



Phase I Environmental Site Assessment

Former United States Military Site Spotted Island, NL

Department of Environment and Conservation

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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 United States (US) Military Site (Site or Property) located approximately 314 kilometers east of the Town of Happy Valley-Goose Bay, 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 Spotted Island N-27B (Call Sign White Bottom), 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 pump house, a 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 40 during the summer due to contractors coming to do additional work on the Site.

In addition to the Spotted Island station facilities on top of the hill, a 3.5 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 with a pump house was located near the dock and an aboveground pipeline was constructed along the gravel access road which pumped diesel fuel from

the lower AST to the upper, located at the station. The fuel was then pumped from the upper AST via an aboveground pipeline to supply diesel generators used to power the station.

USAF Spotted Island Station closed on June 28, 1961 along with the other 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 Canadian Standards Association (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 garage (i.e. motor pool) that was used to service on-Site vehicles and heavy equipment, along with a helicopter landing pad that contained drum storage and a portable fuel tank that was 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, both 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 was completed under the approval of ENV C in 1987, and 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 other remaining materials. It is noted that the contractor typically buried the debris in at least two locations when the Site contained an upper and lower site. This was completed due to the distance and effort required to transport metal/other debris from the lower Site to the upper Site. Although not documented, it can be assumed this was the case during the Site decommissioning at Spotted Island. The location of the lower burial site was not identified in the documents review or interviews. 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 at the Site. 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 Spotted 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 Military Site (Site or Property) located approximately 314 kilometers east of the Town of Happy Valley-Goose Bay, 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 a Site Plan of the Upper Site, Pump House and Lower Site are included as Figure 3, 4, and 5; respectively.

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 Spotted Island N-27B (Call Sign White Bottom), 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.

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In addition to the Spotted Island station facilities on top of the hill, a 3.5 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 with a pump house was located near the dock and an aboveground pipeline was constructed along the gravel access road which pumped diesel fuel from the lower AST to the upper, located at the station. The fuel was then pumped from the upper AST via an aboveground pipeline to supply diesel generators used to power the station. See Figure 3.

USAF Spotted Island Station closed on June 28, 1961 along with the other 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 ENVC completed a file review and provided the following relevant information:

- Correspondences 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 “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. A receipt acknowledgement letter was issued by EC (received by GHD on March 11, 2015), indicating the request was being processed and a response will be provided as soon as possible. A second acknowledgement letter was issued by EC (received by GHD on April 7, 2015), indicating the request was being processed; however, an extension of 150 days is required for processing the request.

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 during a review of ENVC archived files and internet searches which provided some supplemental information regarding title of the Property, which is included below. The Government of Newfoundland and Labrador Crown Land Division was also requested to provide information; however, they did not have anything of interest pertaining to the Property.

To Canada:	M.C. 1129 - '57	1957
	(M. & R. 121 -'57)	(1957)
To NL:	M.A. & R. 25 - '64	1964
	P.C. 1963-694	

Transferred 146.98 acres to the Department of National Defense (DND). 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. In 1963, the Executive Council approved P.C. 1963-694 but no provincial M.C. was issued.

Reference is in Federal Reservation Book (FRB) Vol. 1, Folio 71.

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

3.3 AERIAL PHOTOGRAPHS

Aerial photographs from 1953, 1968, 1970, 1991, 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 as undeveloped. However, the village and a road leading to the top of the hill are visible.

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. The gravel roadway leading from the upper Site towards the lower portion of the Site now leads to a large aboveground storage tank (lower POL) and pump house near the dock. Side roads to the north, east, and west off the main gravel access road are also visible. These side roads include access to the adjacent aboveground storage tank (upper POL), the helicopter pad, the freshwater pond, and what appears to be a domestic landfill.

The 1970 and 1991 aerial photographs continue to show the lower portion of the Site and surrounding properties as relatively unchanged as compared to the 1968 aerial photograph.

The 2010 aerial photograph shows the former Site as decommissioned with only the gravel roadways and concrete foundations from the former structures 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 Spotted Island), 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.

3.5 INTERVIEWS

Mr. Samuel Holwell, a former resident of Spotted Island was interviewed by telephone on April 21, 2015 and provided information regarding the Site. Mr. Holwell informed GHD the Site operated as a communications station by USAF from the late “1950s” to the early “1960s”. He confirmed the former air station landfill was located off the main gravel roadway near the top of the hill, southeast of the former main Site. He also confirmed the location of the former village dump to be east of the former large AST near the dock. Mr. Holwell recalls the aboveground pipeline travelling along the left side of the gravel roadway from the lower AST all the way to the former station. In addition, he recalls visiting the Site on numerous occasions and stated that he is unaware of any environmental issues or concerns with regards to the Site.

In addition to interviews, GHD reviewed personal accounts posted by former USAF personnel stationed at Spotted Island 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:

- Duane (Dewey) Larson (1958–1959 USAF) – Mr. Larsen arrived at Spotted Island in April 1958. He recalls the radar Site being located on the highest point at the north end of the island and the local village was located to the south. He recalls the fuel tank was located about half way in-between, near a small lake. Mr. Larsen remembers there were many steep cliffs going down to the Atlantic Ocean and the village was in a small cove with a sloping sandy beach. There was a small stream from the lake down to the shore. He noted that the installation consisted of a main building with a dining hall, sleeping quarters, clinic, supply room, motor pool, generating plant, recreation room and kitchen. There was a long corridor leading to the radar/radio tower building. There was radio operations/maintenance on the ground floor, radar operations/maintenance on the second floor and then the antenna up in the “rubber bubble”. He indicated that in addition to the main building, there was a road that led to the "disaster shack" and then to the helicopter pad. The road eventually went to the local village.
- Ken Jones (1958–1959 USAF) – Mr. Jones arrived at Spotted Island in April 1958 after a short stay at the Cartwright Air Station. He recalls at that time the island was approximately 5 miles long (i.e. from Southeast point to Black Cove point which was the northernmost point of the island) by 3 miles across the widest part of the southern part of the island below Farmers Cove. There was no vegetation on the island, only lichen and moss on some of the rocks. They found hundreds of feet of what appeared to be “door bell” wire perhaps used during the construction of the main Site area (i.e. used with explosives to level the area where the Site was constructed). He recalls they used the wire to construct a loop antenna to receive AM signals from the US on their radios. He noted that the Site got all its water from a fresh water lake. It was pumped via an aboveground pipeline which was heated by a mutual inductance type cable to prevent freezing. Mr. Jones remembers that the cable failed once and they located the break under about 6 feet of snow using a resistance bridge. In addition, he added that approximately 20 to 30 civilians had a tar paper and wood village on the West side of Spotted Island Harbor. Mr. Jones indicated that the Army/Navy Fixed Position Search –14 (AN/FPS-14) was a short range pulse radar which used a magnetron to generate the signal in the S band (2700-2900 MHz). It was a fully redundant system with two transmitters and two receivers. The waveguide to each channel (A and B) was connected through a rotary waveguide switch. Maximum Range was on the order of 100 miles but most

effective in MTI (Moving Target Indication) mode. The very unique receiver used a mercury delay line to cancel fixed targets and paint only moving targets.

- Von E LeVan (1959 – USAF) – Mr. LeVan arrived at Spotted Island in July 1959. He recalls keeping himself quite busy as there were many things to oversee with his responsibilities as Commander and the station operating 24 hours a day. The search radar was somewhat easy to maintain. They had a supply system for every part they used – regardless of whether it was a vehicle snow plow, a truck, a pump house, boilers or whatever. Accurate records were maintained and about April of every year, these were all put together and sent forward to logistic command for the yearly supplies. It was a time consuming job keeping track of all the punch cards.

The complete personal accounts are located in Appendix E.

4.0 ENVIRONMENTAL PROPERTY ASSESSMENT

At the request of ENVC, a Site visit was not be 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 314 kilometers east of the Town of Happy Valley-Goose Bay, 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 pump house, a large 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 40 during the summer due to contractors coming to do additional work on the Site.

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pipeline was constructed along the gravel access road which pumped diesel fuel from the lower AST to the upper, located at the station. The fuel was then pumped from the upper AST via an aboveground pipeline to supply diesel generators used to power the station.

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The Property is comprised of seven separate parcels of land covering a total area of approximately 594, 807 m² (listed as 146.98 acres). The Site is predominantly covered in vegetation/gravel/exposed bedrock (approximately 99 percent), and concrete from the former building structures (approximately less than 1 percent). Both surface and groundwater at the main Site are anticipated to follow the surface contours in the area and flow southeast toward Domino Run (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 71 metres above sea level (masl), while the elevation at the lower is approximately 6 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 upper portion of the Property is

bordered to the north, east, south, and west by undeveloped land followed by the Atlantic Ocean. The lower portion of the Property is bordered to the north by the village/gravel access road followed by undeveloped land and to the east, south, and west by undeveloped land followed by the Atlantic Ocean (see Figure 2).

A review of the “Granular-Aggregate Resources of the Batteau Map Area”, issued by the Government of Newfoundland and Labrador, Department of Natural Resources, Geological Survey (Map 2009-45) indicates that the Site surficial geology consists of commonly gravel or sand, having silt-clay content of less than 5%. Deposits are commonly graded and stratified. A small portion of the Island consists of sandy tills and colluvium. May contain granular materials but deposits are not substantiated by field investigations. A soil sample collected from the southern portion of Spotted Island was analyzed for grain size analysis and indicated the material is made up of 51.4% gravel, 48.4% sand and 0.2% silt and clay, otherwise coarse grained.

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 Batteau”, issued by the Mineral Development Division, Department of Mines and Energy, Government of Newfoundland and Labrador (Map 86-75) indicates that the bedrock in the vicinity of the Site consists of early to middle Proterozoic age gabbro, norite, troctolite, characteristically olivine bearing medium to coarse grains commonly coronitic and locally layered. Also consisting of bedrock in the Late Paleoproterozoic granodioritic orthogneiss (lesser quartz diorite and granitic orthogneiss) commonly migmatic inferred granodioritic orthogneiss and may include Mesoproterozoic rocks. Also including mafic intrusive suites (gabbro-norite, lesser diorite) some metamorphosed at amphibolite to granulite facies (i.e. adfauc intrusive suites) found in the Nain, Grenville, and Makkovic Provinces.

4.3 UNDERGROUND STORAGE TANKS (USTs)

Past use of USTs was not revealed from the records review, historical searches, interviews, 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 (1,575,000 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 building
- 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, interviews, 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 south of the main building. The on-Site latrines were equipped with septic tank(s). Location of one of the former septic tank(s) was located southeast of the main building (see Site photographs). 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, interviews, 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). 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 was completed under the approval of ENVC, and included the razing of all remaining structures and burning of all materials on Site, followed by the burying and covering of the debris and remaining materials. In documents provided by ENVC regarding the 1987 Site decommissioning program at former military sites, GHD noted that the contractor typically buried the debris in at least two locations when the Site contained an upper and lower site. This was completed due to the distance and effort required to transport metal/other debris from the lower Site to the upper Site. Although not documented, it can be assumed this was the case during the Site decommissioning at Spotted Island. The location of the lower burial site was not identified in the documents review or interviews. 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.

4.8 HAZARDOUS WASTE

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

4.10 STORMWATER

Stormwater run-off from the main station Site is mainly directed northwest by overland flow toward Domino Run (Atlantic Ocean), which is located approximately 100 metres

south of the lower portion of the Site. Sources of adverse impacts from stormwater run-off were not revealed from the records review, historical searches, interviews, 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, interviews 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 former United States military Site was in operation 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, interviews, 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, interviews, 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, interviews, 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, interviews, 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, interviews, 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, interviews, 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:

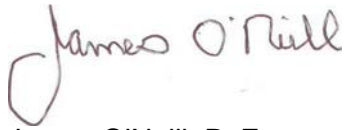
- **Historic Handlings, Use, and Storage of Petroleum Hydrocarbons:** As a self-sufficient air station in a remote location, significant quantities of fuel was formerly stored at the Site in ASTs, as well as in thousands of Petroleum, Oils and

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, both 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 was completed under the approval of the ENVC in 1987, and 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 other remaining materials. It is noted that the contractor typically buried the debris in at least two locations when the Site contained an upper and lower site. This was completed due to the distance and effort required to transport metal/other debris from the lower Site to the upper Site. Although not documented, it can be assumed this was the case during the Site decommissioning at Spotted Island. The location of the lower burial site was not identified in the documents review or interviews. 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 at the Site. 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 Spotted Island Site was operated from 1957 to 1961; therefore, they may have been used at the Site.

All of Which is Respectfully Submitted,

CONESTOGA-ROVERS & ASSOCIATES

A handwritten signature in dark ink that reads "James O'Neill". The signature is written in a cursive style with a large initial 'J'.

James O'Neill, P. Eng.

A handwritten signature in dark ink that reads "Peter Gillingham". The signature is written in a cursive style with a large initial 'P'.

Peter Gillingham, P. Tech.

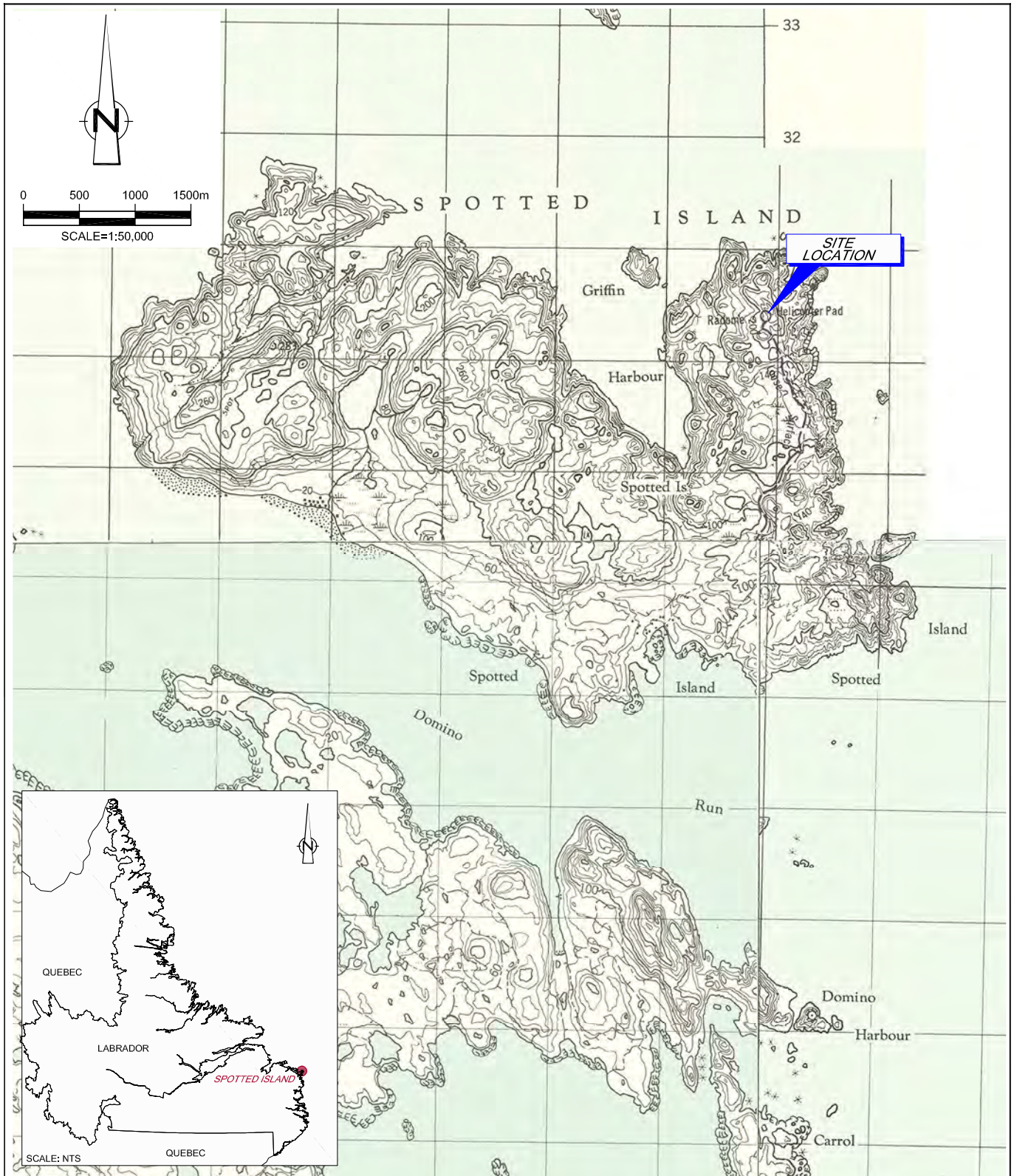


figure 1
 SITE LOCATION MAP
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
Spotted Island, Labrador, NL



