup> and that, pending the conclusion of the agreement, the U.S. could proceed with preliminary procurement, shipment and placement of materials and other measures for the construction of these stations;

(b) that the Department of External Affairs be authorized to inform the U.S. Department of State of this decision; and,

(c) that every effort be made to ensure that proper and tactful methods be followed when acquiring land belonging to the Crown in the right of a province. ...

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<sup>66</sup> Voir/See Volume 20, Document 466.

<sup>67</sup> Voir Canada, *Recueil des traités*, 1955, N° 29.  
See Canada, *Treaty Series*, 1955, No. 29.



# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

CONFIDENTIAL

S-10-100-80/11 (DCEA)

November 18, 1955

The Honourable Joseph R Smallwood  
Premier of the Province of Newfoundland,  
St Johns, Newfoundland.

My Dear Premier:

In order to increase the reliability of the Pinetree Radar Chain, this department has a requirement for six additional "gap filler" sites at the localities and approximate latitudes and longitudes set out hereunder:

Location	Latitude	Longitude
(1) N-28A Cape Makkovik	55° 15' North	59° 8' 30" West
(2) N-27A Cut Throat Island	54° 30' North	57° 7' 25" West
(3) N-27B Spotted Isle	53° 30' 55" North	55° 45' 20" West
(4) N-26A Fox Harbour	52° 21' 50" North	55° 40' West
(5) N-26B La Scie	49° 59' 24" North	55° 33' 24" West
(6) N-22B Elliston Ridge	48° 36' 48" North	53° 2' 12" West

An area of 20 to 25 acres will be required at each site and advance information indicates that private owners will be involved only at La Scie and Elliston Ridge. All other sites are believed to be located on Newfoundland Provincial Crown Land.

Would be kind enough to advise whether your government will grant permission to proceed with land surveys and construction of this project upon the same terms and conditions as applied to other Pinetree installations located in your Province. When property surveys have been completed you will be supplied with copies in order that consideration may be given to a formal reservation of the Provincial lands involved.

Your cooperation in the past in matters of this nature is sincerely appreciated.

Sincerely yours,

Original signed by Ralph Campney

Minister

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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S10-100-80/11 (DCEA)

SECRET

8 July 55

USAF Central Co-ordinating Staff - Canada,  
1327A Wellington Street,  
Ottawa, Ontario

### Construction - Gap Filler Radar Stations

As you are aware, by an exchange of Notes d/13 Jun 55, an agreement has been entered into between our respective Governments for the establishment and operation of the USAF of Gap Filler Radar Stations in the Newfoundland-Labrador area. This letter is written in connection with the acquisition of property and the arrangements made for the actual construction of the stations.

In connection with the location and acquisitions of lands required for those stations, the above-noted agreement, as is usual in other similar cases in the past, states that Canada shall acquire and retain title to the lands. Having acquired title to the lands, the Canadian Government will then, without charge, grant to the United States such rights of access, use and occupancy as may be required for the proposed construction and operation of the stations.

The RCAF is the Canadian Government agency which will process the acquisition of the property. To date, no information has been received regarding the actual property which is desired. The initial action required is the obtaining by us from the Government of the Province of Newfoundland, general approval for the survey and construction of these stations on provincial lands. In order to do this we will require, in duplicate, a large-scale map indicating, approximately, the proposed locations. We would also ask for the approximate latitude and longitude for each site. Having obtained the provincial Government's approval, arrangements would then be made by the USAF, similarly to the previously constructed Pinetree stations in this area, to obtain through the employment of Newfoundland Provincial Land Surveyors survey plans and descriptions of the individual properties required. These should be provided to us for further action in the actual acquisition of the properties.

The agreement further states that construction will be the responsibility of the United States and that the USAF or its designated agent will consult with the appropriate Canadian Government agencies through the RCAF. It is our assumption that you propose to carry out the construction under similar arrangement to that in effect for the original Pinetree stations and that your construction agency, Corps of Engineers, will be calling tenders and arranging contracts directly. In arranging these contracts, Canadian contractors and Canadian suppliers of material will be extended equal consideration with US contractors or suppliers. Also, under the agreement, Canadian labour is to be given preference for the construction.

These arrangements will be satisfactory but in order that the RCAF may perform its liaison function and also be generally familiar with the class of construction and the facilities which are being built, it is requested that copies of all plans and specifications for the construction work involved, be provided to us in duplicate.

Communications regarding construction and property for these stations should be forwarded to this headquarters, marked for the attention of the Directorate of Construction Engineering Administration. Wing Commander WD Martin in this directorate will, at least initially, be acting as the liaison officer for these purposes.

(CL Ingles) G/C  
for CAS.

CLI/PB  
DCEA

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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SECRET

### ANNEX

#### Conditions to Govern the Establishment and Operations of Gap Filler Radar Stations in the Newfoundland-Labrador Area.

(In this Statement of Conditions, unless the context otherwise requires, "Canada" means the Government of Canada, and "United States" means the Government of the United States of America.)

#### 1. Sites

The location and size of all airstrips and location of all sites, roads, wharves and jetties, required in Canada shall be a matter of mutual agreement by the appropriate agencies of the two Governments. Canada shall acquire and retain title to all lands required for the stations. Canada grants and assures to the United States, without charge, such rights of access, use and occupancy as may be required for the construction, equipment and operation of the stations.

#### 2. Liaison Arrangements

Construction will be the responsibility of the United States. The United States Air Force or its designated agent will consult fully at all stages with appropriate agencies of the Canadian Government through the Royal Canadian Air Force.

#### 3. Plans

Plans of buildings, airstrips, roads (including access roads) and similar facilities, information concerning use of local materials, such as rock fill, and sand and gravel, and information concerning other arrangements related to construction and major items of equipment, shall, if requested, be supplied to the appropriate Canadian authorities in sufficient detail to give an adequate idea of the scope of the proposed construction. Canadian officials have the right of inspection during construction. Proposal for subsequent construction, or major alterations, shall be discussed with the appropriate Canadian authorities.

#### 4. Provision of Electronic Equipment

The Canadian Government reaffirms the principle that electronic equipment at installations on Canadian territory should, as far as possible, be manufactured in Canada. The question of practicability must, in each case, be a matter for consultation between the appropriate Canadian and United States agencies to determine the application of the principle. The factors to be taken

into account shall include availability at the time period required, cost and performance. For the purpose of carrying out these principles, consultation shall take place between representatives of the United States Air Force, and the Royal Canadian Air Force and the Canadian Department of Defence Production.

5. Construction and Procurement (other than Electronic Equipment)

- a. Canadian contractors shall be extended equal consideration with United States contractors in the awarding of construction contracts, and Canadian and United States contractors shall have equal consideration in the procurement of materials, equipment and supplies in either Canada or the United States.
- b. Contractors awarded a contract for construction in Canada shall be required to give preference to qualified Canadian labour for such construction. The rates of pay and working conditions for this labour shall be set after consultation with the Canadian Federal Department of Labour in accordance with the Canadian Fair Wages and Hours of Labour Act.

6. Canadian Law

Nothing in this Agreement shall derogate from the application of Canadian law in Canada, provided that, if in unusual circumstances its application may lead to unreasonable delay or difficulty in construction or operation, the United States authorities concerned may request the assistance of Canadian authorities in seeking appropriate alleviation. In order to facilitate the rapid and efficient construction of the stations, Canadian authorities will give sympathetic consideration to any such request submitted by United States Government authorities.

7. Financing

The costs of construction and operation of these stations shall be the responsibility of the United States, with the exception of Canadian military personnel costs if Canada should man any of the stations at a later date.

8. Manning

The United States may station personnel at the sites under the control and command of United States military authorities, provided that upon reasonable notice Canada may take over the manning of any or all of the installations. Canada will ensure the effective operation, in association with the United States, of any installation it takes over.

9. Period of Operation of the Station

Canada and the United States agree that, subject to the availability of funds, the stations shall be maintained in operation for a period of ten years or such shorter period as shall be agreed by both countries in the light of their mutual defence interests. Thereafter, in the event that either Government concludes that any of the installations are no longer required, and the other Government does not agree, the question of continuing need will be referred to the Permanent Joint Board on Defence. In considering the question of need, the Permanent Joint Board on Defence will take into account the relationship of these stations to other radar installations

established in the mutual defence interest of the two countries. Following consideration by the Permanent Joint Board on Defence, as provided above, either Government may decide that the station or stations in question shall be closed, in which case the arrangements shown in paragraph 10 below regarding ownership and disposition of the installation shall apply.

10. Ownership of Removable Property

Ownership of all removable property brought into Canada or purchased in Canada, and placed on the sites, including readily demountable structures, shall remain in the United States. The United States shall have the unrestricted right of removing or disposing of all such property, PROVIDED that the removal or disposition shall not impair the operation of any installation whose discontinuance had not been determined in accordance with the provisions of paragraph 9 above, and PROVIDED further that removal or disposition takes place within a reasonable time after the date on which the operation of the installation has been discontinued. The disposal of United States excess property in Canada shall be carried out in accordance with the provisions of the Exchange of Notes of April 11 and 18, 1951, between the Secretary of State for External Affairs and the United States Ambassador in Ottawa, concerning the disposal of excess property.

11. Telecommunications

The United States military authorities shall obtain the approval of the Canadian Department of Transport, through the Royal Canadian Air Force, for the establishment and operation (including the assignment of frequencies) of radio stations in Canadian territory. The provision of telecommunications circuits (both radio and land-line) required during the construction period and thereafter will be the subject of consultation between the appropriate authorities of the two governments, having regard to the desirability of using existing circuits and existing Canadian public carriers where this may be feasible.

12. Scientific Information

Any geological, topographical, hydrographical, geo-physical, or other scientific data obtained in the course of construction or operation of the stations shall be transmitted to the Canadian Government.

13. Canadian Immigration and Customs Regulations

- a. Except as otherwise agreed, the direct entry of United States personnel from outside Canada shall be in accordance with Canadian customs and immigration procedures which will be administered by local Canadian officials designated by Canada.
- b. Canada will take the necessary steps to facilitate the admission into the territory of Canada of such United States citizens as may be employed on the construction or operation of the stations, it being understood that the United States will undertake to repatriate, \*(with expense to Canada), any such persons if the contractors fail to do so.

Note: \* hand written note states that another copy reads ", at its expense".

14. Use of Air Landing Facilities

Airstrips (including helicopter pads) at the installation shall be used by the United States solely for the support of the stations. If it should be desired at any times by the United States to use an airstrip for other purposes, a request shall be forwarded through appropriate channels. The airstrips shall be available for use by the RCAF as required. The airstrips shall also be available for use by Canadian civil air carriers operating into or through the area, whenever such use would not conflict with military requirements, and SUBJECT to the understanding that the United States Air Force shall not be responsible for the provision of accommodation, fuel, or servicing facilities of any kind. Proposals and arrangements for such use of USAF-operated airstrips by Canadian Air Carriers shall be submitted to the RCAF, which shall consult the USAF before granting any such permission.

15. Landing Facilities

Landing facilities at any of the stations on tide-water shall be available for use by Canadian Government ships and ships employed on Canadian Government business.

16. Taxes

The Canadian Government shall grant remission of customs duties and excise taxes on goods imported and of federal sales and excise taxes on goods purchased in Canada which are or are to become the property of the United States Government and are to be used in the construction and/or operation of the installations, as well as refunds by way of drawback of the customs duty paid on goods imported by Canadian manufacturers and used in the manufacture or production of goods purchased by or on behalf of the United States Government and to become the property of the United States Government for the construction or operation of the installations.

17. Status of Forces

The "Agreement between the Parties to the North Atlantic Treaty regarding the Status of their Forces", signed in London on June 19, 1951, shall apply.

18. Supplementary Arrangements and Administrative Agreements

Supplementary arrangements or administrative agreements between authorized agencies of the two Governments may be made from time to time for the purpose of carrying out the interest of this agreement.

# Cut Throat Island, Labrador

## 1960 – Detachment Seventeen – Jim Heimburger

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### Detachment Seventeen

Our detachment, along with Detachment #1, 922 AC&W Squadron is located on Cut Throat Island. This island is approximately 140 miles north east of Goose Bay, Labrador and it is about 2 miles by 4 miles in size. The closest civilization is 53 miles across Hamilton Inlet at Cartwright, Labrador. During the summer a Newfoundland fishing group operates an installation on another island 3 miles away for catching and salting Cod fish.

The normal population of the site during the winter months is 25 military and civilian personnel. During the summer due to contractors coming in to do additional work on the site the population increases to a larger number.

Cutthroat is noted for bad weather. We have fog and rain during the summer, that is July, August and September with snow and high winds up to 130 MPH during the rest of the year. The site is serviced by helicopters from Goose Bay. Due to weather conditions chopper services varies from 2-3 a week to a period of 30 days between choppers. Our yearly average on choppers is from 4 to 5 a month.