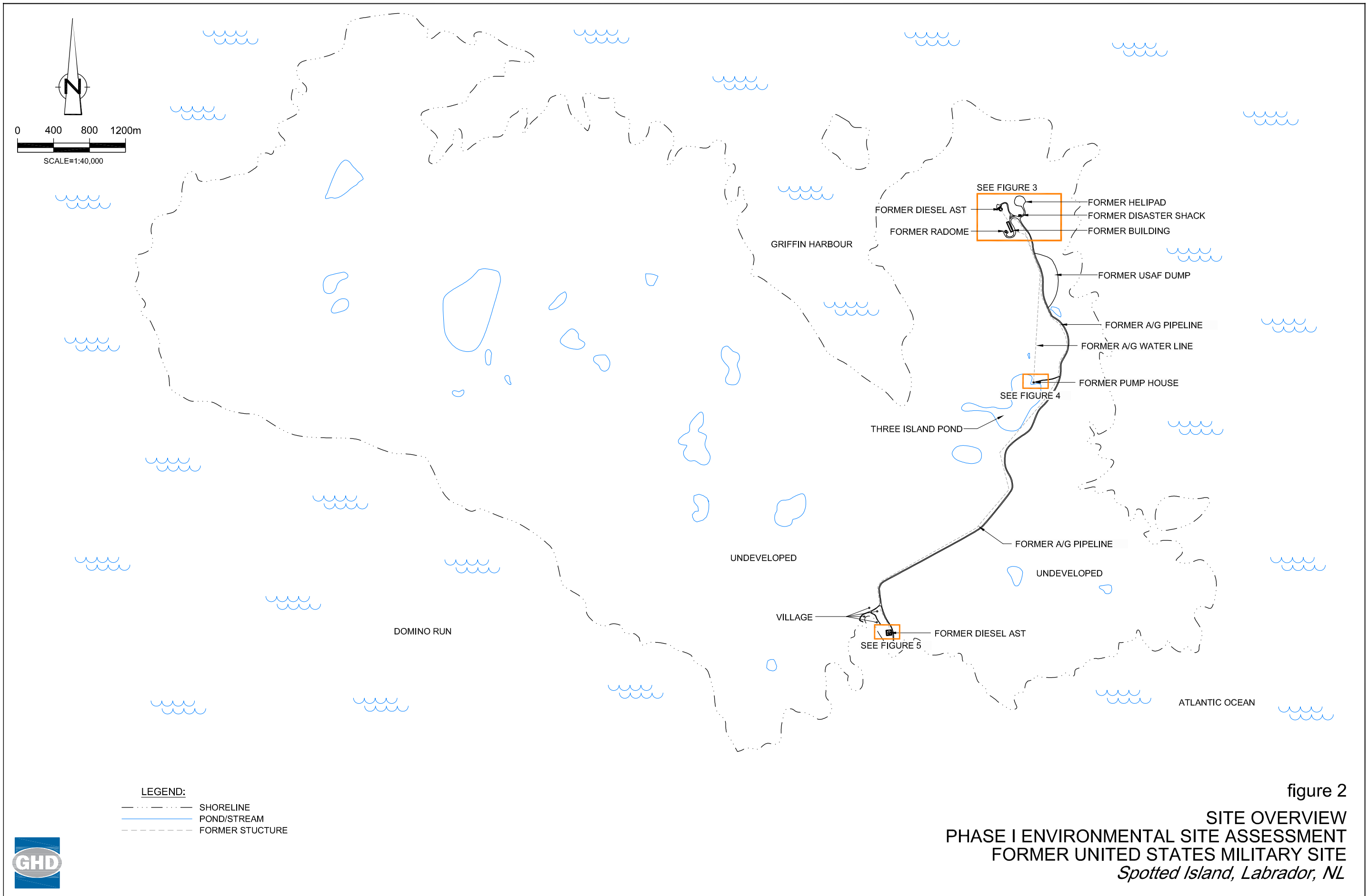


figure 2
 SITE OVERVIEW
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
Spotted Island, Labrador, NL



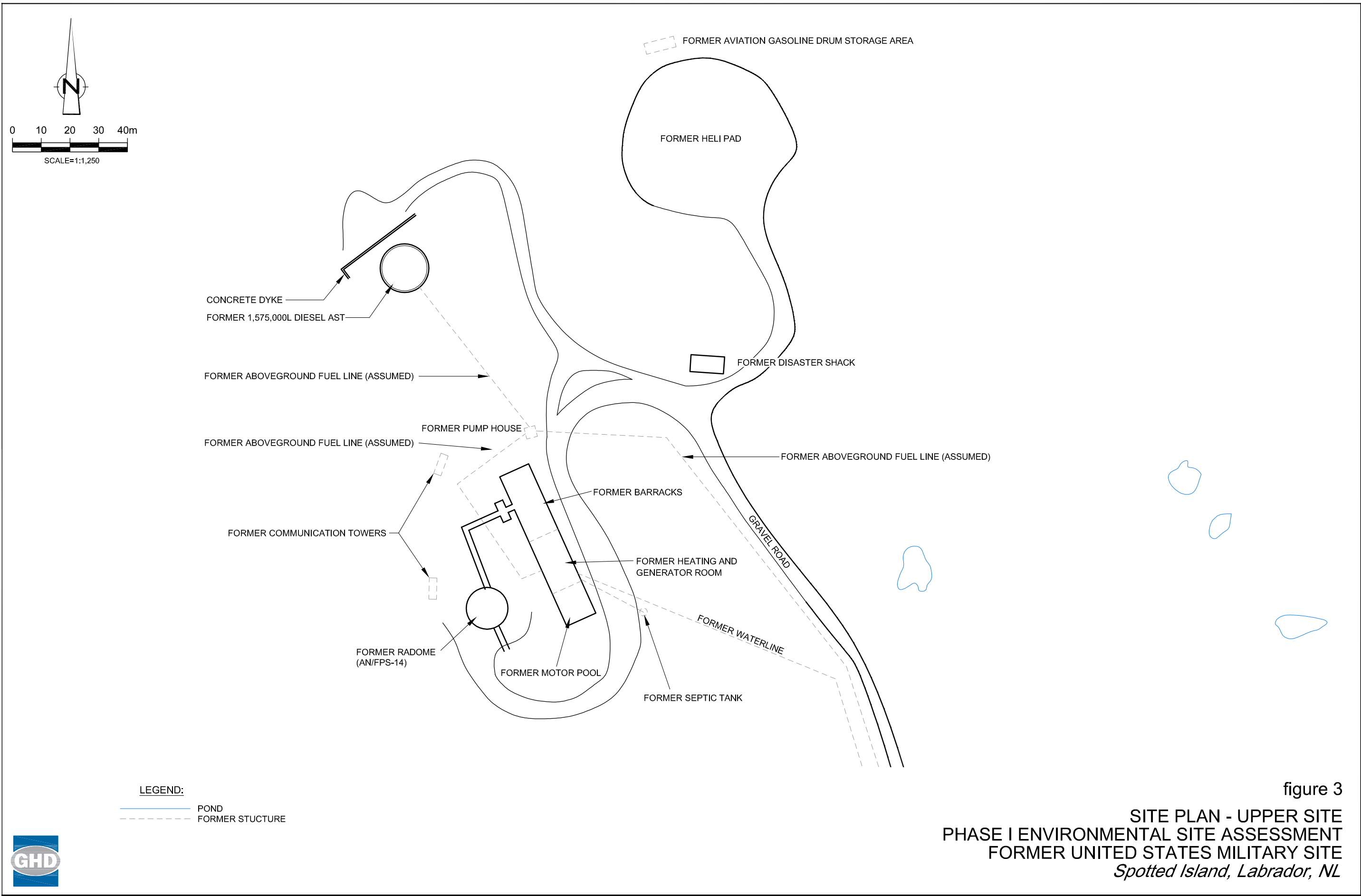


figure 3
 SITE PLAN - UPPER SITE
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
Spotted Island, Labrador, NL

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 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 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
FROM: Mr. Peter Gillingham

REFERENCE No.: 089758
FACSIMILE No.: 709-896-4340

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-27B, Spotted Island, NL (Call Sign White Bottom)**

MESSAGE

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

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-27B, Spotted Island, NL (Call Sign WHITE BOTTOM)**

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 53° 31' North Latitude and 55° 45' 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 that reads "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

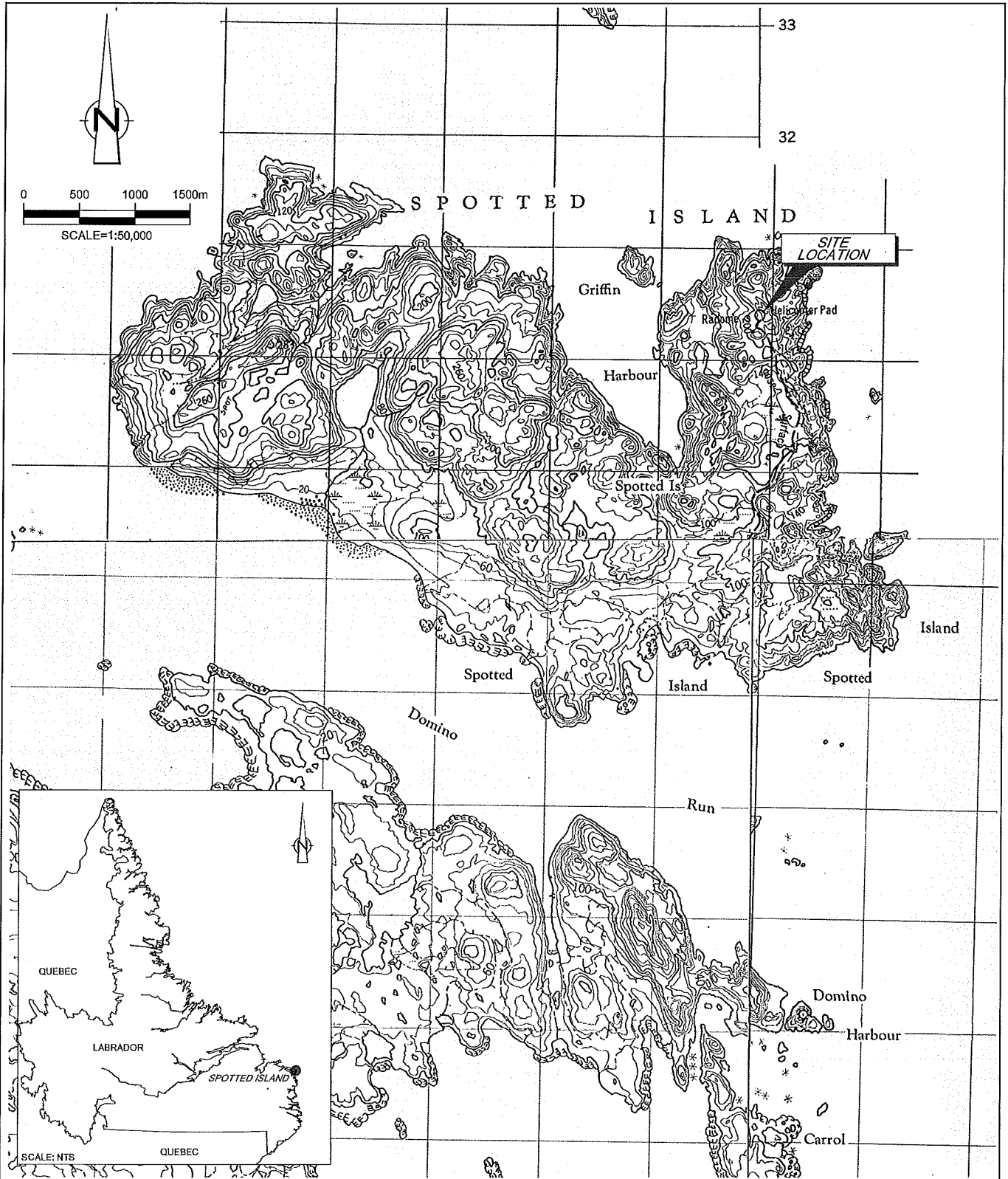


figure 1

SITE LOCATION MAP
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Spotted 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, Spotted 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,

A handwritten signature in black ink, appearing to read "G. Blackwood".

George Blackwood
Environmental Protection Officer

10/05/85 18:30 2204 533 5402

AIRCOM DCOS CR GOOSEBAY WCEO 0003/004

EXECUTIVE COUNCIL
NEWFOUNDLAND AND LABRADOR



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

600444

CONFEDERATION BLDG.
ST. JOHN'S, NFLD.
A1C 5T7

January 28, 1986

NORM/SCDDH 0-0-2
Referred to *W. H. H. Hig*
Transmit &

JAN 31 1986

File No.
Dossier No. *1266-3-2*
Charged to/Chargé à *J.D. 6031*

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.

07/15/86 16:05 709 772 5097
07/15/88 MON 15:22 FAX 709 718 8974

BRIAN-EPB/NF
WING CONST. ENG.

NDL ST. JOHN'S

2000.000
21000

OCT 23 '95

08:31AM NDHG

CEEM NWSO DCC

ENG LUNDA. ENG.

AIRCOR DCOS CE

GOOSEBAY WCEO

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20000

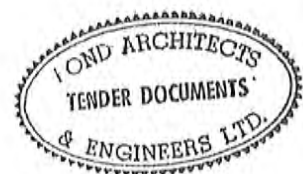
004/004

(4)

ABANDONED MILITARY SITES

1. ✓ Cartwright
2. ✓ Hope Dale
3. ✓ Spotted Island x
4. Hope Dale Island?
5. ✓ Cape Makkovik (Allik) maybe
6. ✓ Cutthroat Island
7. ✓ Cape Harrison
8. N.W. Point (2 sites) x
9. Boar?
10. Harbour Lake?
11. Wild Boar?
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

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.

- .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. - 1000 m
 - .2 Sewer line, approx. - 200 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 structural steel frame and metal siding water supply pumphouse, and water supply intake structure. Cleanup zone to measure 30 m radius from water supply pumphouse, and corridor width of 30 m along water supply suction pipeline.
 - .9 Dismantle, remove and dispose of lower site bulk fuel storage tank. Tank approximately 13.0 m diameter by 12.25 m high. Remove and dispose of small structural steel frame and metal siding building located outside containment dyke. 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.

1.8 Work Excluded
for Spotted 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.

1.9 Fires

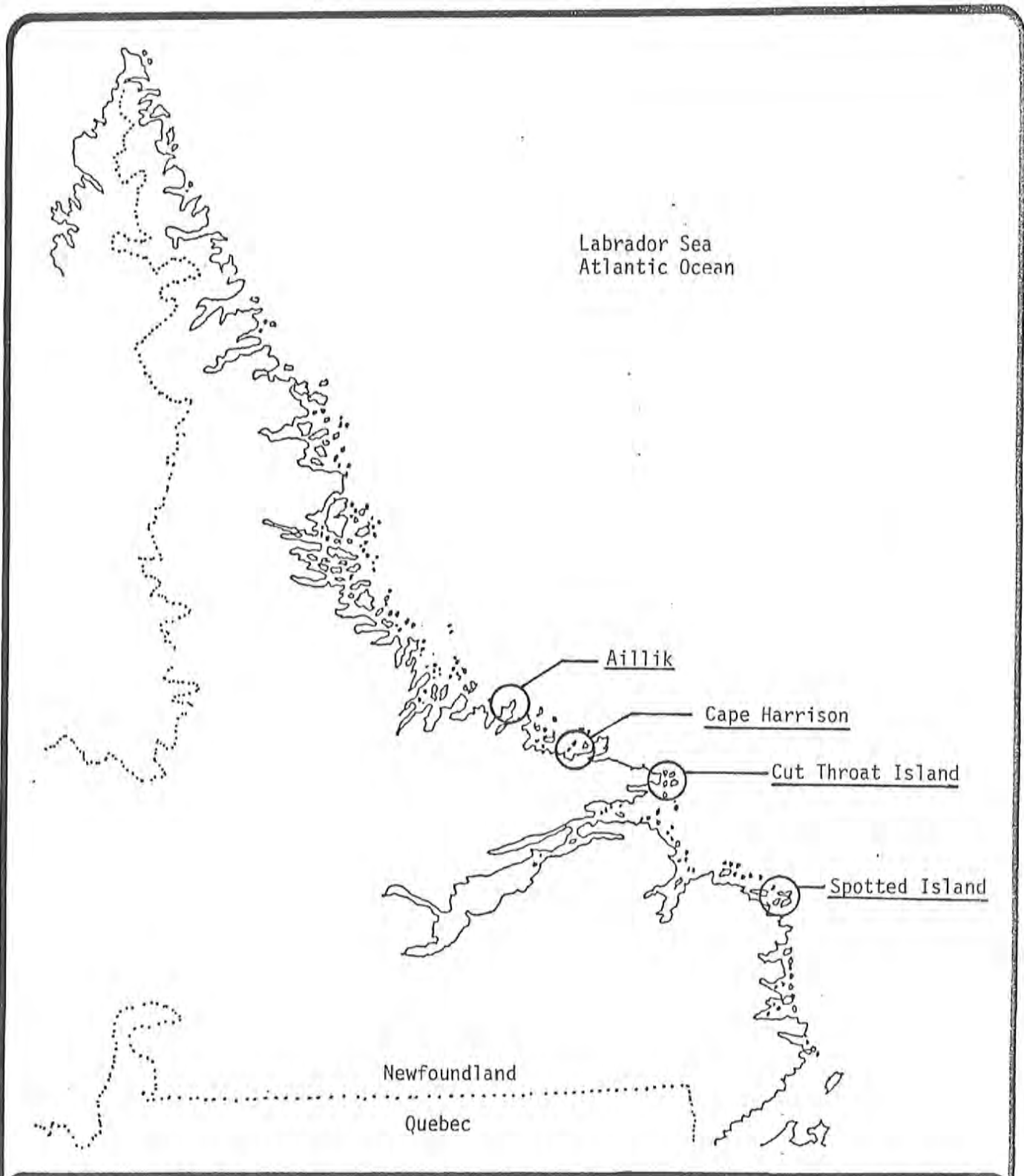
- .1 Fires and burning of combustible rubbish on site is permitted, subject to the requirements and restrictions of the burning permit issued by the Department of Forest Resources and Lands.
- .2 Provide supervision, attendance and fire protection measures as directed by authorities having jurisdiction.