Recreation at the site is varied. During the summer months softball is played on the chopper pad and the site boat is available for fishing and short site seeing trips. Basketball and volleyball are played in the motor pool section of the main building. The main building houses a motor pool, a heating and power plant, barracks and office space and a dining hall. The dining hall serves many purposes. It acts as a bar, theatre and day room where pool and ping pong are played. Each man at the site has a private room with built in wall lockers and a desk and chair. A small branch of the Goose Bay exchange is located at the site to supply the necessary items for the personnel. Items not stocked may be ordered by special order. A library is also available which contains magazines and pocket books of many varied themes. As most things connected with the site are taken care of in the main building there is little need to go outside when the weather is bad except for choppers and necessary details. The tower housing the radar and radio equipment is connected to the main building by an 80 foot covered corridor so there is little effort required in going from the main building to the tower. As no land lines exist the AN/FRC-39 plays a major role at the site by providing communication with the outside world. TACAN and Air-to-Ground equipment are present at the site and awaiting installation.

#### Mailing Address:

Name, Rank, AFSN,  
Det 17, 1933 AACS Squadron,  
c/o Det #1, 922 AC&W Squadron,  
APO 677, New York, New York.



17 November 1960

This detail was copied from a handout brochure that was provided by USAF military personnel at Goose Bay Labrador to those who were en route to the Gap Filler site at Cut Throat Island. The brochure was made available to our web site by Jim Heimbürger who served at the Cut Throat Island Gap Filler site between May of 1961 and mid September 1961 – when the site at Cut Throat Island was deactivated. Jim then proceeded to the 922nd AC&W Squadron – located at Cartwright, Labrador to complete what ultimately resulted in a combined "one year tour".

# Cut Throat Island, Labrador

## 1957-1961 – Historical Report – USAF Historical Division

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Documentation pertaining to Gap filler sites has proven to be extremely difficult to locate or obtain. All of the AC&W Squadrons which formed the 64<sup>th</sup> Air Division (Defense), NEAC, were expected to provide Historical Reports on a quarterly basis. We have not been able to locate any Historical Reports which originated at the Gap Filler Detachments. As a result, we focused our attention to the AC&W Squadron Historical Reports, and in some cases, we were able to find some mention of Gap Filler(s).

The 922<sup>nd</sup> AC&W Squadron was located at Cartwright, Labrador. This squadron had three Gap Filler Detachments within its overall area of responsibility. One of these units was:

Detachment 1 – Cut Throat Island, Labrador – N-27A

The following detail pertaining to this Gap Filler site has been extracted from the 922<sup>nd</sup> AC&W Squadron Historical Reports – and provides some detail of interest to the reader.

### **1 April 1955 – 30 June 1955**

Housing (at Cartwright) has proven to be a large problem during this period. We were required to house the gap filler personnel on their way to remote sites. Because of early arrivals of replacement personnel, there were no rooms available to accommodate these people. Recreation Hall #2 was cleared of its equipment and some twelve double deck beds were constructed out of single frame metal cots.

### **1 July 1956 – 30 September 1956**

The construction of gap filler sites at Cut Throat and Spotted Islands imposed added work load for the helicopters. Numerous trips have been taken by the Commander and other key personnel to the islands to check on the progress of the construction. Percentage of completion at these two sites are estimated 40% for Cut Throat and 59% for Spotted Island.

### **1 April 1958 to 30 June 1958**

Detachment # 1 became operational during this period. A Motor Pool specialist from this station was placed on TDY to the Detachments to render assistance and establish proper records. Detachment # 1 has been visited.

### **1 July 1958 to 30 September 1958**

Supply functions have been varied for this period, with the shipping season in full swing. The Magga Dan arrived at this detachment in July, supplying dry storage and frozen storage food supplies. The Wang Pioneer also visited with supplies of a general nature. The USNS Chattahoochie supplied the annual bulk fuel supplies.

**1 January 1959 to 31 March 1959**

Supply ordering, stocking and recording for this detachment was turned over to the unit from the 922<sup>nd</sup> AC&W Squadron on 15<sup>th</sup> January. At a preliminary meeting in Cartwright, personnel from this detachment were briefed on supply responsibility and accountability in addition to the difficulties to supply organizations in this area. Although the detachment has been given the supply function, Staff and Command responsibility remains with the 922<sup>nd</sup> AC&W Squadron.

**1 April 1959 to 30 June 1959**

Change of command at the detachment during the period consisted of Captain Jenne was relieved of command of Detachment # 1 by Captain Hoerl on the 12<sup>th</sup> of June when Captain Jenne's replacement returned to the ZI because of an emergency in the family. The OA-97 remoting equipment has been put in place, both at this detachment, and at the 922<sup>nd</sup> AC&W Squadron at Cartwright. This equipment consists of consoles which present PPI presentations in Cartwright, of air traffic which originates on our AN/FPS-14 search radar. The input is carried on existing Baby Pole Vault channels.

**1 July 1959 to 30 September 1959**

Change of command at the detachment included Captain Norbert A Hoerl was relieved by Captain Richard L Anderson at Detachment #1.

**1 October 1959 to 31 December 1959**

Communications equipment identified as follows: BC-639 Single Channel VHF Transmitter (1ea), and BC-640 Single Channel Transmitter, (1ea)

**1 January 1960 to 31 March 1960**

On 1 January the water supply line at Detachment 1, Cut Throat, froze due to failure of the line heating system. After receiving assistance from 64<sup>th</sup> Air Division Mobile Maintenance team, the line was back in service on 15 January.

**1 July 1960 to 30 September 1960**

Captain Donald H Stensrud relieved Captain Donald H Wimberly who had spent 60 days TDY in relief of Captain Richard L Anderson at Detachment #1.

**1 October 1960 to 31 December 1960**

Teletype maintenance personnel from the 922<sup>nd</sup> AC&W Squadron at Cartwright made a trip to our Detachment to repair the teletype machines in use at this station and to give instructions on the teletype machines. A local modification by the Philco Technician and a Radar Maintenance man at the 922<sup>nd</sup> AC&W Squadron at Cartwright, eliminated an inherent internal interference which was quite disturbing when high voltage was being applied during maintenance on the OA-99 PPI scope. The modification was submitted to Philco Canada and

reproduced for use at other Gap Filler stations. Out at Detachment # 1, the shortage of one radar operator has been a continuous problem. When only five men are authorized, a shortage of one man continuously is critical. Particularly when the men are A/2C and subject to various details. The home squadron knows of this problem had they have sent a fifth man PCS to the Detachment.

### **1 April 1961 to 30 June 1961**

Word was officially received to discontinue operations at Cutthroat Island Gap Filler, as of 28 June 1961.

### **1 July 1961 to 30 September 1961**

After 1 August, the only means of contact with this Detachment was HF Radio. Approximately 200 messages were received from and sent to the 922<sup>nd</sup> AC&W Squadron at Cartwright monthly.

#### **NOTE:**

We are aware that the Detachment #1 Gap Filler Site at Cut Throat Island was only operational between 1957 and 1961. It is unfortunate that we do not have very many quarterly Historical Records for Cartwright during this four year period. It is, however, somewhat unlikely that there would be a great deal of additional detail pertaining to the Gap Filler Detachment in the missing Cartwright Historical Records.

The only recurring detail which was found in all appropriate Historical Records for Cartwright was found in Section 7, as follows:

Equipment  
AN/FPS-14 Search Radar (3 ea)

# Gap Filler Detail

## 1961 – Inactivating Radars – National Archives of Canada

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**SECRET**

APPENDIX B  
TO: S10-136-80/7(CAS)  
Dated: February 1961

**A SYNOPSIS OF**  
**THE**  
**MILITARY IMPLICATIONS**  
**OF INACTIVATING CERTAIN RADARS**  
**IN**  
**THE NORTHEAST AREA**

1. The radar warning network in defence of Canada and the United States consists of: a Distant Early Warning Line (DEW) extending along the north shore of North American mainland and terminating at Cape Dyer on Baffin Island; a Mid-Canada Line which is situated along the 55<sup>th</sup> parallel of north latitude; and to the rearward a contiguous radar system covering virtually the entire populated area of Canada and the United States. This latter radar coverage extends for hundreds of miles to seaward off the east and west coasts of the lower mainland.
2. The line of radars from Frobisher to Red Cliff provides early warning and control of USAF interceptors based at Goose Bay and Harmon in Newfoundland. An Airborne Early Warning barrier between Newfoundland and the Azores provides early warning against attack from the North Atlantic. A similar Airborne Early Warning Line extends across the Pacific Ocean from the Aleutians to Hawaii.
3. In July 1961 four heavy radar sites in Greenland (DEW East) will become operational and the Airborne Electronic Warning (AEW) barrier currently located between Argentina and the Azores will be relocated to close the gaps between Greenland-Iceland-United Kingdom (the G-I-UK barrier). In addition to the AEW aircraft there will be radar picket vessels patrolling the Iceland-United Kingdom Area. Thus, by July 1961 there will be a continuous early warning line against the air supported threat which extends from Hawaii to Europe.
4. Attached as Annex 1 is a map showing the existing radar coverage in the Northeast Area and the improvements to the early warning system becoming operational in July of this year. The radars which the United States desire to inactivate are shown in distinctive coding.
5. The line of prime radars extending from Frobisher to Red Cliff were constructed as an

extension of the DEW Line to provide early warning of an impending attack from the Northeast on the populated and industrial areas of Northeastern Canada and the United States. The radars at Frobisher, and Resolution Island serve as an early warning function only while those on the lower Labrador – Newfoundland coast have an early warning and weapons control capability. Thus, because the function of these two radars is being superseded by the four prime radars comprising DEW East there is no longer any operational requirement to retain them. In addition they are very expensive both in manpower and money to maintain.

6. The six gap filler radars situated below Hopedale and the Labrador-Newfoundland coast were installed to provide warning, from the ground up similar to that being provided by the mid-Canada Line across the 55<sup>th</sup> parallel. When DEW East and the G-I-UK barrier become operational the initial early warning function for which the gap filler radars were installed will be provided. In fact, the new warning facilities will provide the Goose NORAD Sector with more time in which to react to an attack which will, in effect, reduce the vulnerability of the SAC aircraft at Goose Bay and Harmon to surprise attack.
7. The radar at Red Cliff is the land based radar contiguous with the Airborne Early Warning barrier between Newfoundland and the Azores. At 20,000" altitude this radar provides only 50 miles more coverage than the radar at Gander. In addition, the type of equipment installed at Red Cliff is now obsolescent and if retained would be difficult to maintain. Alternatively replacement with a modern equipment would be costly. The consensus is that the coverage provided by Red Cliff does not warrant either replacement of the existing radar with more modern equipment or the retention of the site in its present configuration when the AEW barrier is deployed to the G-I-UK area.
8. The deactivation of the three prime and six gap filler radars will cause a reduction of approximately 600 United States Military personnel in Canada.
9. In sum, the improvement to the early warning capability, i.e. DEW East and the G-I-UK barrier, becoming operational in July 1961 is such that the limited additional coverage provided by the prime radars at **Frobisher Bay, Resolution Island and Red Cliff and the six gap filler radars in the Goose Sector does not warrant the high cost of operation.**

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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SECRET

Ottawa, May 4, 1961

No 69

Excellency:

I have the honour to refer to your Note No 546 of April 1, 1961, in which you informed me of the desire of you Government to reduce the operations of certain radar stations in the Newfoundland-Labrador area established under the terms of the Exchange of Notes between our two Governments of June 13, 1955. In particular you proposed that operations at the Baffin Island and Resolution Island aircraft control and warning sites be reduced to communications only and that the Redcliff aircraft control and warning site and the following gap filler radars be inactivated: Elliston Ridge, Fox Harbour, La Scie, Cut Throat Island, Spotted Isle, and Cape Makkovik. Your Note went on to seek the concurrence of the Canadian Government to these proposed steps.

I have the honour to inform you that my Government concurs in these proposed steps, it being understood that the deactivation of the stations in the manner proposed will take place concurrently with the activation of the Greenland extension of the Distant Early Warning line and the Greenland-Iceland-United Kingdom barrier in July of this year.

The agreement of the Canadian Government indicated above is also subject to the understanding that all releases of information to the public regarding the deactivation of the radar sites will be jointly agreed by the two Governments and that subject to the provisions of paragraph 10 of the Annex to my Government's Note No D-155 of June 13, 1955, the questions of custody and disposition of the buildings which will remain will be discussed between the appropriate officials of the two Government.

Accept, Excellency, the renewed assurance of my highest consideration.

(sgd) HC Green,  
Secretary of State  
for External Affairs

His Excellency Livingston T Merchant,  
Ambassador of the United States of America,  
100 Wellington Street,  
OTTAWA

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

Headquarters  
64th AIR DIVISION (DEFENSE)  
United States Air Force  
Stewart Air Force Base, New York

7 Aug 1961

Reply to Attn of: 64MSS

Subject: Discontinuance of Three Prime and Six Gap Filler Radar Stations in Canada

TO: Department of National Defense  
125 Elgin Street  
Ottawa, Canada

The purpose of this correspondence is to outline certain specific details in the transfer of certain United States Air Force facilities and associated equipment from the United States Air Force to a designated agency of the Canadian Government. Agreement for the transfer was effected by United States Diplomatic Note 546, 1 April 1961, and Canadian Diplomatic Note of Acceptance, 4 May 1961. Diplomatic Notes which were originally the subject of agreement concerning these facilities are Canadian Notes 454 and D-155, 1 August 1951 and 13 June 1955, respectively. A meeting regarding Group 1, GAP-Pine phase-out held in Ottawa, Ontario, Canada, 22 June 1961, resulted in designation of the Royal Canadian Air Force as the action agency within the Canadian Government for this transfer.