1.10 Environmental
Protection

- .1 Perform work in an environmentally acceptable manner. Comply with requirements of Section 01560.

1.11 Burial Sites

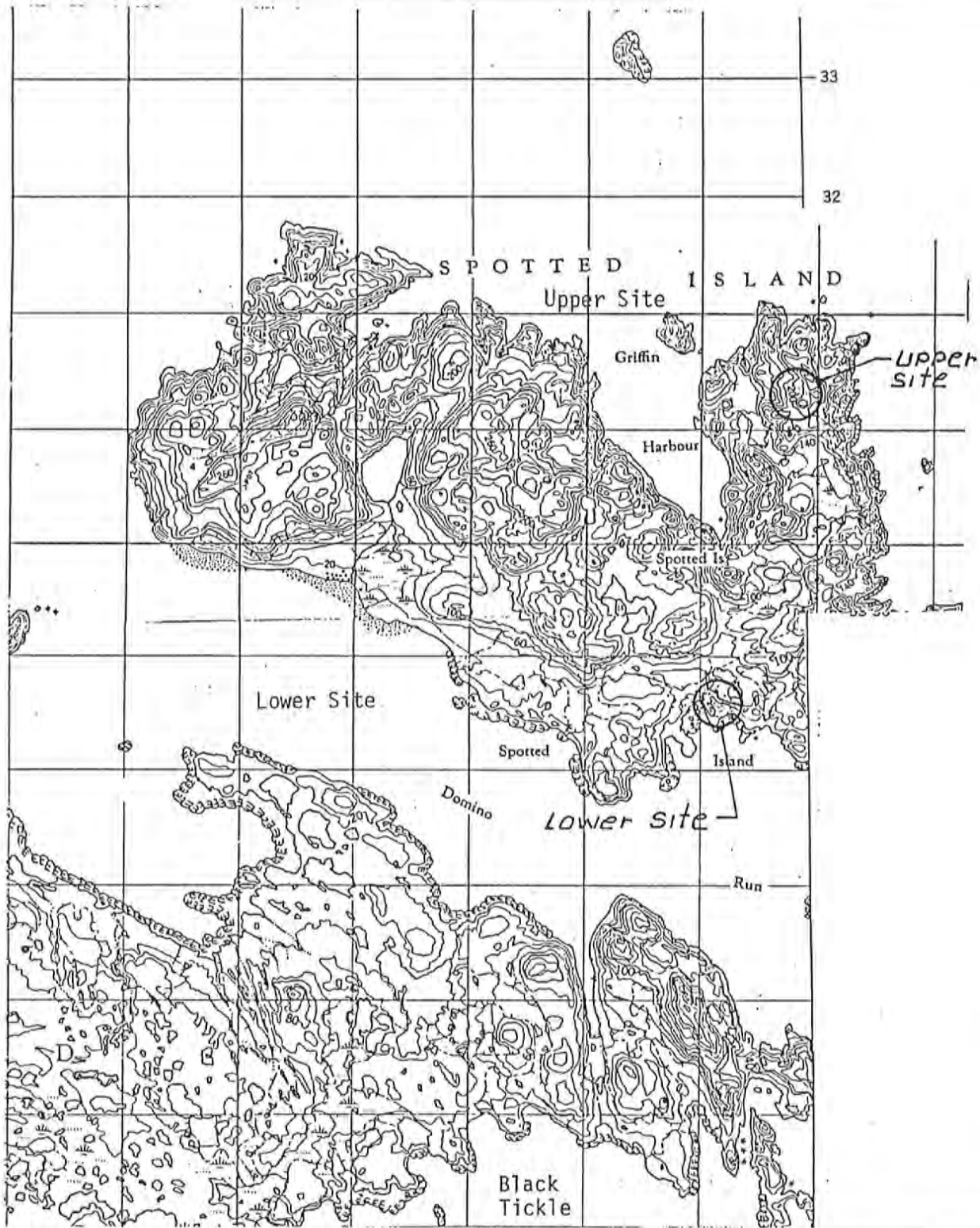
- .1 Contractor is to propose sites for consideration and approval by the Engineer and authorities having jurisdiction.
- .2 Development and operations of burial sites, quarries and borrow pits are to be governed by land use permits issued by the authorities having jurisdiction.




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

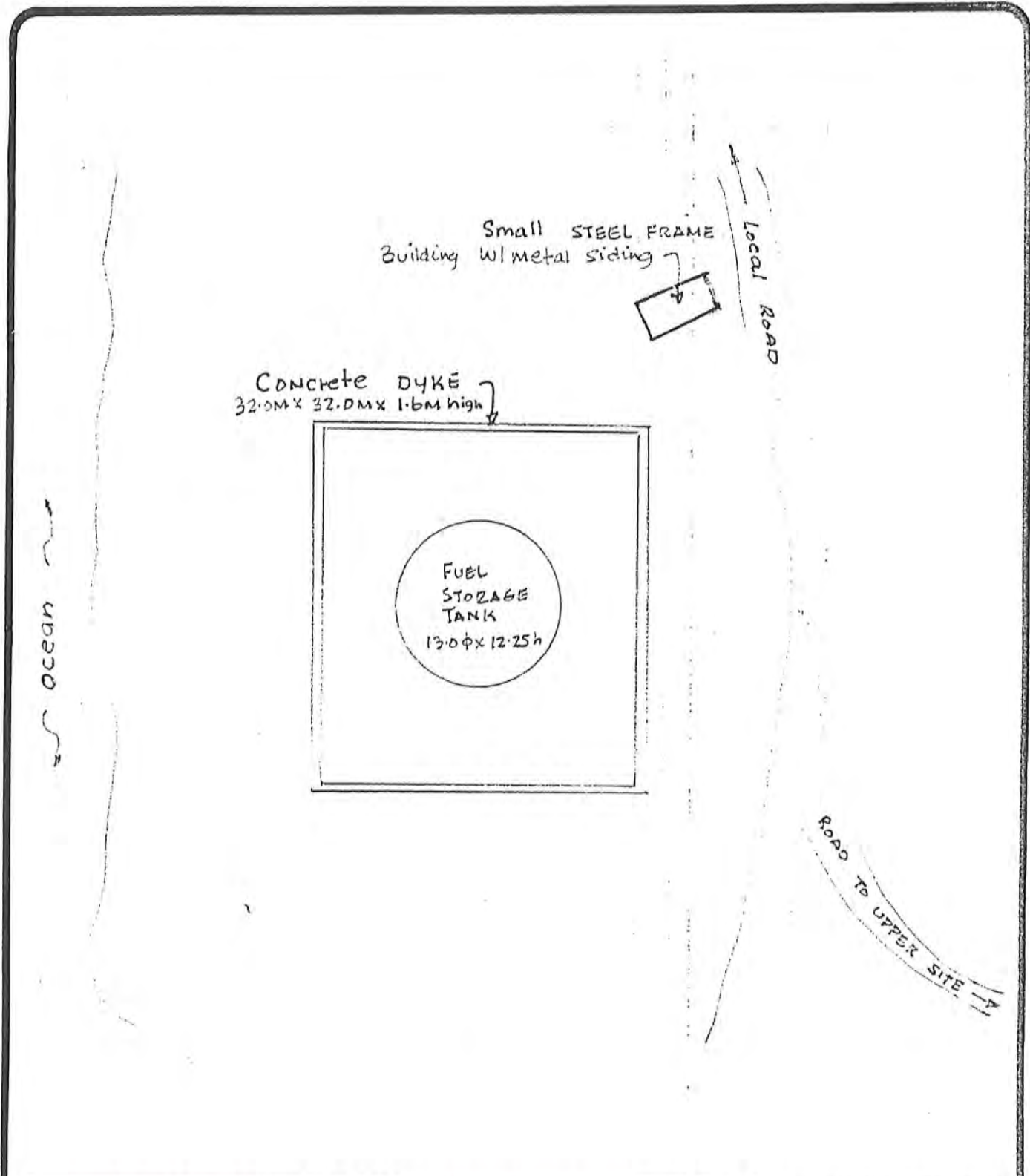
BOND ARCHITECTS and ENGINEERS LIMITED
BOND STREET P O BOX 6900 ST JOHN'S NF
A1C-6H3 TLX 016-4676 TEL (709) 722-4422



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

THE BAE GROUP 

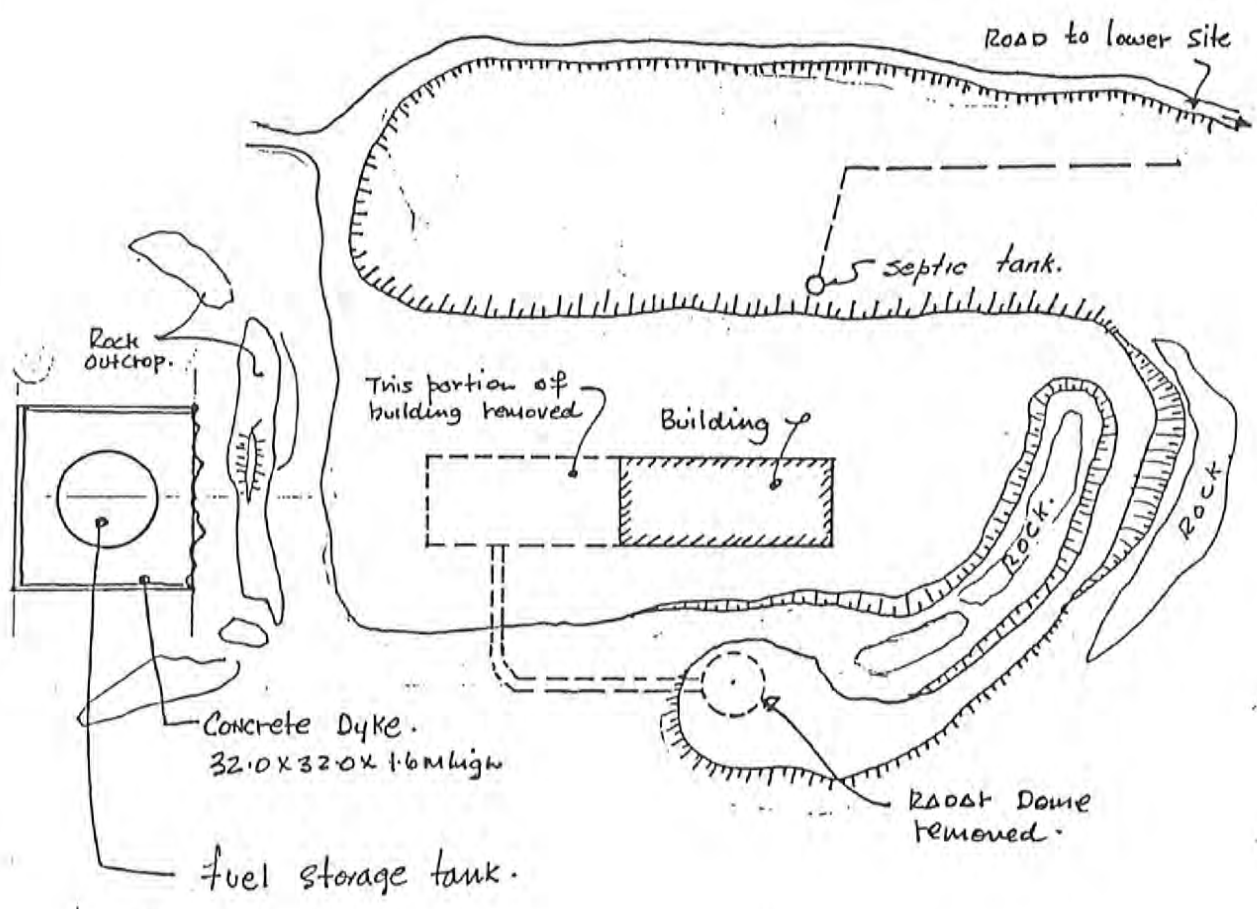
BOND ARCHITECTS and ENGINEERS LIMITED
 BOND STREET P O BOX 6900 ST JOHN'S NF
 A1C-6H3 TLX 016-4676 TEL (709) 722-4622



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

THE BAE GROUP

BOND ARCHITECTS and ENGINEERS LIMITED
BOND STREET P O BOX 8900 ST JOHN'S NF
A1C-8H3 TLX 016-4676 TEL (709) 722-4822



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

THE BAE GROUP

BOND ARCHITECTS and ENGINEERS LIMITED
 BOND STREET P O BOX 6900 ST JOHN'S NF
 A1C-6H3 TLX 018-4676 TEL (709) 722-4622



OFFICE OF THE MINISTER

GOVERNMENT OF NEWFOUNDLAND & LABRADOR

Department of Environment

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

1987 04 27



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 desertion 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 cooperation 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

**ENVIRONMENTAL INSPECTION
ABANDONED MILITARY SITES IN LABRADOR**

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

Lat 48? Spm from 16A file 160.11

FACILITY LOCATION	SYSTEM	FINANCED & MANNED	DEACTIVATED	DOCUMENTATION	BUYER	CLEAN-UP PROBLEM
Cartwright Lat 52-44 Long 56-56 (Newfoundland-Labrador)	Pine Tree NEAC	USAF	1968	External Affairs letter 17-14-10 & CADC letter file 615-LB-1659	19 Structures were sold to a private individual 7 Dec 72. The remaining structures were sold to Bell Telephone.	Buildings in disrepair and some oil on site.
Saglek Lat 58-12 Long 62-39	Pine Tree NEAC	USAF	1970	S.O. 368136 25 Aug 76	*Eastcan Exploration Ltd. had a temporary MOA to use fuel and equipment storage and base camp. Materials sold to ITT Canada Ltd with clean-up conditions attached to the sale.	Partially demolished buildings. Quantities of oil, grease, fuel. Much debris and a drum dump.
Hopedale Lat 58-58 Long 60-14	Pine Tree NEAC	USAF	1968	S.O. 368136 3 Aug 76	*Eastcan Exploration Ltd had a temporary MOA to use fuel and equipment storage and base camp. Bldg. S-28 sold to MOT. The rest of the building and removables sold to the community of Hopedale.	Partially demolished buildings. Quantities of oil, grease, fuel. Much debris and a drum dump.
Spotted Island Lat 53-31 Long 55-14	NEAC Terminal Mid-Canada Line (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 Govt. for use of buildings on site.	Partially demolished buildings. Debris, large fuel tank.
Hopedale Island Doppler Sites (Mid-Canada Line) D 201 Hopedale 55-27-52 60-14-30	MCL	Canada		S.O. 197805 25 Jun 64	Land thought to belong to Newfoundland. Fencing, diesel generators, tanks and other facilities sold to Tanny Merchandising Corp. for removal and site was to be restored by Tanny.	
Cape Makkovik (Allik) Lat 55-15 Long 59-08	NEAC Terminal MCL (Gap Filler)	USAF	1962	Properties CCE/Prop to CADC 716 dated 8 Jan 62 File No. 10-F26	Buildings and facilities sold to British Newfoundland Corp. Ltd. The company was to make arrangements with the Newfoundland Gov't. for use of the building on site.	Drum dump, bulk storage for partially demolished build

* Petro Canada took over from Eastcan

Lat 48? Spm from 16A file 160.11

5.5 Spreadsheet
Facilities Location

SPOTTED ISLANDS:

<u>To Canada:</u>	M.C. 1129-'57 (M&R 121-'57)	1957 (1957)
<u>To Nfld:</u>	(M.A. &R. 25-'64) P.C. 1963-694	(1964)

Transferred 146.98 acres to DND subject to same conditions on Inland Hopedale. In 1963, the Executive Council approved P.C. 1963-694 but no provincial M.C. was issued.

Reference is in FRB Vol. 1, Folio 71.

BATTLE HARBOUR:

<u>To Canada:</u>	M.C. 269-'62 (M.A. &R. 20(c)-'62)	1962 (1962)
<u>To Nfld:</u>	No records found.	

Transferred land at White Point, Great Caribou Island to DOT as a Loran Station subject to same conditions as Inland Hopedale.

Reference is in FRB Vol. 2, Folio 53.

FOX HARBOUR:

<u>To Canada:</u>	M.C. 698-'57 (M&R 39(d)-'57)	1957 (1957)
<u>To Nfld:</u>	M.C. 712-'63	1963

Transferred land to DND in connection with Mid Canada Line. Lands must be used for this purpose by DND at all times. Same conditions as usual.

Reference is in FRB Vol. 1, Folio 59.

(N.B. There are two locations which have been referenced, but their location is unspecified at this time.)

HANAS LAKE:

<u>To Canada:</u>	M.C. 885-'58 (M&R 120-'58)	1958 (1958)
<u>To Nfld:</u>	M.C. 35-'68 (M.A.&R. 171-'67)	1968 (1967)

Transferred 863.6 acres to DOT in connection with construction of an airport.

Reference is in FRB Vol. 1, Folio 78.