The facilities and associated equipment which are the subject of this correspondence are defined as United States Air Force assets presently located at:

Det #1	642 <sup>nd</sup> ACWSq	<u>Elliston Ridge, Newfoundland</u>
Det #2	921 <sup>st</sup> ACWSq	<u>La Scie, Newfoundland</u>
Det #1	922 <sup>nd</sup> ACWSq	<u>Cut Throat Island, Labrador</u>
Det #2	922 <sup>nd</sup> ACWSq	<u>Spotted Island, Labrador</u>
Det #3	922 <sup>nd</sup> ACWSq	<u>Fox Harbour, Labrador</u>
Det #1	923 <sup>rd</sup> ACWSq	<u>Cape Makkovik, Labrador</u>



Transfer of all residual facilities and associated equipment will be on "as-is, where-is" basis and will be without cost to the United States Government.

The "target" date for complete withdrawal of USAF personnel is 1 October 1961; however, the actual withdrawal date must be considered flexible due to the logistics complexities involved in these remote locations. This matter will be coordinated precisely with your designated representative, in order that the RCAF may effect necessary security measures concurrent with the complete withdrawal of the USAF personnel.

The residual facilities and associated equipment to be transferred to the RCAF and now physically located at the 642d ACW Squadron, Redcliff, Newfoundland, and the 926th ACW Squadron, Frobisher Bay, Baffin Island, Northwest Territories, will be the subject of subsequent correspondence as soon as the residual items can be identified, which is estimated to be within the next 60 to 90 days.

Continuing United States Air Force interests in the immediate area of the 920th ACW Squadron, Resolution Island, Northwest Territories, preclude any transfer at this time, of the residual facilities and associated equipment located at that installation.

In conjunction with this transfer, the USAF has made necessary arrangements to remove any equipment that it desires to retain, and such property will be removed by the USAF within a reasonable period of time. The current USAF plan is to remove all assets which it desires to retain during the 1961 open water shipping season; however, in the event this task cannot be accomplished, the USAF will remove all desired items at the earliest possible date during the 1962 open water shipping season.

Certain equipment now physically on-station (s) was sold by the Crown Assets Disposal Corporation prior to cancellation of Canadian Note 100; some of this equipment has not been removed by the purchaser. In the event these items are not removed by the purchaser prior to the withdrawal of US Forces, the USAF will identify such items and submit appropriate listings to the RCAF. It is requested that the RCAF protect and care for this equipment in a manner commensurate with the degree of protection it would extend to its own property. It being understood that the RCAF will not be pecuniarily liable for loss or damage that might occur to the equipment.

The USAF reserves the right to amend the attachments (Listings of facilities and associated equipment by station) to correct any discrepancies that may occur as a result of additional withdrawals of equipment for USAF utilization or normal accounting and inventory error.

Upon proper notification of your acceptance of this correspondence, the USAF will consider the formal transfer negotiations as being completed.

FOR THE COMMANDER

GEORGE L GRUBER  
Colonel, USAF,  
Deputy for Materiel

6 Atch

1. Station Listings, Det #1-642ACWSq
2. Station Listings, Det #2-921ACWSq

3. Station Listings, Det #1-922ACWSq
4. Station Listings, Det #2-922ACWSq
5. Station Listings, Det #3-922ACWSq
6. Station Listings, Det #1-923ACWSq

Copies furnished:

CCS-C (Col Larsen)

USAF (AFSSS-CG)

ADC (ADMSS)

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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10 August, 1961

Mr IM Mackinnon,  
Assistant General Manager,  
Crown Assets Disposal Corporation,  
Trade and Commerce Building,  
Ottawa.

Dear Sir;

Under United States Diplomatic Note 546 of April 1, 1961, and the Canadian reply dated May 4, 1961, the United States advised and Canada concurred in a proposal for the inactivation of gap filler radars at Elliston Ridge, Fox Harbour, La Scie, Cut Throat Island, Spotted Island, and Cape Makkovik. Reference was also made to the reduction of operations at aircraft control and warning sites at Baffin Island and Resolution Island to communications functions only. The notification also involved the inactivation of the Redclieff aircraft control and warning site.

Following the cancellation of the Canada-US exchange of notes dated August 1, 1951, and June 13, 1955, governing the disposal of US surpluses in Canada and the introduction of the new exchange of notes which have been under draft for some time, the USAF are faced with the problem of disposing of equipment and materiel associated with the facilities referred to above, which are in the main located in areas in which it will be difficult to exercise security control and at which they do not plan in retaining personnel.

The USAF in a letter dated August 7, 1961, a copy of which is attached, refer to the question of the disposal of the material. The interest of this Department in the buildings and the USAF material which they do not propose removing from the sites is now being examined in order to establish the items that we may be interested in. Following this examination, other interested departments will have to be canvassed. These actions are being taken in order to determine those items that would have to be disposed of through your Corporation.

The USAF have furnished the attached lists in order to facilitate the examination by this and other Canadian departments and I am forwarding copies of them to you at this time so that you may be aware of the action being taken by the USAF and this Department and also of the USAF intention not to repatriate the equipment referred to in these lists.

You will be advised of the interest of this Department and any other departments in the material on the attached lists and so that the Department of National Revenue may also be aware of the action being taken, I am forwarding to them a copy of this letter, the letter from the USAF dated August 7, 1961, and lists of material.

Yours sincerely,

(RG MacNeill)  
Assistant Deputy Minister (Finance)

Encl

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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OTTAWA, August 11th, 1961.

THE MINISTER:

Re: Telegram dated August 10th, 1961,  
from the Premier of Newfoundland  
to the Prime Minister of Canada

The US Gap Filler Stations in Newfoundland, to which Mr Smallwood refers, appear to be:-

- a. Elliston Ridge, Newfoundland
- b. La Scie, Newfoundland
- c. Cut Throat Island, Labrador
- d. Spotted Island, Labrador
- e. Fox Harbour, Labrador
- f. Cape Makkovik, Labrador

The above Stations have either closed down or are in process of doing so and the "target" date for complete withdrawal of USAF personnel is October 1st, 1961, although the logistic complexities involved in these remote locations may affect the date of actual withdrawal. Among other fixtures at each of the six Stations there are electrical generating plants consisting of 5-100 kw generators with auxiliary equipment and switchboards which cost originally more than \$100,000.00. This makes a total of 30 generators whereas Mr Smallwood refers to 40 of these equipments. It may be that there would be 10 more in other US Stations that will be closing but the six Stations listed above are the only ones on which we now have detailed information.