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-27B, Spotted Island, NL (Call Sign WHITE BOTTOM)**

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 53° 31' North Latitude and 55° 45' 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 that reads "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

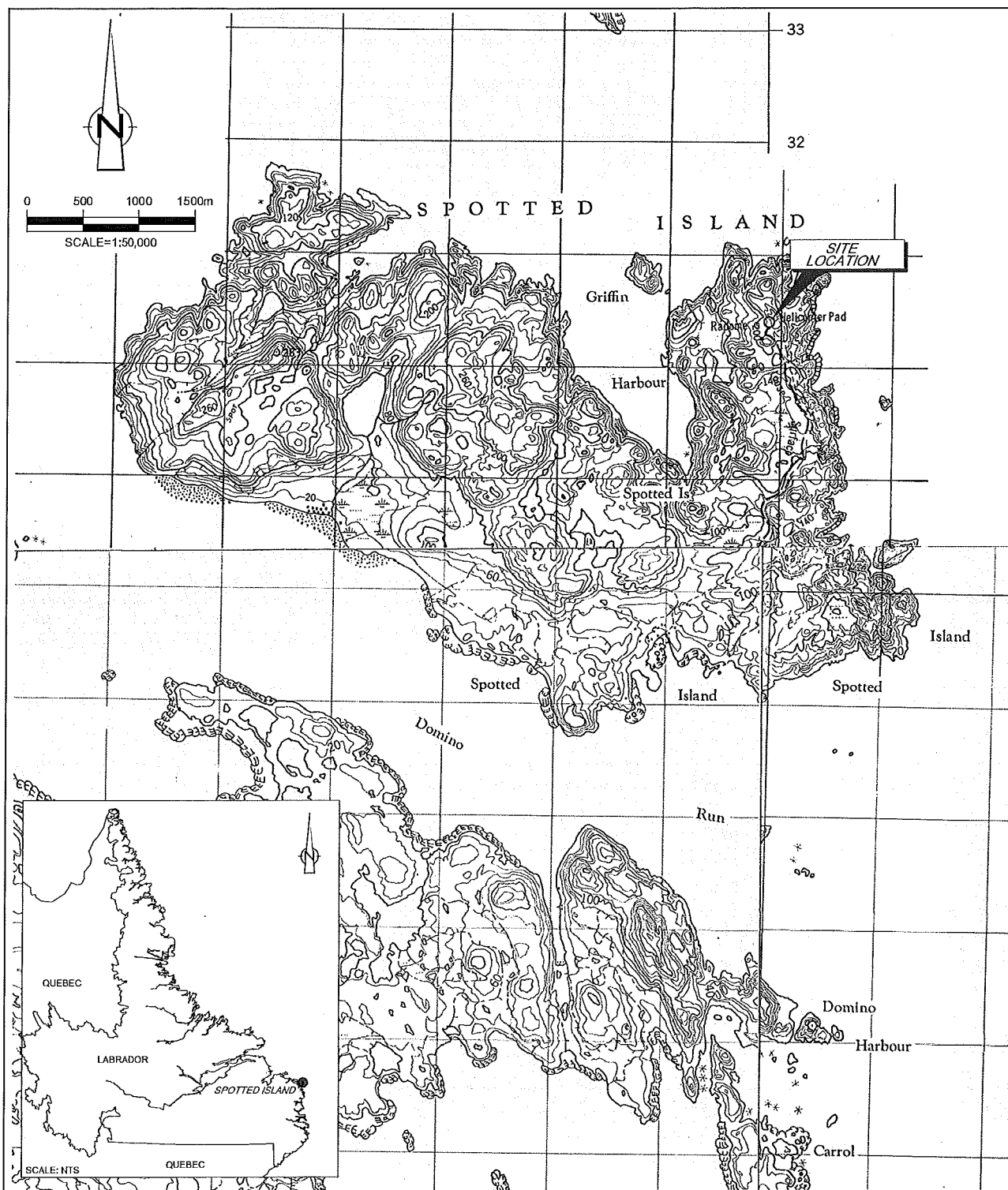


figure 1

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





Environment Environnement
Canada Canada

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

Your File Votre référence

ID: 252802

Our File Notre référence

E-2014-01731 / MM

March 11, 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-27B, Spotted Island (Call sign White Bottom), 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.

Authorization: {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 819-934-2817. Please quote the above file number on all future correspondence concerning this request.

Yours sincerely,

Meghan McCourt
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.



Environment Environnement
Canada Canada

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

Your File Votre référence

ID: 252802

Our File Notre référence

E-2014-01731 / MM

April 7, 2015

Mr. Peter Gillingham
Conestoga-Rovers & Associates Ltd.
1118 Topsail Road
P.O. Box: 8353
Mt. Pearl, NL 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-27B, Spotted Island (Call sign White Bottom), 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.

Authorization: {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 and 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

Canada

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

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

SPOTTED ISLANDS:

<u>To Canada:</u>	M.C. 1129-'57 (M&R 121-'57)	1957 (1957)
<u>To Nfld:</u>	(M.A. &R. 25-'64) P.C. 1963-694	(1964)

Transferred 146.98 acres to DND subject to same conditions on Inland Hopedale. In 1963, the Executive Council approved P.C. 1963-694 but no provincial M.C. was issued.

Reference is in FRB Vol. 1, Folio 71.

BATTLE HARBOUR:

<u>To Canada:</u>	M.C. 269-'62 (M.A. &R. 20(c)-'62)	1962 (1962)
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Transferred land to DND in connection with Mid Canada Line. Lands must be used for this purpose by DND at all times. Same conditions as usual.

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Transferred 863.6 acres to DOT in connection with construction of an airport.

Reference is in FRB Vol. 1, Folio 78.

No. 60723

60723

DEPARTMENT OF TRANSPORT

DEED
(D.D.)

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF NEWFOUNDLAND

to

HER MAJESTY THE QUEEN IN RIGHT OF CANADA

- Date - April 17, 1958
- Public Work Concerned - D.N.D. Gap Filler Stations, Newfoundland.
- Description - Transfer of the administration, management and control of 7 pieces of Crown land, at Spotted Islands in the District of Labrador South and comprising 146.98 acres, in connection with the Mid-Canada line.

DEPARTMENTAL REFERENCE

REFERENCE NO. 1653-715

MEMORANDA

Recorded 3rd November, 1958
Film 76 Document 33

H.W. Doyle
Secretary of Canada

REPORT OF SURPLUS

TO THE MINISTER OF DEFENCE PRODUCTION

c/o CROWN ASSETS DISPOSAL CORPORATION

OTTAWA, ONTARIO.

CR PA Please

Declarer

Declarer Department of National Defence

Department File S10-136-80/7 TD 2082

Address Ottawa, Ontario.

C.A.D.C. Serial No. 253-157019 (CCE/Prop)

Officer Reference F/L WH McConnell

Telephone Number 2-6281

ORIGINAL
BY
E. D. MILLAR

Date 26 March, 1962.

Authorized Signature

QUANTITY OR WEIGHT	DETAILS	CADC CODE	ORIGINAL COST AS APPLICABLE ONLY TO CODES AN. A. AU.
	<p><u>SPOTTED ISLAND, LABRADOR</u></p> <p>Four small parcels of land having areas, respectively, of 0.162 acres, 0.291 acres, 0.174 acres and 0.549 acres as indicated on the attached plan.</p> <p>These portions of land were expropriated by the Crown from private individuals to provide sites for an access road to a beach area, and area for harbour facilities formerly used by the USAF at Spotted Island.</p> <div data-bbox="329 1367 760 1667" style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>ACKNOWLEDGED</p> <p>MAY 11 1962</p> <p><i>J. D. Rolland</i></p> <p>J. D. ROLLAND</p> <p>Crown Assets Disposal Corporation</p> </div>		

LOCATION: Spotted Island, Labrador.

COMMENTS: The deeds for this property are held by the Department of Transport, Minimal watchkeeping services are provided by the Commanding Officer,

CROWN ASSETS DISPOSAL CORPORATION
RECEIPT FOR SURPLUS CROWN PROPERTY

No 4378

RECEIPT

TO:

Department of National Defence (Air)
 "B" Building,
 Cartier Square, Ottawa, Ont.
Attn: Sq. Leader R. T. Williams

S10-136-80/7
REPORTING DEPT. FILE REF.....
CADC FILE No. <u>L.B. 20909</u>
CADC SERIAL No. <u>269-157019</u>

RECEIPT IS HEREBY ACKNOWLEDGED OF THE PROPERTY DESCRIBED BELOW OR ON THE ATTACHED LISTS AND LOCATED AT:

SPOTTED ISLAND, LABRADOR

DESCRIPTION OF SURPLUS CROWN ASSETS

Certain parcels of land containing 1.62 acres more or less and
 as more particularly described in an Agreement of Sale dated
 December 13, 1962.

DATE December 26, 1962.

CROWN ASSETS DISPOSAL CORPORATION

PER E. P. Sarasin
 (E. P. Sarasin)

REMARKS:

(FOR C.A.D.C. USE ONLY)

Spotted Islands, Labrador

National Archives of Canada

Certified to be a True Copy of a Minute of an Meeting of the Committee of the Executive Council of Newfoundland approved by His Honour the Lieutenant-Governor on 17th April, 1958.

1129-'57

M and R 121(a)-'57. Ordered that, under the authority of The Crown Lands Act, the administration, management and control of seven pieces of Crown land situate at Spotted Islands in the District of Labrador South and comprising 146.98 acres, as described in the Schedule hereto, be transferred to Her Majesty the Queen in the right of Canada for use by the Department of National Defence subject to the following conditions:

- a. all minerals, quarry materials, coal, natural gas, oil and salt on in and under the said lands to be reserved to Her Majesty in the right of Newfoundland;
- b. the said lands to be used at all times by the Department of National Defence in connection with the Mid-Canada line, and
- c. if, and as soon as the said lands cease to be used for the purpose described in (b) above, the administration, control and management thereof shall thereupon be assumed by Her Majesty in the right of Newfoundland.

SCHEDULE

All that piece or parcel of land situate and being at Spotted Islands in the District of Labrador South abutted and bounded as follows: beginning at a point marked by and iron pin situate near the easterly shoreline of Spotted Islands Harbour, the said point being in southern boundary of land occupied by James Holwell, thence running by the said land occupied by James Holwell and by Crown land north seventy-four degrees fifty-six minutes east three hundred and ninety-three feet; thence by Crown land south thirty-nine degrees thirty-one minutes east four hundred and eighty-five feet to a point in the shore of Spotted Islands Harbour at highwater mark; thence along the said shore at highwater mark in general westerly and northerly directions one thousand six hundred and twenty feet to a point which bears south seventy-four degrees fifty-six minutes west from the point of beginning hereinbefore described; thence running north seventy-four degrees fifty-six minutes east six feet more or less to the point of beginning and containing an area of six acres and two hundredths of an acre. All bearings being referred to the true meridian.

Also all that other piece or parcel of land situate and being at Spotted Islands aforesaid and being a strip of land laying between two parallel lines on opposite sides of and perpendicular distant fifty feet from a centre line and a centre line produced described as follows: Beginning at a point in the northern boundary of the area hereinbefore described the said point being two hundred and eighty-three feet on a bearing of north seventy-four degrees fifty-six minutes east from an iron pin at the point of beginning of the said area; thence running north twenty degrees twenty minutes west four hundred and sixty-six feet and one-tenth of a foot; thence north eleven degrees forty-four minutes west three hundred and forty-one

feet and five-tenths of a foot; thence to the right along the arc of a curve of sixteen degrees thirty minutes four hundred and six feet and two-tenths of a foot; thence north fifty-five degrees seventeen minutes east two thousand one hundred and nine feet and seven-tenths of a foot; thence to the left along the arc of a curve of five degrees fifty-two minutes three hundred and ninety-one feet and nine-tenths of a foot; thence north thirty-two degrees seventeen minutes east eight hundred and fifty-two feet and eight tenths of a foot; thence to the left along the arc of a curve of nineteen degrees twenty-five minutes three hundred and seventy-six feet; thence north forty degrees forty-three minutes west one hundred and sixty-four feet and six-tenths of a foot; thence to the right along the arc of a curve of fifteen degrees and fifty-three minutes two hundred and seventeen feet and two-tenths of a foot; thence north six degrees thirteen minutes west one hundred and forty-four feet; thence to the right along the arc of a curve of twenty-three degrees forty-eight minutes two hundred and fourteen feet and four-tenths of a foot; thence north forty-four degrees forty-seven minutes east five hundred and forty-four feet and one-tenth of a foot; thence to the left along the arc of a curve of seventeen degrees thirteen minutes one hundred and eighty-nine feet and seven-tenths of a foot; thence north twelve degrees seven minutes east two hundred and thirty-six feet and three-tenths of a foot; thence to the right along the arc of a curve of twenty-three degrees ten minutes one hundred and fifty feet and nine-tenths of a foot; thence north forty-seven degrees three minutes east seventy-eight feet and nine-tenths of a foot; thence to the left along the arc of a curve of six degrees fifty-one minutes three hundred and twenty-four feet and eight-tenths of a foot; thence north twenty-four degrees forty-nine minutes east one hundred and sixty-one feet and seven-tenths of a foot; thence to the left along the arc of a curve of six degrees forty-four minutes four hundred and thirty feet and nine-tenths of a foot; thence north four degrees eleven minutes west eighty-five feet and one-tenth of a foot; thence to the right along the arc of a curve of twenty-four degrees two minutes one hundred and twenty-eight feet and nine-tenths of a foot; thence north twenty-six degrees forty-eight minutes east one hundred and sixty-five feet and eight-tenths of a foot; thence to the left along the arc of a curve of seventeen degrees fifty-six minutes two hundred and sixty-eight feet and nine-tenths of a foot; thence north twenty-one degrees three minutes west three hundred and sixty-two feet; thence to the left along the arc of a curve of twenty-three degrees six minutes two hundred and thirteen feet and eight-tenths of a foot; thence north seventy degrees forty-nine minutes west thirty-four feet and five-tenths of a foot; thence to the right along the arc of a curve of twenty-five degrees one hundred and sixty feet; thence north thirty degrees forty-nine minutes west two hundred and forty-seven feet; thence to the right along the arc of a curve of ten degrees two hundred and forty-eight feet and eight-tenths of a foot; thence north five degrees fifty-six minutes west two hundred and fifty-three to a point in the southern boundary of a lot of land known as Area D, Main Site; the said piece or parcel of land being required for a road to the said Area D, Main Site and containing an area of twenty-two acres and eighty-nine hundredths of an acre; all bearings being referred to the true meridian.

Also all that other piece or parcel of land situate between the western boundary of the area hereinbefore described in Spotted Island Harbour aforesaid and being a strip of land lying between two parallel lines on opposite sides of and perpendicularly distant fifty feet from a centre line and a centre line produced described as follows: beginning at a point in the western boundary of the area hereinbefore described the said point being south thirty-five degrees twenty-five minutes west sixty-two feet from a point at the northern end of the first line hereinbefore described as "north twenty degrees twenty minutes west four hundred and sixty-six feet and one-tenth of a foot"; thence running south forty-five degrees seventeen minutes west one hundred and seven feet; thence south sixty-four degrees forty-five minutes west one hundred and sixty-six feet to the eastern boundary of a lot known as Area B - Beach Area. The said piece or parcel of land being required for a road to the beach area and containing an area of sixty-three hundredths of an acre. All bearings being referred to the true meridian.

Also all that other piece or parcel of land situate and being at Spotted Islands aforesaid and known as

Area B - Beach area abutted and bounded as follows; beginning at the point of termination of the centre line of the road next above described and running thence by the western end of the aforesaid road and land occupied by Charles Dyson north eleven degrees thirty-five minutes west seventy-one feet; thence by Crown land south seventy-nine degrees fifteen minutes west two hundred and sixty-three feet; thence south forty-six degrees thirty minutes east one hundred and seventy-five feet to a point in the shore of Spotted Islands Harbour at highwater mark; thence along the shore at highwater mark in a general easterly direction one hundred and sixty-eight feet; thence turning and running by the western end of the road next above described north eleven degrees thirty-five minutes west fifty feet more or less to the point of beginning and containing an area of sixty-one hundredths of an acre. All bearings being referred to the true meridian.

Also all that other piece or parcel of land situate and being at Spotted Islands aforesaid abutted and bounded as follows; beginning at a point being the northern extremity of the centre line of the road leading to Area D, Main Site and hereinbefore mentioned; thence running by the northern extremity of the said road and by Crown lands south forty-one degrees twenty-four minutes east four hundred and ten feet; thence by Crown land north three degrees nineteen minutes east three hundred and forty-three feet; thence north thirty degrees thirty-nine minutes west seven hundred and fifty-one feet; thence north eighteen degrees five minutes west nine hundred and eighteen feet; thence north thirty degrees thirty-two minutes west three hundred and seventy-eight feet; thence north seventy-eight degrees five minutes west three hundred and forty feet and five-tenths of a foot; thence south forty-three degrees forty-six minutes west eight hundred and nineteen feet; thence south eight degrees seven minutes west three hundred and twenty-two feet; thence south fifty-nine degrees forty minutes east four hundred and eighty-one feet; thence south eighty-four degrees thirty-five minutes east three hundred and twenty-six feet; thence south eighty-five degrees twenty-four minutes east one hundred and thirty-three feet; thence north seventy-seven degrees twenty minutes east one hundred and fifty-one feet; thence south thirty-two degrees forty-one minutes east six hundred and sixty feet; thence south fifteen degrees forty-seven minutes east one hundred and sixteen feet; thence by Crown land and the aforesaid northern extremity of the road south forty-one degrees twenty-four minutes east one hundred and sixty feet more or less to the point of beginning and containing an area of thirty-two acres and forty-six hundredths of an acre. All bearings being referred to the true meridian.