Under arrangements formerly in effect between the US and Canadian Governments covering situations of this kind, but now under review between the two governments, the buildings and fixtures comprising the Stations would pass to Canada and, in the event of any of the assets not being required by Canada, would be disposed of by the Crown Assets Disposal Corporation.

Recently the RCAF has been examining its requirement position with respect to these US Stations and, while the formal report is not yet available, it is understood that there is not likely to be any defence requirement for the buildings or fixtures in situ. It may be, however, that there would be a requirement for the electrical generating plants for use at other locations.

In the event that there is no requirement by DND or other Federal Government departments for these power plants, they would be turned over to the Crown Assets Disposal Corporation for disposal, assuming that the inter-government arrangements formerly in force are reinstated following the current review referred to in paragraph 3 above.

In the light of the foregoing, it is suggested that Mr Smallwood might be told that the Federal Government's requirement position with respect to the electrical generating plants is now under review and in the event that there is no Federal requirement, the plants would probably be turned over to Crown Assets Disposal Corporation with advice of the Province's interest. Incidentally, we are not aware of any dissolution of the Disposal Corporation, but it may be that Mr Smallwood is referring to the fact that Crown Assets Disposal Corporation is not at present handling disposal of US surplus assets in Canada pending results of the current review.

It will be recalled that the giving up by US of the installations referred to above was agreed to in an Exchange of Notes between Canada and the United States, being US Note No 546 dated April 1st, 1961, and Canada Note No 69 of May 4th, 1961.

Original signed by  
RG MacNeill

(EB Armstrong)  
Deputy Minister.

# Gap Filler Detail

## 1961 – Inactivating Radars – National Archives of Canada

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**SECRET**

APPENDIX B  
TO: S10-136-80/7(CAS)  
Dated: February 1961

**A SYNOPSIS OF**  
**THE**  
**MILITARY IMPLICATIONS**  
**OF INACTIVATING CERTAIN RADARS**  
**IN**  
**THE NORTHEAST AREA**

1. The radar warning network in defence of Canada and the United States consists of: a Distant Early Warning Line (DEW) extending along the north shore of North American mainland and terminating at Cape Dyer on Baffin Island; a Mid-Canada Line which is situated along the 55<sup>th</sup> parallel of north latitude; and to the rearward a contiguous radar system covering virtually the entire populated area of Canada and the United States. This latter radar coverage extends for hundreds of miles to seaward off the east and west coasts of the lower mainland.
2. The line of radars from Frobisher to Red Cliff provides early warning and control of USAF interceptors based at Goose Bay and Harmon in Newfoundland. An Airborne Early Warning barrier between Newfoundland and the Azores provides early warning against attack from the North Atlantic. A similar Airborne Early Warning Line extends across the Pacific Ocean from the Aleutians to Hawaii.
3. In July 1961 four heavy radar sites in Greenland (DEW East) will become operational and the Airborne Electronic Warning (AEW) barrier currently located between Argentina and the Azores will be relocated to close the gaps between Greenland-Iceland-United Kingdom (the G-I-UK barrier). In addition to the AEW aircraft there will be radar picket vessels patrolling the Iceland-United Kingdom Area. Thus, by July 1961 there will be a continuous early warning line against the air supported threat which extends from Hawaii to Europe.
4. Attached as Annex 1 is a map showing the existing radar coverage in the Northeast Area and the improvements to the early warning system becoming operational in July of this year. The radars which the United States desire to inactivate are shown in distinctive coding.
5. The line of prime radars extending from Frobisher to Red Cliff were constructed as an

extension of the DEW Line to provide early warning of an impending attack from the Northeast on the populated and industrial areas of Northeastern Canada and the United States. The radars at Frobisher, and Resolution Island serve as an early warning function only while those on the lower Labrador – Newfoundland coast have an early warning and weapons control capability. Thus, because the function of these two radars is being superseded by the four prime radars comprising DEW East there is no longer any operational requirement to retain them. In addition they are very expensive both in manpower and money to maintain.

6. The six gap filler radars situated below Hopedale and the Labrador-Newfoundland coast were installed to provide warning, from the ground up similar to that being provided by the mid-Canada Line across the 55<sup>th</sup> parallel. When DEW East and the G-I-UK barrier become operational the initial early warning function for which the gap filler radars were installed will be provided. In fact, the new warning facilities will provide the Goose NORAD Sector with more time in which to react to an attack which will, in effect, reduce the vulnerability of the SAC aircraft at Goose Bay and Harmon to surprise attack.
7. The radar at Red Cliff is the land based radar contiguous with the Airborne Early Warning barrier between Newfoundland and the Azores. At 20,000" altitude this radar provides only 50 miles more coverage than the radar at Gander. In addition, the type of equipment installed at Red Cliff is now obsolescent and if retained would be difficult to maintain. Alternatively replacement with a modern equipment would be costly. The consensus is that the coverage provided by Red Cliff does not warrant either replacement of the existing radar with more modern equipment or the retention of the site in its present configuration when the AEW barrier is deployed to the G-I-UK area.
8. The deactivation of the three prime and six gap filler radars will cause a reduction of approximately 600 United States Military personnel in Canada.
9. In sum, the improvement to the early warning capability, i.e. DEW East and the G-I-UK barrier, becoming operational in July 1961 is such that the limited additional coverage provided by the prime radars at **Frobisher Bay, Resolution Island and Red Cliff and the six gap filler radars in the Goose Sector does not warrant the high cost of operation.**



# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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SECRET

April 1/61

No 546

Sir:

I have the honor to refer to Note No 454 of August 1, 1951, from the Canadian Embassy in Washington and my Government's reply of the same date, regarding the extension and coordination of the continental radar defence system within Canada, and to your Government's Note No D-155 of June 13, 1955, and this Embassy's reply of the same date, Note No 255, concerning the construction and operation of certain radar stations in the Newfoundland-Labrador area.

In this connection and in consonance with recent discussions between the United States Air Force and the Royal Canadian Air Force, it is the desire of the United States Government to reduce certain of these radar operations. In particular, it is proposed that operations at the Baffin Island and Resolution Island aircraft control and warning sites be reduced to communications only, and that Redcliff aircraft control and warning site and the following gap filler radars be inactivated: Elliston Ridge, Fox Harbour, La Scie, Cut Throat Island, Spotted Isle, and Cape Makkovi.

Accordingly, I have been instructed to seek the concurrence of the Government of Canada to these proposed steps, which it is hoped can be taken concurrently with the activation of the Greenland extension of the Distant Early Warning Line in July of this year.

Accept, Sir, the renewed assurance of my highest consideration.

Embassy of the United States of America  
Ottawa, Ontario, April 1, 1961.

The Honorable  
Howard C Green, PC, QC, MP,  
Secretary of State for External Affairs,  
Ottawa.

# Gap Filler Detail

## 1962 – Cancellation of Reservations – National Archives of Canada

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810-136-80/7 TD 2323 (CCE/Prop)  
4, Ontario  
18 December, 1962

Deputy Minister,  
Department of Transport,  
Ottawa 4, Ontario.

Dear Sir:

Re: Cancellation of Reservations  
Provincial Crown Land  
Former Labrador Gap Filler Sites  
Your file: 1653-712 (RE)

Further to my letter of even file dated 7 December, 1962, information has now been received from Crown Assets Disposal Corporation that executive authority has been obtained for the sale of all buildings and Crown-owned land at the former Mid Canada Line Gap Filler Sites located at Fox Harbour, Cut Throat Island and Spotted Island, Labrador.

Since the above reservations of Provincial Crown land were to be effective only for such period as they were required for purposed of the Mid-Canada Line, according to the relevant Orders-in-Council made by the Province of Newfoundland, and as there is no further requirement for the lands for these purposes it will now be in order to cancel the reservations.

Yours sincerely,

(EB Armstrong)  
Deputy Minister

F/L WH McConnell/mlm  
CCE/Prop-4  
18 Dec 62  
2-6281

# Gap Filler Detail

## 1962 – Takeover Gap-Filler Sites – National Archives of Canada

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No. 2-02-08(CTSO)

### Department of National Defence

Royal Canadian Air Force

Goose Bay Lab  
19 Mar 62Chief of the Air Staff  
Air Force Headquarters  
Department of National Defence  
Ottawa 4 OntAttention: F/L McConnell (CGE/Props)**Takeover Gap-Filler Radar Sites**

1. Further to your CE 136 dated 8 Mar and telecon F/L McConnell 9 Mar, the following information relative to the takeover of Gap-Filler radar sites at Spotted Island, Fox Harbour, Cape Makkovik and Cut Throat Island is provided.
2. This project commenced with receipt of ATCHQ letter 10-7-G10(CStaffO) 28 Aug 61 at which time discussions were held with local representatives of USAF Goose Air Defence Sector.
3. A visit was arranged for planning purposes via USAF rented helicopter, to each of the sites concerned, and a recommendation was forwarded under our message T50 dated 14 Sep 61 to provide security via part-time caretaker arrangements.
4. Subsequent authority was received from ATCHQ and personnel were hired in the area of each; Spotted Island, Makkovik, and Fox Harbour to function as part-times caretakers. Due to the extreme remoteness of Cut Throat Island from inhabited area, no caretaker has been hired at that site.
5. The sites were vacated by the USAF in mid-October 1961 and the actual handing over certificates, copies of which it is understood are now in your possession, were signed by respective designates, the CO RCAF Station Goose Bay and the Commander, Goose Air Defence Sector, USAF.
6. It is reminded that, although the handover certificates have been duly signed by the Commanding Officer of this unit, it has not been possible, since the USAF vacated these sites, to accomplish a stocktaking. The accuracy of the material listings therefore cannot

be verified. Should this be considered necessary, transportation can be arranged at a cost of \$325.00 per hour, via "The Okanagan Helicopter Group" who are locally employed by USAF. Each inventory list would require approximately two days; and would be most inconvenient to personnel, who would be required to work in unheated buildings under present winter conditions. It may be possible over a period of time to accomplish these visits, depending upon varying conditions of ice, snow, ocean swells, wind etc, via RCAF Goose Bay Otter.

7. With regard to your query on furl oil, it is known that some fuel oil is stored in bulk storage tanks while some is in 45-gal drums. However, it is not possible to state, by site, what quantity is stored in each manner. An accurate statement in this regard would also be subject to stocktaking by Goose Bay RCAF personnel.
8. With the exception of Cut Throat Island, assurance is given that there has been no re-distribution of materials since the RCAF assumed responsibility for these sites. Due to the non-availability of caretaker at Cut Throat Island, it is considered advisable to remove items which would be attractive to rovers in the area, ie, sealers, trappers and fishermen. This material has been kept in custody on this unit. Assurance is given that all items shown on the material listings, subject to confirmation as outlines in para 6, is available for disposition as determined by your HQ.

(P Woodside) S/L  
for CO RCAF Stn Goose Bay

cc: CHQ

# USAF Gap Fillers - Labrador/Newfoundland

## National Archives of Canada

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Headquarters,  
64th Air Division,  
Stewart Air Force Base,  
Newburgh, NY USA.

Attention: 64 MSS

### Hand-Over of Six Gap Filler Radar Sites

Reference is made to previous exchange of correspondence between our Governments and officers of our respective staffs dealing with the hand-over by the United States Government to the Canadian Government of six Gap Filler Sites along the Coast of Labrador and Newfoundland.

The actual hand-over of the sites has been accomplished and the various hand-over certificates duly executed. However, it has now been ascertained that there is no known requirement by any Canadian Government agency for the materiel which has been left at each of these sites by your personnel. In view of the recent exchange of notes between our Governments dated 28 Aug and 1 Sep 61 there does not appear to be any alternative to the RCAF rejecting the responsibility for reporting this materiel surplus to CADC. It seems clear that the report must be made by your Service in the usual way. It is not considered that this course need create any complication insofar as safe-guarding the materiel is concerned in that the RCAF is providing minimal watch-keeping services at these sites and will continue to do so until such time as they have been disposed of.

Reports of Surplus covering the buildings and installed services are being forwarded to CADC and these reports have been annotated to show that there is a quantity of materiel at each site which will be the subject of a Report of Surplus from your Service.

I trust that this alteration in our original understanding will not be too great an inconvenience for you and your staff.