Also all that piece or parcel of land situate and being at Spotted Islands aforesaid abutted and bounded as follows: beginning at a point in the southern boundary of Area D, Main Site hereinbefore described, the said point being eighty-seven feet on a bearing of north forty-one degrees twenty-four minutes west from the point of beginning of the lot known as Area D, Main Site and hereinbefore described; thence running south fifteen minutes west one thousand nine hundred and eleven feet; thence south seventy-seven degrees nineteen minutes west forty-one feet and five-tenths of a foot; thence north fifteen minutes east one thousand nine hundred and sixty-five feet more or less to the southern boundary of Area D, Main Site; thence by the said boundary south forty-one degrees twenty-four minutes east sixty feet more or less to the point of beginning and containing an area of one acre and seventy-eight hundredths of an acre; all bearings being referred to the true meridian.

Also all that other piece or parcel of land situate and being at Spotted Islands aforesaid abutted and bounded as follows: beginning at a point in the western limit of land hereinbefore described and required for a road leading to Area D, Main Site the said point being fifty feet distant on a bearing of north eighty-five degrees twenty-five minutes west from a point in a curve and which is seventy-four point five feet in a northerly direction from the southern end of the said curve which is described as follow; thence to the right along the arc of a curve of twenty-four degrees two minutes one hundred and twenty-eight feet and nine-tenths of a foot; thence running by Crown land north eighty-five degrees twenty-five

minutes west fifty-seven feet; thence south seventy-seven degrees nineteen minutes west seven hundred and twenty-three feet; thence south sixty-nine degrees forty-nine minutes west one thousand two hundred and fifty-two feet; thence south twenty-eight degrees eleven minutes west one thousand nine hundred and eighty feet; thence north eighty degrees three minutes east two thousand one hundred and eighty feet; thence north thirty-four degrees five minutes east one thousand two hundred and ninety feet; thence north nine minutes east eight hundred and eighty-six feet more or less to the point of beginning excepting nevertheless out of the above described area that portion of the road leading to Area D, Main Site which is contained within this description. The said lot being required for water supply purposes and containing an area of eighty-two acres and fifty-nine hundredths of an acre. All bearings being referred to the true meridian.

(signed) JG Channing
Clerk of the Executive Council

Appendix D

Aerial Photographs

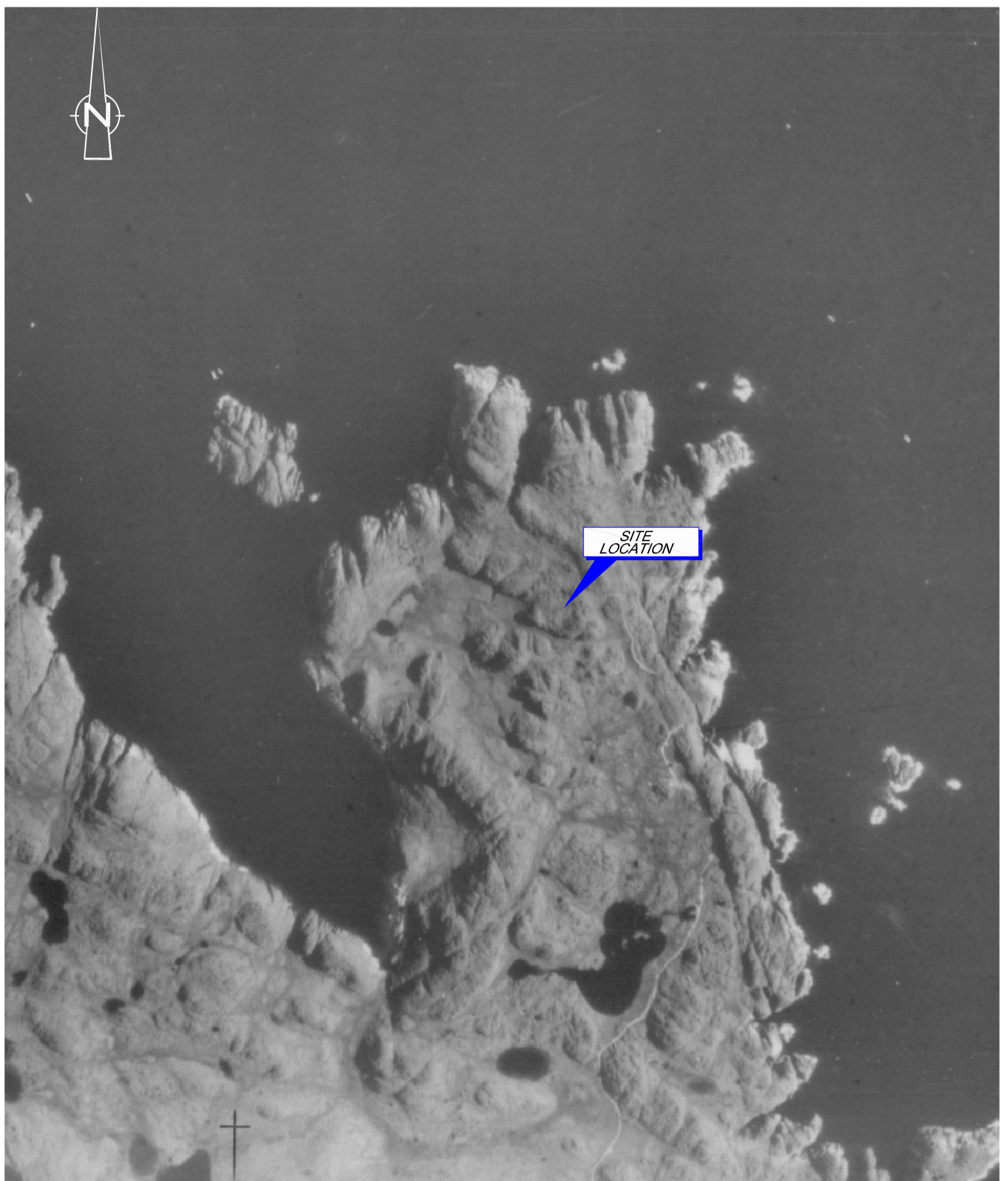


figure D1

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



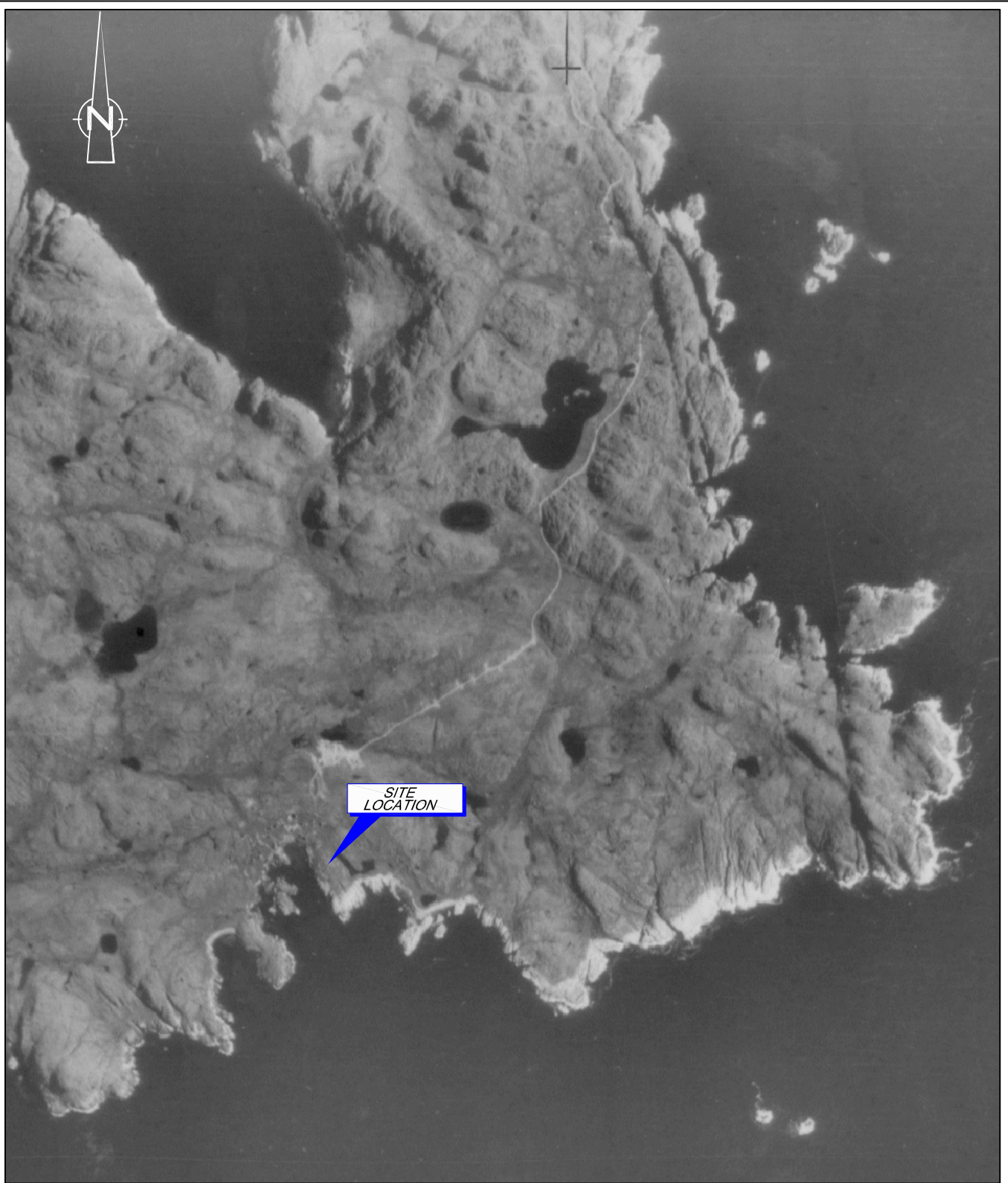


figure D2

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



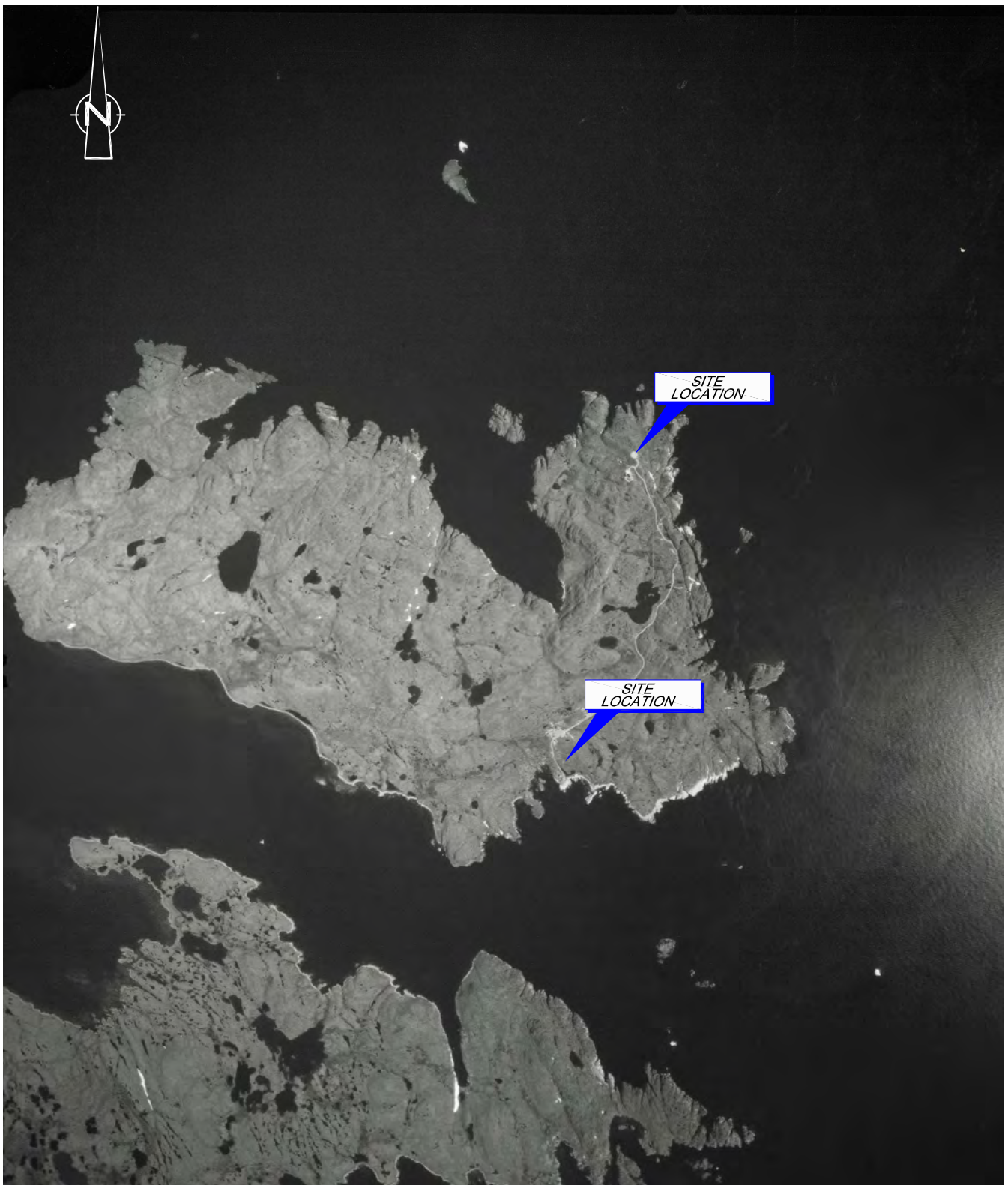


figure D3

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



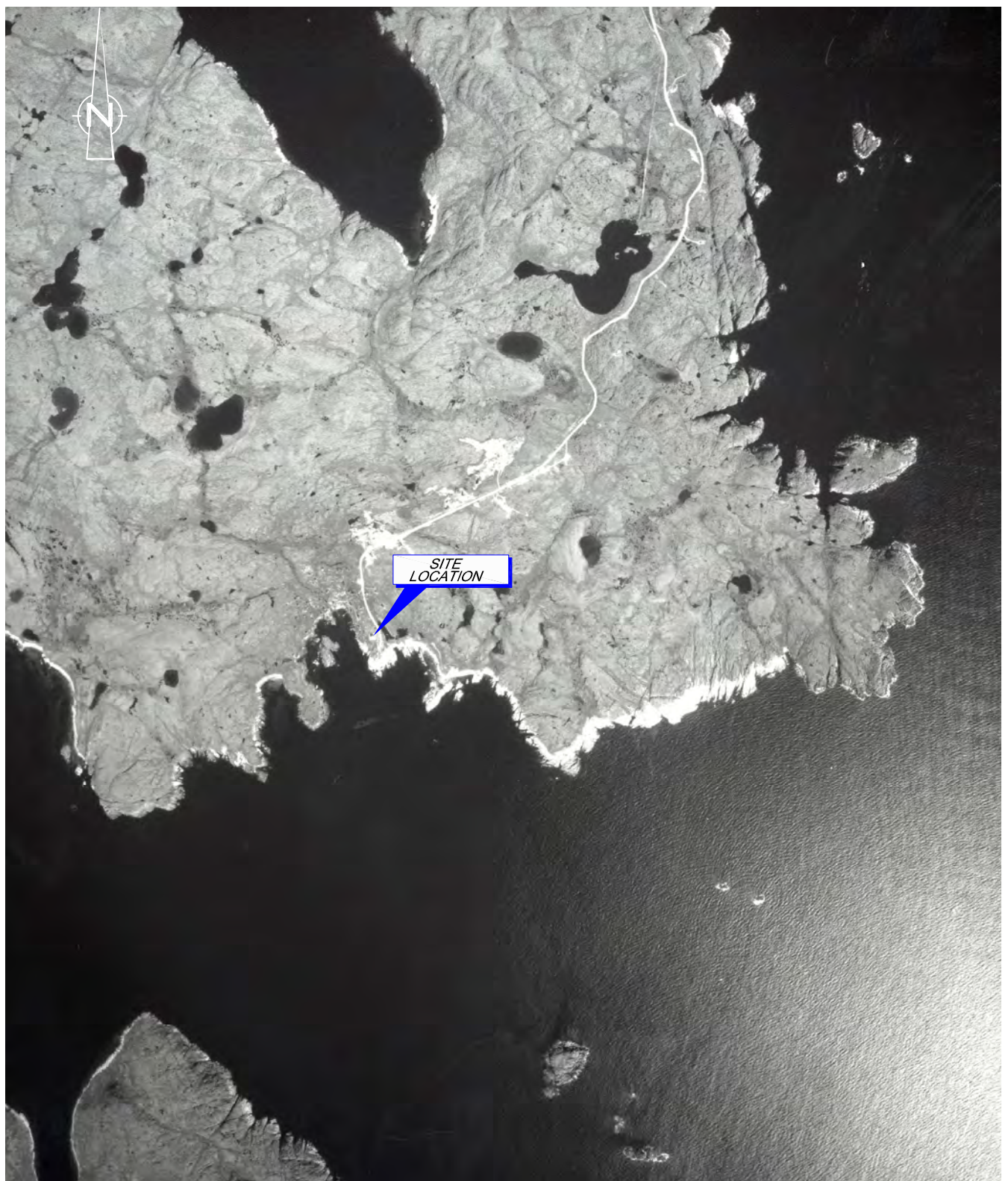


figure D4

AERIAL PHOTOGRAPH - 1970
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Spotted Island, Labrador, NL



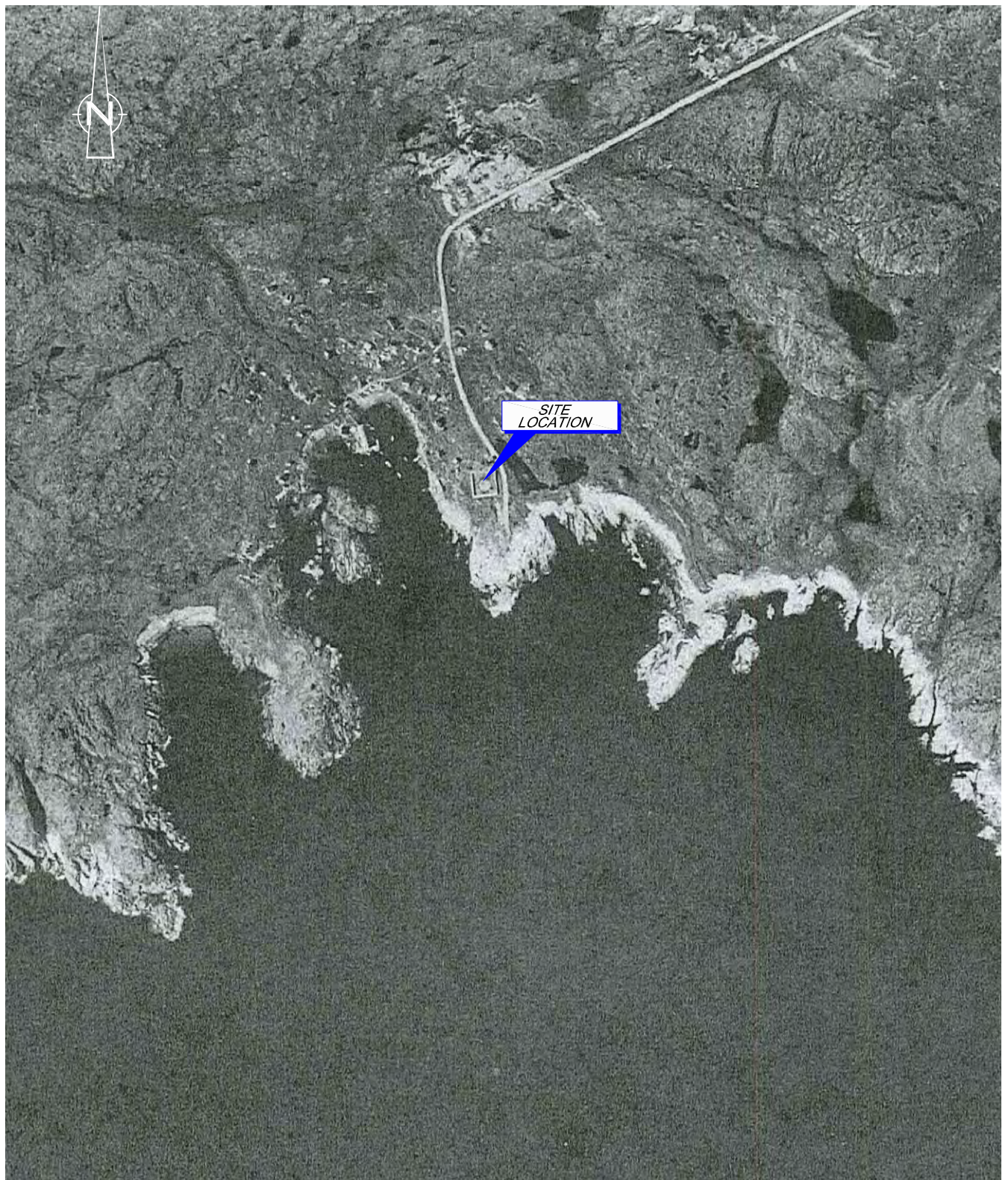


figure D5

AERIAL PHOTOGRAPH - 1991
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Spotted Island, Labrador, NL





figure D6

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



Appendix E

Personal Accounts

TML>

Spotted Island, Labrador

1958 – Memories of Spotted Island – Duane (Dewey) Larson

In an attempt to obtain historical articles based on personal memories I put together 20 or so questions – and ask for answers. When I receive the answers, I normally extract the information and complete an article.

In the case of Spotted Island – well, in my mind – finding someone who served at this location is somewhat similar to "finding a white jelly bean on your front lawn, after a six foot snowfall".

Dewey Larson served a one year tour at Spotted Island between April 1958 and March 1959. Ironically enough, he served at this location during the same time period as Ken Jones. Rather than extract his responses, I have decided to provide this detail in a question and answer format.

Question 1: - At what USAF location were you serving when you were advised of your transfer to Canada?

Answer 1: - I went through the Radar School at Keesler AFB, MS – June 1957 to February 1958. Ken Jones and I had met at the end of Basic Training at Lackland AFB, TX, and we hit it off right away. After Basic, we met again at Keesler. Six of us were in the same barracks there and we hung out together. Out of our class of 16, four were selected to go "remote" to Labrador. Ken Jones and I went to Spotted Island. Joe Gagliardi went to Cut Throat Island and Larry Piersall went to Fox Harbour. Joe and Larry were both from the Northeast US while Ken and I were from the Midwest – Iowa and Illinois, respectively.

Question 2: - Did you volunteer for this overseas tour, or were you "volunteered"?

Answer 2: - We did NOT volunteer for Labrador.

Question 3: - What was your rank at that time?

Answer 3: - We were all A/3C's coming out of Keesler.

Question 4: - What was your AFSC at that time (Communications Officer, Engineer ?)

Answer 4: - I seem to recall that our AFSC was 30352G; which specified the FPS-14, Gap Filler.

Question 5: - How did you travel from the USA to Canada and onwards to your final destination?

Answer 5: - From McGuire AFB, we boarded a MATS C-118, which was a DC-6 in the commercial world. That took us to Goose Bay Labrador, where we had to process in. I think we were there only a few days. From there, we split up and Ken and I got on a H-21 helicopter (the flying banana) for Cartwright. We spent a few days at Cartwright doing processing and then took another H-21 to Spotted Island.

Question 6: - Were you transferred directly to the Gap Filler site at Spotted Island, or were you initially transferred to Cartwright, only to be subsequently selected by Cartwright to proceed to Spotted Island?

Answer 6: - As far as I recollect, we were selected for Spotted Island right from the beginning.

Question 7: - Can you please describe the situation on Spotted Island (i.e. approximate size of the Island)? Was the Gap Filler site the only sign of inhabitants or was there a small village nearby?

Answer 7: - I don't have any recollection of our initial impression of Spotted. After we got situated and were able to explore around, I would say it was quite an impressive piece of ROCK. Neither of us had ever seen anything like it. The Island was about 1 ½ miles at its widest and about 3 ½ miles in length. The Radar Site was on the highest spot at the north end and the native village was at the south end. Our fuel tank was located about half way in-between, near a small lake. Everything else was tundra. On our half of the Island, there were some steep cliffs going down to the Atlantic Ocean. The village was in a small cove with a sloping sandy beach. There was a small stream from the lake down to the shore. The community outhouse was straddling it just outside the edge of the village. Downstream of it was where they drew their drinking water. The installation consisted of a main building with a dining hall, sleeping quarters, clinic, supply room, motor pool, generating plant, recreation room and kitchen. There was a long corridor leading to the Radar/Radio tower. There was Radio Operations/Maintenance on the ground floor, Radar Operations/Maintenance on the second floor and then the antenna up in the rubber bubble. Going out of the main building, there was a road that led to the "disaster shack" and then to the helicopter pad. It also veered off to the village.

Question 8: - How many USAF personnel served at the Gap Filler station at Spotted Island as per the Unit Manning Document?

Answer 8: - If I remember right, the manning was as follows: USAF – Commander, usually a Captain; 2 Radar Maintenance; 4 Radar Operators; 4 Radio Maintenance; a medic, a cook, a supply man and a Motor Pool Sgt. I can only remember two of the

Ops people – Kelly Bane and Donald Devers. The medic was Ron Cole, and the Motor Pool Sgt. was Peters. We had about 3 cooks during our stay. In Supply, we started with an older S/Sgt., and ended up with an A/2C. I remember his enlistment was up in August 1958 but he stayed on almost to Christmas. No one had ever checked it out so he drew per diem for all that extra time.

Question 9: - How many civilians served at the Gap Filler site? If applicable, what type of work did the civilians complete?

Answer 9: - Civilian manning was as follows: 3 Power Plant operators and 1 Radar Tech. Rep. From Canadian Marconi. When the Tropo dishes were installed, an RCA team from New Jersey came in consisting of 4 civilians. The Power Plant guys were Cyril Noseworthy and Jim Reid from St. John's, NF – and "Frenchy" from Montreal (I think). The CMC Rep. Was Carl Brenton, originally from York, England, but living in Canada. I almost forgot the most important civilian in the place. We had a mascot Husky named "Maniac" – who happened to be the biggest dog on the Island.

Question 10: - I have done my share of time at isolated or remote radar sites and can relate to the way of life when there are 125 or more personnel – but how on earth did you folks survive or pass the time at this location? For starters, I gather that there were only about a dozen or so USAF personnel, and the Commander was the only officer on the site. I am smiling at the moment thinking it must have been easy for a Commander's Call - but surely, having to share a 24 hour day with the same dozen or so people must have been somewhat delicate in those days. It isn't as if you were close to a thriving metropolis with a gazillion places to visit or things to do at the local shopping mall.

Answer 10: - This is a tough question. Back then, there wasn't all this psychological BS (for lack of a better term) in putting together a group for a remote site like Spotted. We all just seemed to get along. There were plenty of things to occupy our time, both on and off duty. I guess you could say we were versatile. We helped in each others job. Ken took charge of the little Exchange and the Orderly Room functions. I remember helping the Supply guy get his place organized. We all drove trucks when it came time to unload supplies either from the Helos or the ships. We all helped the cook with meals and cleanup. One of the highlights was taking the garbage to the dump and feeding the pack of wild dogs (thrown out by the natives because they weren't good sled dogs). The only negative thing that comes to mind is the deck of marked cards we found left from one of the guys after he rotated back to the States. We went fishing with the natives, and some of the guys went hunting with them also. We took the track vehicle out into the tundra on occasions. In the snow season, the natives would take us out on their dog sleds. We had sort of a makeshift club where we could sell beer and, when we had it, some hard booze. Our beer was Budweiser that had been sitting in a Conex Box in the weather for years. When a can was opened, it was $\frac{3}{4}$ foam and $\frac{1}{4}$ drinkable fluid. The only hard stuff was a few bottles of Ballantine Scotch that we got the chopper pilots to bring out. Once – when Captain Wheelless went back to Goose for his flying stint, we gave him \$400 to bring back an assortment of booze. He drank up most of the \$400 and only brought back a few bottles. And that was back when a 40 pounder cost two bucks. Lt. Langley was his replacement for that period. He brought some bottles of Chianti wine with him to go with the pizza makings. He came out to site a few other times too, but I can't remember the reason. Wheelless was a "DUD", but Langley was good

people. To sum up the relevance of the Commander, he was just a figure head. All in all, I can't remember one significant bad thing about my time at Spotted.

Question 11: - I understand that the parent AC&W Squadron at Cartwright had a radar display of what you folks carried on your AN/FPS-14 search radar. With this in mind, what need would there have been for the radar operator AFSC? I can understand a need for radar and communications technicians, but why the need for radar operators?

Answer 11: - Since we weren't automated, we called our sitings into Cartwright via radio. We occupied one of the blind spots in their display. I really can't think of any real threatening siting we may have had. Mostly it was the local mail plane coming in from Black Tickle. We did spot Bob Hope's plane coming back from Europe after his USO Tour of 1957/58. We actually contacted it on the radio and talked to him and Jerry Colona.

Question 12 - Was the gap filler considered as 24 hour manning with someone at the scopes at all times, or was it more or less a daytime operation complex?

Answer 12: - Scopes were manned around the clock. When one of the Ops folks wanted time off, someone would fill in for him. We would also fill in for one of the Power Plant guys when they wanted a break. Of course, since they were drawing civilian pay, they would pay us in cash.

Question 13: - What recreational facilities were available on the unit?

Answer 13: - We had a pool table; no slate so we used plywood for the base. We also had a ping-pong table and a couple of dart boards. We played bridge, poker, rummy and one Newfie game I wish I could remember how it went. The only thing I remember is that the 5 of whatever is designated trump is the high card. We became very proficient at all the games.

Question 14: - What did you do in your off duty hours?

Answer 14: - See 13 above.

Question 15: - Did you ever get out of Spotted Island on R&R during your tour there or did you remain on location for the entire duration of your tour?

Answer 15: - Jim Reid and I went back to Goose somewhere around Christmas holidays of 1958. He had an allergic reaction to diesel fuel and I had a scalp infection. We spent a couple of days in the Goose hospital and then had to wait for the weather to clear up so the helicopter could get away. I think we did get to look around Goose for a while. Of course, there was so much snow that we used the tunnels to get from one place to another. I can't remember that we even got outside at all. I don't think anyone else ever left the site, except for Wheelless on his "flying booze trip".

Question 16: - What was the weather like in this location?

Answer 16: - COLD!! I remember the temperature got down to 47 degrees below zero (F). There was lots of snow in the winter. We had to manually clear 20 foot snow drifts to get the vehicles out of the motor pool. Seems to me that we jury-rigged a blade on the forklift to clear the road to the Helo Pad. One time we had to shut down the radar because the wind was gusting over 100 MPH. The anemometer had blown down and Ken Jones went out to put it back up so we could keep track of the wind. We tied a long rope to him so we could get him back in case of an accident. A few times, the weather was so bad that the supply chopper couldn't leave, so we had to secure them to various vehicles. And then the ice hit. I remember being out on the pad chipping ice off the choppers with the hose of a Herman-Nelson heater stuck up the back of my parka. Who says salt water doesn't freeze? The summer season was full of mosquitoes and black flies. We had net helmets so they wouldn't fly into our mouths. When we went fishing with the natives, it didn't seem so bad out on the open sea.

Question 17: - Comments on the food?

Answer 17: - I think we had 3 different GI cooks during our tour. One was named Perkins and Ken and I had to help him cut down the recipes from his GI cookbook, which was set for a hundred people, and we were 25 (roughly). Another one was named Ivory Golden. He was there over Thanksgiving of November 1958. We got "sea-packed" Turkeys and he had to boil the salt off them for days before he could bake them. I think he put together an excellent meal. The only thing I can remember about the other cook was that he was from Arizona. As I said before, we all helped in the kitchen, giving any/all of them our expertise. One very vivid experience was the "late breakfast" we had after the movie. I think Ken and I were the cooks for the eggs and etc. We cracked the eggs over the grill, and little partially formed checks, complete with feathers, came out of the shell. We took 5 crates of 30 dozen eggs each to the dump. The wild dogs had a feast. When the natives got some salmon in their cod nets, they would share them. Salmon Steaks – one inch thick and broiled in butter – that was some good eating. Joe Krupulis was the expert on that meal. Then there was Lt. Langley's Pizza nights, but I think I've already covered that. Again, I can't remember anything bad enough to stick in my mind. Seems that we did very well in the chow department.

Question 18: - Comments on drinking? Was alcohol considered a problem?

Answer 18: - I don't think there were any problems with booze. Sgt. Peters did go down to the village once and he hung one on with the natives. They made potato beer. I don't think I ever tasted it though. The natives used to come up and watch the movies with us, and partake, but nobody ever got bombed. They all made it back down to the village without a DWI. One of the Ops guys decided he could overcome the desires of alcohol by drinking more than he could handle. I think that lasted about two nights, and resulted in a very large hangover. Captain Wheeless asked the "Chaplain" for a second shot of wine during Communion one time – and the priest that came up once took a couple of glasses of Scotch back to his room after services. When I was back at Goose, I had picked up a case of Captain Morgan black rum for our Radar Tech. Rep. He shared that stuff with anyone who would dare drink it. I think he still had some left when I rotated in March of 1959. As I said before, the beer was out in the weather and you were lucky to get half a glass out of the can when you opened it.

Question 19: - Comments on entertainment? USO shows - if any? Movies - if any?

Answer 19: - Other than the detail I have already mentioned, we did get movies in on our supply choppers. We had two GI issue Bell and Howell projectors. One worked, and the other one – well Ken and I ordered parts and we finally got it working. Uncle Sam wouldn't let us order a new one and junk the old one. They were supposed to be sequenced so the movie would not be interrupted but that was something we couldn't do anything about. Like the Radar, it was strictly a manual operation. When the weather was very bad one time, we were stuck with the same two movies for about a month. We did everything conceivable to the reels of film to try and make some sort of entertainment. We even showed them backward. I can still remember two of the films. One was Gene Kelly as a single parent in France with his little daughter. They paired up with a French woman and her son somehow or other. The two kids got lost chasing after a balloon and they ended up going all over the countryside. The other film was a very bad "B" western. The only part I remember is when one of the outlaws tells the others that "the fatbacks in the frying pan". We finally did get one of the Bob Hope USO shows on film – but only one reel of it.

Question 20: - Comments on mail delivery - in and out?