(JF Brennagh) W/C  
for CAS

F/L Ga Poupore/jd  
CCE-Prop-2-2  
2-6281

# Appendix G

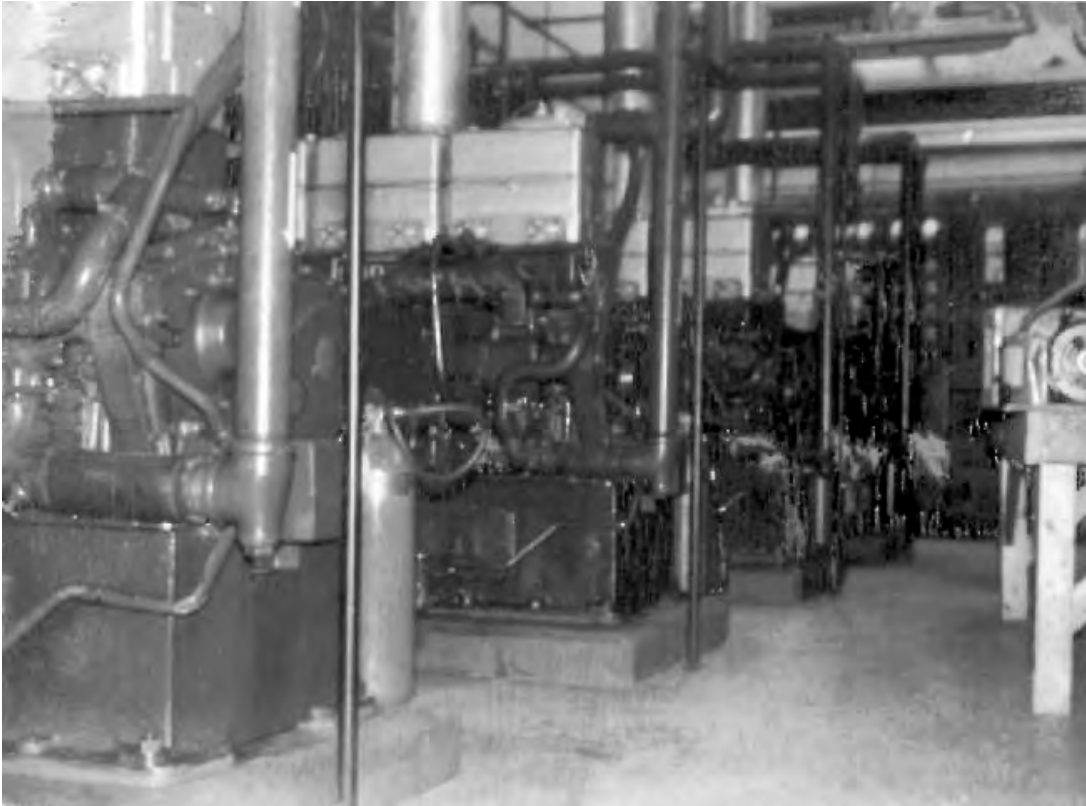
## Historical Photographic Log



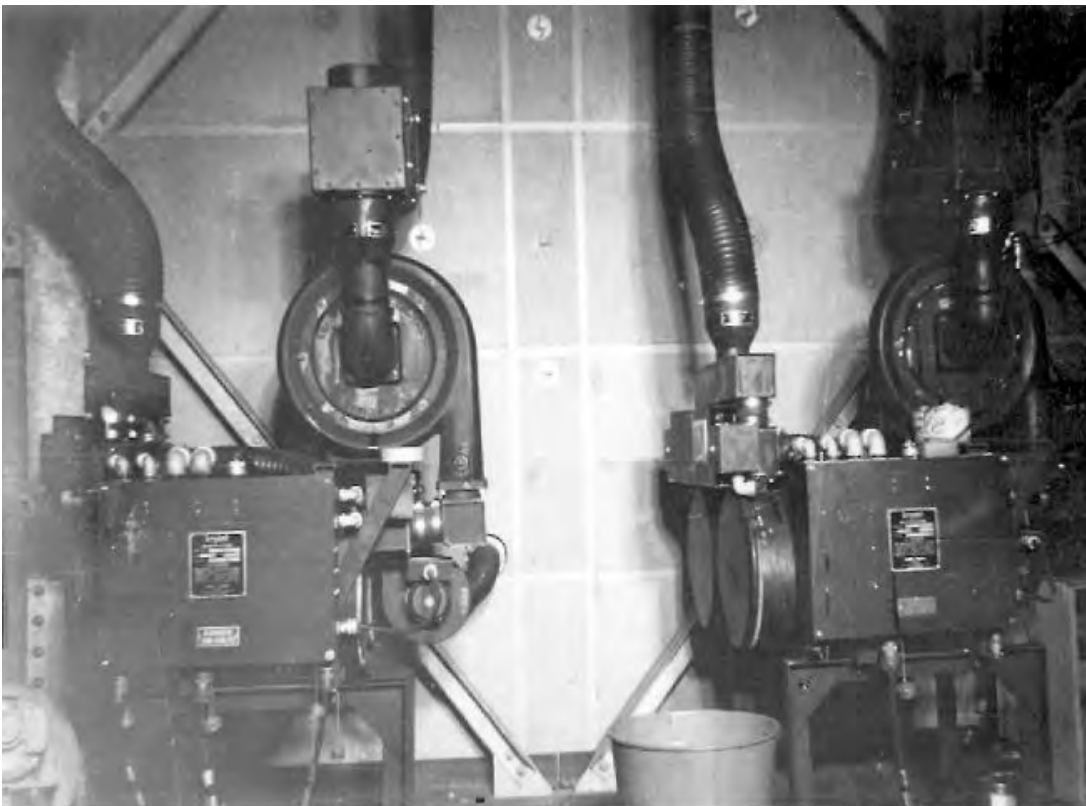
**Photo 1:** View, looking north, towards the radar site on April 6, 1958.



**Photo 2:** View, looking northwest, towards the radar Site on April 6, 1958. Note the disaster shack is visible in the foreground while the main building with radome and communication towers are visible in background.



**Photo 3:** View, looking towards four of the five diesels in the power plant - November 1958.



**Photo 4:** View, looking towards the dehumidifier units used to keep moisture out of the radome - May 1958.





**Photo 5:** View, looking northwest, towards the Site – August 1960. Note the radome has been removed from the tower.



**Photo 6:** View, looking northeast, following decommissioning activities in area of the former diesel generators - August 2000.



**Photo 7:** View, looking east, following decommissioning activities in the area of the former above ground storage tank at the lower portion of the Site near East Harbour – August 2000.



**Photo 8:** View, looking east, toward East Harbour. Note the large bollard for tying up supply ships and the foundations for the former oil pipeline - August 2000



**Photo 9:** View, looking north, toward the dam/spillway – August 2000.



**Photo 10:** View looking east towards former helicopter pad - July 2002.



**Photo 11:** View, looking north towards the Site following the decommissioning activities – July 2002



**Photo 12:** View, looking east, toward the remains of the radar tower, the main building and the POL fuel tank area – July 2002



**Photo 13:** View, looking north, towards both the upper and lower Sites – July 2002.