Answer 20: - We got mail whenever the chopper could get in with the other supplies. I think I got my January 59 Birthday Cake in late February. It was pretty dry as I remember, but we all had a piece or a crumb.

TML>

Spotted Island, Labrador

1958 – Memories of Spotted Island – Ken Jones

In an attempt to obtain historical articles based on personal memories I put together 20 or so questions – and ask for answers. When I receive the answers, I normally extract the information and complete an article.

In the case of Spotted Island – well, in my mind – finding someone who served at this location is somewhat similar to "finding a white jelly bean on your front lawn, after a six foot snowfall".

Ken Jones served a one year tour at Spotted Island between April 1958 and April 1959. Rather than extract his responses, I have decided to provide this detail in a question and answer format.

Question 1: - At what USAF location were you serving when you were advised of your transfer to Canada?

Answer 1: - Keesler Air Force Base, Biloxi, Mississippi. This was the USAF technical training base for Radar Maintenance and Radar Operations (Scope dopes - as they were called). I believe there may also been training for other specialties but don't recall what they were. We had 26 weeks of basic electronics training (theory). We worked in two man teams to construct a super heterodyne radio receiver wherein we learned not only the theory but how to solder, etc. The 26 weeks was followed by 13 weeks of sets. Here we received training on the specific equipment we were to maintain. In this case our class 10077B was trained on Gap Filler equipment. FPS-14 search radar, FST-1 Coordinate data transmitter (found at the gap filler site, which permitted the unmanned operation of a gap-filler. The FST-1 was the equipment through which the control signals and data were transmitted to and from the gap filler), and FSA-10 (equipment located at a prime site) used to integrate the input from the gap filler with that of the prime site search radar at the proper azimuth and direction. The FSA-10 was an interesting piece of equipment in that it could manage input from up to 6 gap filler systems and used a television camera to display the input from the 3 inch PPI's of the gap fillers on the large prime site PPI CRT's.

Question 2: - Did you volunteer for this overseas tour, or were you "volunteered"?

Answer 2: - We were volunteered. We were told when we started "Sets" training that there was only one location where gap filler personnel earned overseas pay - and that was Labrador. Four members of our class received that assignment.

Question 3: - What was your rank at that time?

Answer 3: - Airman 3rd class at the start of tech training and Airman 2nd class (Corporal equivalent) upon completion.

Question 4: - What was your AFSC at that time (Communications Officer, Engineer ?)

Answer 4: - Aircraft Control and Warning Radar Repair 30332F. The next to the last digit indicates the skill level. Dewey and I got our 30352 "5 level" on 21 August 1958 after On-the-Job training and testing by the Tech. Rep.

Question 5: - How did you travel from the USA to Canada and onwards to your final destination?

Answer 5: - Military Air Transport C-118 (DC-6B civilian equivalent) from McGuire AFB, New Jersey to Goose AFB, Labrador (Flight 423 on 26 March 1958 - I still have my boarding pass) then a day or so later by H-21B helicopter to Cartwright. Dewey and I worked at Cartwright until 17 April 58 at which time we hopped on another H-21B to Spotted Island. I still remember our arrival at Spotted Island. We were met at the chopper pad by the Commander who preceded Captain Wheeless. Captain Robeless sticks in the cobwebs of my brain. I can't remember his name for sure. Dewey and I, and one box of cargo got off the chopper. It was noon time and as we went in to the mess hall and took off our parkas, flight pants, and mukluks I noted the relative eerie silence. No one was talking. Mostly the sounds were the scraping of forks on stainless steel trays. Everyone was lost in his own thoughts. (Our chopper had no mail on board and the box contained two dozen mop heads.) We were just as silent during the next twelve months when a chopper arrived without mail.

Question 6: - Were you transferred directly to the Gap Filler site at Spotted Island, or were you initially transferred to Cartwright, only to be subsequently selected by Cartwright to proceed to Spotted Island?

Answer 6: - The latter I believe. We (Dewey, Joseph D. (Joe) Gagliardi, Clarence L. (Larry) Pearsall and I had been specifically trained on gap filler gear. I'm certain the manning document for Cartwright likely called for gap filler trained personnel. Dewey and I were assigned to Spotted Island, Detachment #2. My orders show Gagliardi assigned to Cut Throat Island, Detachment #1, and Pearsall to Fox Harbor, Detachment #3.

Question 7: - Can you please describe the situation on Spotted Island (i.e. approximate size of the Island)? Was the Gap Filler site the only sign of inhabitants or was there a small village nearby?

Answer 7: - Using rough measurements from an old map I have, the Island is approximately 5 miles (Southeast Point to Black Cove point which is the northernmost point of the Island) by 3 miles across the widest part of the southern part of the Island

below Farmers Cove. There was no vegetation on the island, only lichen and moss on some of the rocks. I don't know geology but I seem to remember scattered veins of what appeared to be Iron on the surface of the "rock" which I think was granite. In the same wanderings over the rock we found hundreds of feet of what appeared to be (door bell) wire perhaps used with explosives to level the area where the site was constructed. We used the wire to construct a loop antenna to receive AM signals from the States on our radios. The site got all its water from a fresh water lake. It was pumped via an above ground pipeline which was heated by a mutual inductance type cable to prevent freezing. The cable failed once and we located the break under about 6 feet of snow using a resistance bridge. Perhaps 20-30 Native American civilians had a tar paper and wood village on the West side of Spotted Island Harbor. The elder of the village was named Jim. That's all I remember.

Question 8: - How many USAF personnel served at the Gap Filler station at Spotted Island as per the Unit Manning Document?

Answer 8: - The military complement was approximately 15 men. Cook, Medic, Motor Pool, and the Commander (each 1) = 4, Radar Maintenance 2, Communications 2, Radar Operators 4 or 5, supply 1 or 2. Can't think of any others.

Question 9: - How many civilians served at the Gap Filler site? If applicable, what type of work did the civilians complete?

Answer 9: - Electrician (for the site utilities such as light, heat, motor controls etc.); steam fitter (plumber) for site heat which was a circulated hot water system; Diesel Operation (4 or 5) generated both utility and technical power; a Technical Representative for Communications (RCA tropospheric scatter installed while we were there); Radar (Bendix when we got there changed to Canadian Marconi later), Diesel (also Canadian Marconi). Our electrician was from Quebec and had a French accent therefore he was naturally called "Frenchy". Our Radar Tech. Rep., Carl Brenton was from England. Cyril Noseworthy, one of the Diesel operators, had been a Merchant Seaman on convoy duty during WWII and had survived being torpedoed three times. I believe the RCA Tech. Rep. was Bob Anderson.

Question 10: - I have done my share of time at isolated or remote radar sites and can relate to the way of life when there are 125 or more personnel – but how on earth did you folks survive or pass the time at this location? For starters, I gather that there were only about a dozen or so USAF personnel, and the Commander was the only officer on the site. I am smiling at the moment thinking it must have been easy for a Commander's Call - but surely, having to share a 24 hour day with the same dozen or so people must have been somewhat delicate in those days. It isn't as if you were close to a thriving metropolis with a gazillion places to visit or things to do at the local shopping mall.

Answer 10: - I read everything I could get my hands on. Goose Air Base Office of Information sent a box of paperback books about once every other month. Some played cards, pool (billiards), others table tennis on the same table with a plywood top and net installed, and there were movies. (Ha!) The same folks that sent the paperbacks sent 16 millimeter movies. As I recall there were 6 movies per mail pouch which we received 8 times in 12 months. Movies would be with us for 6-8 weeks go out for 6-8 weeks and come back again. I watched the movies Carousel and Oklahoma something like 20 times each and I think it

had a permanent effect on me. The female star of both movies was Shirley Jones. I married a girl named Shirley who is of course now "Shirley Jones". (Not the movie star). At any rate, after much repetition we each would memorize the dialogue turn off the sound and run the movie again. We thought it was hilarious. Anything to break the monotony. We became so observant that when watching a grade B "shoot-em-up" western we could spot a rubber tire track, a power line, a vapor trail in the sky and made a game out of announcing that to the entire audience first. We were supplied via the 22nd Helicopter Squadron out of Goose AFB who were not allowed to fly if the wind was over 25-30 knots. It seemed to us that the wind rarely fell below that. The one message none of us ever wanted to hear from Operations was, "The chopper turned back!." We heard it many times. We craved mail. It caused more excitement than payday. On payday the chopper pilot or co-pilot usually acted as the Air Force paymaster. Some fellows fished for Cod. One of the civilians had a shotgun and went duck hunting. I'm sure all of us day-dreamed about home, girls, our cars, our friends, and our families. We talked to each other a lot. I think we learned the best and worst about the other guys there and they about us. There were also quick-draw contests with Zippo cigarette lighters.

Question 11: - I understand that the parent AC&W Squadron at Cartwright had a radar display of what you folks carried on your AN/FPS-14 search radar. With this in mind, what need would there have been for the radar operator AFSC? I can understand a need for radar and communications technicians, but why the need for radar operators?

Answer 11: - It was a matter of timing. During the time Dewey and I were on Spotted Island there was no equipment to show our display at Cartwright. We had one 16" PPI display an OA-175 I think. The remote equipment came just after we departed the Island. The USAF believed they needed trained operators to call forward accurate information regarding the "targets we might track".

Question 12 - Was the gap filler considered as 24 hour manning with someone at the scopes at all times, or was it more or less a daytime operation complex?

Answer 12: - Scopes were manned around the clock. I believe the men worked 4 hr shifts but I don't remember for certain.

Question 13: - What recreational facilities were available on the unit?

Answer 13: - There were none. The mess hall functioned as the dayroom, the recreational hall, the card room, the NCO club, the Airman's club, the Officer's club, and the movie theatre. The room had several tables for four with chairs, windows, a pool table which doubled as the table tennis or ping pong table. A portable movie screen and that was it.

Question 14: - What did you do in your off duty hours?

Answer 14: - See 10 above.

Question 15: - Did you ever get out of Spotted Island on R&R during your tour there or did you remain on location for the entire duration of your tour?

Answer 15: - R & R was not part of the vocabulary there. Airmen could leave the Island only for medical reasons or death in the family type emergencies. I left the Island one time for two weeks. I had three impacted and infected molars and the ¼ grain codeine with APC's (aspirin with caffeine) our medic had been giving me no longer masked the pain. I wasn't sleeping and my face was swollen badly. I had about 24 hours notice that I was going to Goose. I took orders and cash from the AF guys for military clothing and shoes to be purchased at "Clothing Sales", and special things from the Base Exchange for both military and civilians. It should be remembered that in the USAF after your initial issue of clothing, you had to buy your own replacements. Our fatigue uniforms had worn out by then from the repeated washings, ironing, and starching during basic training and technical school. It was not unusual to see a GI with a fatigue shirt and blue jeans for trousers. I don't remember how much cash I had but it was a large amount then. I left the Island on a chopper on 17 August 1958. I reported to the dental clinic immediately and within an hour I had a mouth full of cotton and was missing three molars. The clinic changed the packing every hour for the rest of the day then twice a day for 3 days. Liquids and soft foods and so on. After 4 days I reported to the Base Exchange central Administrative office for duty. I still remember the office manager was a Captain USAF and was a pretty woman of about 30. I don't remember her name. All I know is that I was tongue tied when talking to her the first day. Other civilian ladies worked there and I was the only GI for that week and a few days. I returned to Spotted Island about 10 days after I left with two huge boxes of clothing and other goods. One of the highlights of the 10 days was to be able to have fresh vegetables and reconstituted milk from the mechanical cow on base. (A machine that mixed powdered milk with water so thoroughly that it seemed like the real thing. At Spotted Island we could never mix it well enough and it was always lumpy.)

Question 16: - Can you provide detail on the radar equipment or the type of traffic that you would be handling? (i.e. - number of tracks (on average) per day - number of unknowns etc.).

Answer 16: - The AN/FPS-14 (Army/Navy Fixed Position Search -14) was a short range pulse radar which used a magnetron to generate the signal in the S band (2700-2900 MHz). It was a fully redundant system with two transmitters and two receivers. The waveguide to each channel (A and B) was connected through a rotary waveguide switch. When a fault occurred on one channel it would power down, turn high voltage on the spare channel, rotate the wave guide switch simultaneously connecting the good channel and disconnecting the faulty channel. (The fault circuitry was more complex than the transmitter.) Maximum Range was on the order of 100 miles but most effective in MTI (Moving Target Indication) mode. The very unique receiver used a mercury delay line to cancel fixed targets and paint only moving targets. MTI range was 48 miles. The system was quite reliable. Since I was not an operator I did not log tracks. I would guess no more than 10 a day. Passing bush planes, a P-2V coast patrol aircraft every day, the occasional chopper.

Question 17: - What was the weather like in this location?

Answer 17: - I recall temperatures ranging from -45F to +55F. Pea soup fog in the springtime wherein you couldn't see your feet at high noon with the sun trying to shine through the fog. High, high winds (90+ knots for several hours) during one blizzard which caused a bit of excitement about our Radome inflation which normally was managed by current from an anemometer activating pressure switches which in turn controlled the inflation blowers. The cable from the anemometer had rubbed in two on the rocks because of heavy ice load. We fixed it the next morning but sat by those switches all night while the steel tower rocked a bit. I also recall that if a chopper was slated to stay overnight it was tied down to a 6x6 truck on one side while the D-8 bulldozer was on the other. I also recall having jumped on board with the mail during on a particularly gusty day. The pilot was rotating the rotors with slight pitch to remain stationary. I was getting the co-pilots signature on the mail manifest before jumping back out when all of a sudden one rotor blade warped down through the roof skin of the fuselage and before the engines could be stopped or the clutch disengaged all three blades on both rotors were stubs. Pieces of the rear rotor hit the front rotor causing damage. The plexiglass windscreen in front of the pilot was in pieces and he had some minor cuts on his hands from pieces. Luckily there were no other injuries but the chopper was on our site for three weeks before it could be repaired. The crew flew out with the next passing chopper and new one came in when the repair crew were finished.

Question 18: - Comments on the food?

Answer 18: - Food? All GI's complain about food but by and large ours was O.K. The mess sergeants may have lacked creativity except for one that I remember. Ivory Golden (Goldey) who came to the island on Temporary Duty for a short time. He could make shoe sole taste like Dover sole. He traded sugar to the villagers for some caribou roast one time and on another occasion traded sugar for salmon. Wonderful food. The sugar was used by the villagers to brew a bean beer. I never tasted it but some of the fellows tolerated it.

Question 19: - Comments on drinking? Was alcohol considered a problem?

Answer 19: - I don't recall it being an apparent problem for anyone other than perhaps Captain Wheelless. He had his private stock delivered by the chopper crews. Enlisted men were only supposed to have 3.2 beer. Red CAP ale, Ballantine, Bud and Schlitz are the brands I remember. I didn't drink there but I was in charge of our site Base exchange (little store) and the beer inventory was my responsibility. I recall that the steel cans (before aluminum was used for canning beer) rusted and the beer had become very lively. Possibly from the cases being shaken. I also recall having to destroy 30 cases of beer while a base exchange officer from Goose Bay witnessed the destruction. The beer had been declared unsafe. How do you destroy beer on a rock? Set the cases in a row and drive over them with one track of a D-8 bulldozer.

Question 20: - Comments on entertainment? USO shows - if any? Movies - if any?

Answer 20: - See # 10 above.

Question 21: - Comments on mail delivery - in and out?

Answer 21: - I recall receiving mail 8 times in 12 months. We sent mail out with every chopper that stopped at the Island for fuel, or to RON (Rest over night) as some of the air-sea rescue choppers did. We sent film to Kodak in Rochester for development and most of mine were never returned. The mailing packaging came with the film as we purchased it. When I rotated back to the ZI (zone of the interior) I heard that a mail room attendant at Goose had been stealing pictures that came back from Kodak and he was under arrest. The problem is there were thousands of pictures and no way to identify which ones belonged to whom.

TML>

Spotted Island, Labrador

1959 – Memories of Spotted Island – Von E LeVan

Memories of Spotted Island

Von E LeVan

I was Radar Maintenance Officer at the 684th AC&W Squadron located at Mt. Lemmon in Arizona at the time that I was transferred to Spotted Island. Mount Lemmon was a unique site as it sat on top of the mountain, some 9185 feet above sea level. It was high in the Catalina Mountains some 45 miles south of Tuscon, Arizona.

Like everyone else, I did not volunteer for the tour at Spotted Island. In those days you went where "Uncle Sam" told you to go – no questions asked. I was a Radar Maintenance Officer at the time. I also was a physicist. My MOS, of which I had several, was 1041 Radar Maintenance officer.

I traveled by air to McGuire AFB, then by air to Goose Bay, and finally by chopper to Cartwright and Spotted Island. My arrival at Goose Bay was interrupted by the death of my father and I immediately returned to Arizona to take care of family matters

I ultimately arrived at Spotted Island in July 1959. I would speculate that the island was about five by two miles in size - certainly easy enough to traverse during periods of good weather.

From the perspective of passing the time away, I kept myself quite busy as there were many things to over see in my capacity of Commander. Our station was operated 24 hours a day. The search radar, which was an old spark gap system, was somewhat easy to maintain. We had a supply system for every part we used – regardless of whether it was a vehicle snow plow, a truck, a pump house, boilers or whatever. Accurate records were maintained and about April of every year, these were all put together and sent forward to logistic command for the yearly supplies. It was a time consuming job keeping track of all the punch cards.

We had our hobbies and our work to keep us busy. On one occasion, we built a school house for the Eskimos. We picked up an old scrapped out generator and applied some old-fashioned maintenance. It was in find shape when we got though with the maintenance, thanks to the talents of the airmen that were present. We also grafted some old connack boxes, welded them to gutters and covered them like a old root cellar that the farmers did in the country to keep the produce in. It worked quite well.

When I got back to the states I left the Air Force to take care of my mother who lived in Tempe, and I worked at General Electric as a Product Engineer.

Appendix F

Internet Search Information

DEPARTMENT OF NATIONAL DEFENCE
 MESSAGE FORM
 FOR CLASSIFIED MESSAGES ONLY

LINE DEGREE OF PRIORITY	FOR MESSAGE CENTRE USE ONLY		MARK X TO INDICATE SECURITY CLASSIFICATION	
	OPERATIONAL IMMEDIATE		TOPSEC	
	PRIORITY		SECRET	
	ROUTINE	X	CONFID	
			RESTD	
IF NOT MARKED WILL BE TRANSMITTED DEFERRED	FROM	CANAJRHD		
	ACTION ADDRESSEE/S	COMMANDER, HEADQUARTERS, NORTHEAST AIR COMMAND PEPPERELL AIR FORCE BASE, ST. JOHN'S NFLD		
INFORMATION ADDRESSEE/S				
ORIGINATOR'S NO. CEA 148 18 OCT 55				

YOUR MEI1FO248 4 OCT 55 CONFIRM THAT N27B SPOTTED ISLE WHICH READ
 55 DEGREES 30 MINUTES 55 SECONDS NORTH SHOULD READ 53 DEGREES 30
 MINUTES 55 SECONDS NORTH

ORIGINATOR <i>T. Kelly</i> <i>(C. K. Waugh) W/A</i>	TELEPHONE 6909	DATE - TIME GROUP 18:2130	Z	FILE NO. 8-10-100-80/11 (DCEA) CR copy placed on file
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C.N.S. 11200-60M-11-46(2984)
 C.A.F.B. 10174 29873-100M-11-46(1701)
 H.B. 226-21-D-1017,
 C.C.A.F. 542-355M-11-46(5336)

FILE COPY

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

Spotted Island - Det. fa, 922 ACU Sq.

Item No.	Facility No.	Description	Unit	Total Cost
1	00001	Gap Filler Consisting of: 24 Airman Dormitory, 40 Men Dining Hall, 5 Man OQ, 500 KW Prime Power, 5355 MB Htg Plant	28,883 SF	\$1,695,000
2	00002	Dispensary "B" Mil	1,152 SF	37,000
3	00003	Tower, Navalid	1 Ea	*Incl Above
	00004	Liquid Fuel Pump Station	24 SF	15,000
5	00005	Liquid Fuel Pump Station	360 SF	70,000
6	00006	Water Pump Station	360 SF	28,000
7	00100	Covered Walkway	112 SF	9,000
8	00101	Diesel Storage	10,000 HL	90,000
9	00102	Diesel Storage	10,000 HL	90,000
10	00105	Liquid Fuel Pipeline	14,000 Ft	45,000
11	00106	Helicopter Pad	3,451 SF	69,000
12	00107	31,416 Ft Road	13,300 SF	162,000
13	00108	Sewage Septic Tank	3,182 TD	90,000
14	00109	Water Mains	3,922 Ft	800,000
15	00110	San Sewage Main	450 Ft	5,000
16	00111	Underground Elec. Distrib. Line	17,000 Ft	25,000

Atch Y

Spotted Island - Det. #2, 922 ACW Sq.

Quantity No.	Description	Unit	Total
N/A	Power Generation Equipment, 100KW, Diesel-Electric Generator Sets, w/Auxiliary Equip and Switchboard	5 Ea	\$100
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
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
N/A	Steam Generators, York-Shipley "Steam Pak" Model 3PL, 53-60 Low Pressure 15 PSI Operating Pressure	2 Ea	16
N/A	Oil Burner, Pressure Atomizing Type, Combustion Air Supplied by Centrifugal Fan driven by 208V, 3ph, 60cy, 5 HP Motor	1 Ea	1
N/A	Fire Alarm System, Fire Alarm is manual and automatic, Non Coded, Elect Supervised, Fire Detector Cable Type	1 Ea	1
N/A	Fire Protection System, Incl 60,000 gal Water Storage Tank and 500 gpm cent. Manual. Fire Pump, Piping sys supplies eight stations	1 Ea	40
N/A	Engine, 10 1/2 HP, Fairbanks Morse Model 45B-4 1/8 YA27	1 Ea	*Coa
N/A	Direct Connected Generator, 5KW, 120V, 1-ph, 60cy, 1800 RPM	1 Ea	* 2
N/A	Oil Fired Space Heaters	4 Ea	

OTHER MATERIALS AND EQUIPMENT
SPOTTED ISLAND - DET #2, 922 ACW 84.

Item No.	FBI	Description	Quantity	Total Cost
27	1730-303-3400	Ladder Jack	2	\$ 21.30
28	3220-346-2741	Workshop Unit	1	330.00
29	3413-222-2146	Drill Machine	1	193.00
30	3415-541-7241	Grinding Machine	2	94.00
31	3419-219-2954	Machine Pipe Cutting	1	434.00
32	3432-516-4961	Kit Welding	1	86.25
33	3441-243-2648	Bending Machine	1	262.00
34	3445-257-5253	Shearing Machine	1	40.50
35	3510-293-4322	Washing Machine	3	975.00
36	3510-293-4338	Dryer	5	625.00
37	3540-241-8292	Stretcher	1	10.00
38	3920-243-5170	Truck Cyl	1	11.00
39	3920-641-2582	Truck Hand	1	18.02
40	4110-170-8233	Ice Cream Plant	1	225.00
41	4110-202-5844	Dispenser, Drinking	1	285.00
42	4110-299-0408	Refrigerator	1	500.00
43	4140-256-9913	Fan	3	63.00
44	4210-270-4395	Extinguisher	6	102.00
45	4210-270-4405	Extinguisher	12	291.00

SPOTTED ISLAND - DET #2, 922 ACW Sq.

Item No.	FBI	Description	Quantity	Total Cost
46	4210-288-9052	Extinguisher	12	\$ 900.00
47	4210-491-0454	Extension Assy	6	109.50
48	4240-330-5457	Mask Oxygen	2	216.24
49	4240-368-6098	Mask Protect	5	70.00
50	4310-360-5214	Compressor	1	86.75
51	4320-516-4068	Pump	1	59.00
52	4910-294-6484	Jack Dolly	1	127.05
53	4920-349-5988	Motor Starter	1	49.50
54	4920-512-9180	Light Fixing	1	12.00
55	4930-395-2753	Pumping Unit	1	491.00
56	5130-038-4353	Grinder Flexshaft	1	172.00
57	5130-293-1849	Drill $\frac{1}{2}$ "	3	120.00
58	5130-293-1847	Drill $\frac{1}{4}$ "	2	50.00
59	5130-540-0131	Saw	2	165.78
60	5130-596-4111	Sander Disc	1	54.50
61	5130-596-9733	Sender	1	69.66
62	5180-203-8381	Tool Kit Leather	1	33.75
63	5180-329-3319	Kit Valve	1	16.00
64	5440-160-0448	Ladder	1	21.90

SPOTTED ISLAND - DET #2, 922 ACN Sq.

Item No.	FBI	Description	Quantity	Total Cost
65	5440-269-5076	Ladder	2	\$ 30.92
66	6115-329-3596	Power Unit	1	3,833.00
67	6130-507-7493	Charger Battery	1	342.00
68	6230-266-8646	Light Ext	1	29.50
69	6230-283-9388	Lantern	2	32.50
70	6645-566-5537	Timer	1	13.00
71	6650-530-0974	Binoculars	1	193.00
72	6660-512-1247	Hygrothermograph	1	161.00
73	6665-526-5336	Radiac Set	1	86.00
74	6665-526-8649	Radiac Set	1	553.00
75	6665-526-8103	Indicator	1	150.00
76	6670-526-6231	Scales	1	79.50
77	6680-526-6783	Meter	1	45.00
78	6680-527-7171	Tachometer	1	12.00
79	6680-561-5724	Vollometer	1	161.00
80	6740-090-1190	Splicer	1	251.00
81	6740-527-2054	Printer	1	476.00
82	7125-264-4939	Cabinet	20	740.00
83	7105-270-2248	Chair	10	149.50

Line No.	PIN	Description	Quantity	Total Cost
81	7105-576-7457	Chair	45	\$ 720.00
82	7105-270-3833	Overseer	2	243.64
83	7105-273-9016	Back	2	25.00
84	7105-274-3022	Bed	49	1,413.65
88	7105-269-8487	Table	8	352.00
89	7110-132-5395	Stair Machine	1	47.00
90	7110-132-6263	File	1	150.00
91	7110-133-5180	File	1	125.00
92	7110-262-6650	Bookcase	32	787.20
93	7110-264-5202	Table	2	106.48
94	7110-270-9838	Desk	1	101.00
95	7110-270-9040	Desk	1	71.00
96	7110-267-6981	Table	9	238.50
97	7110-273-8785	Chair	3	42.90
98	7110-132-8298	Chair	5	91.40
99	7110-273-8793	Chair	4	120.60
100	7110-281-4469	Chair	7	105.00
101	7110-132-3392	Cabinet	4	179.00
102	7110-273-9454	File	2	136.80

SPOTTED ISLAND - DET #2, 922 ACN Sq.

Item No.	FBN	Description	Quantity	Total Cost
103	7110-579-9782	File	2	\$ 354.38
104	7110-264-5227	Table	29	580.00
105	7110-663-6360	File	1	127.00
106	7125-264-4910	Bin	3	375.00
107	7125-269-8534	Cabinet	2	118.00
108	7125-285-1803	Cabinet	30	304.50
109	7125-335-3428	Rock	4	665.28
110	7125-559-6382	Bin	12	420.00
111	7195-285-5924	Table	3	167.85
112	7210-682-6505	Mattress	34	748.00
113	7105-269-3536	Mattress	14	149.80
114	7310-ML	Coffee Urn	1	75.00
115	7310-242-8411	Coffee Urn	1	250.00
116	7310-634-0129	Griddle	1	79.71
117	7310-263-8691	Fryer	1	128.16
118	7310-243-3443	Steam Table	1	359.82
119	7310-281-6963	Toaster	1	72.16
120	7310-286-5698	Range	1	534.00
121	7320-ML	Table Corner	1	25.00

SPOTTED ISLAND - DIST #2, 922 ACV Sq.

<u>Item No.</u>	<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Total Cost</u>
122	7320-223-7877	Cabinet	1	\$ 79.85
123	7320-269-9227	Table	1	109.10
124	7320-663-4983	Mixer	1	941.00
125	7330-222-4182	Grinder	1	20.65
126	7330-234-8830	Pot	2	28.54
127	7330-240-2976	Filter	1	12.25
128	7330-241-5168	Bowl Mixing	1	11.69
129	7330-263-8504	Pan Baking & Roasting	4	48.56
130	7330-205-1407	Jug	1	18.75
131	7330-567-9515	Strainer Pot	1	15.50
132	7430-141-5399	Typewriter	1	120.00
133	7430-281-6988	Typewriter	1	373.33
134	7520-634-4675	Trimmer Paper	1	15.50
135	7730-346-2705	Radio	1	284.95
136	7810-241-3356	Platform	1	14.52
137	7810-286-9885	Fishing Kit	2	26.86
138	7830-205-1450	Pool Table	1	427.70
139	7830-246-2335	Mat	1	123.93
140	7910-223-7681	Cleaner	1	197.00

SPOTTED ISLAND - DET #2, 922 ACW Sq.

Item No.	FBN	Description	Quantity	Total Cost
141	7910-526-3799	Polisher	1	\$ 84.28
142	8105-132-9022	Bag, Money	1	35.00
143	8415-526-9045	Hood	8	388.00
144	8415-531-2116	Trousers	4	114.20
145	8415-242-2240	Coat	2	47.00
146	8415-543-7704	Coat	2	47.00
147	8415-641-5999	Coat	3	70.50
148	8415-641-6002	Coat	4	94.00
149	8415-641-6006	Coat	4	94.00
150	9140-286-5283	Fuel Oil, Diesel, Grade DFA	2600 Gal	9,100.00
151	9150-ML	Miscellaneous Residual Petroleum Products FBC 91	Closing Residual	350.0
152	2330-570-7613	Trailer, Water Tank, Regis No. 52L4246	1	945.00
153	2320-835-8463	Truck, Cargo, 2 1/2 Ton, Regis No. 55K486	1	6,750.00
154	Miscellaneous Spares	Consisting of: Spare parts for end items listed above	Lot	200.00
155	Scrap	Consisting of: Scrap ferrous and non-ferrous metals, used batteries, rubber products, junk vehicles, empty steel drums, textiles, special services equipment and miscellaneous scrap and waste.		*
156	Radar & Allied Comm Equipment	Consisting of: Condemned and obsolete electronic equipment, associated spares and test equipment.		*
		GRAND TOTAL		\$3,446,911.11
		* Not Included in Grand Total.		

Spotted Island, Labrador

Spotted Island, Labrador

Site #: N-27B

AC&W #: Detachment 2, 922nd
Squadron,
Cartwright, Labrador

Callsign: White Bottom

Construction Dates: Start: 1955
End: 1957

Operational Date: April, 1957

Location: 53 30 55 N Latitude 55 45 20 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

Additional Radar Stations on the Labrador Coast

Canadian External Relations - 1955

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

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.⁶⁶ 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:

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

subject to the conclusion of an exchange of notes along the same general lines as the exchange for the Distant Early Warning System,⁶⁷ 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. ...

⁶⁶ Voir/See Volume 20, Document 466.

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

USAF Gap Fillers - Labrador/Newfoundland

National Archives of Canada

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

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.

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

Spotted Island, Labrador

1957-1961 – Historical Report – USAF Historical Division

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 64th 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 922nd 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 2 – Spotted Island, Labrador – N-27B

The following detail pertaining to this Gap Filler site has been extracted from the 922nd 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 April 1958 to 30 June 1958

Detachment # 2 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 # 2 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

On 6 February 1959, 1st Lt. Keith W Langley relieved Captain Chester H Wheelless of command of Detachment # 2 to allow Captain Wheelless to return to Goose Air Base to fulfill AFR 60-2 requirements. On 11 March Lt. Langley returned the command to Captain

Wheeless. Supply ordering, stocking and recording for this detachment was turned over to the unit from the 922nd AC&W Squadron on 15th 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 922nd AC&W Squadron.

1 April 1959 to 30 June 1959

The 0A-97 remoting equipment has been put in place, both at this detachment, and at the 922nd 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 Von E LeVan replaced Captain Chester H Wheelless at Detachment # 2.

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 July 1960 to 30 September 1960

Change of command at the detachment included: Captain Jack C Shupert replaced Captain Donald W Hylton at Detachment # 2, Spotted Island.

1 October 1960 to 31 December 1960

Teletype maintenance personnel from the 922nd 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 922nd AC&W Squadron at Cartwright, eliminated an inherent internal interference which was quite disturbing when high voltage was being applied during maintenance on the 0A-99 PPI scope. The modification was submitted to Philco Canada and reproduced for use at other Gap Filler stations. A two man Marconi team arrived to assist Detachment personnel in relocating the high frequency radio equipment. Prior to the move this equipment was located on the first floor of the radar tower. Movement of this equipment to the disaster shack, a short distance away from the main building, provide an emergency means of communication in the event that the main building has to be abandoned. The Commander, Captain Jack C Shupert reports that on Saturday, the 29th of October, the second monthly commanders dining in was held. It has become a policy for the commander to invite all personnel to dine with him on the last Saturday of each month. This program has been very successful in boosting morale and consequently making an isolated tour a little better for everyone.

1 April 1961 to 30 June 1961

Word was officially received to discontinue operations at Spotted 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 922nd AC&W Squadron at Cartwright monthly. The 922nd AC&W Squadron advised that in addition to receiving their SUNEK 1961 shipment, they also received the majority of supplies and equipment from Spotted Island.

NOTE:

We are aware that the Detachment #2 Gap Filler Site at Spotted 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)

Spotted Island Gap Filler, Labrador, Nfld

National Archives of Canada

CROWN ASSETS DISPOSAL CORPORATION
PO Box 451, Ottawa 2, Ont.

Ref File No: LB 20909

Your file: S10-136-80/7

Department of National Defence (Air)
"B" Building, Cartier Square,
Ottawa, Ontario

Attention - Sq Leader R T Williams

Dear Sirs,-

Re - Gap Filler at Spotted Island, Labrador, Nfld

Attached in duplicate please find this **Corporation's official receipt No 4378** in connection with the take over of the above noted land which was reported surplus by your Department under date of March 26, 1962.

For your information the land as described on the receipt was sold to the Newfoundland Construction and Development Limited, PO Bos 1143, St John's, Nfld under an Agreement of Sale dated December 13, 1962.

Yours very truly,

EP Sarazin,
for: TP O'Donoghue, Manager,
Lands & Buildings Division.

EPS/ml
Attach

Gap Filler Detail

1961 – Inactivating Radars – National Archives of Canada

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 55th 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 55th 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.**

Gap Filler Detail

1961 – Inactivating Radars – National Archives of Canada

SECRET

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

A SYNOPSIS OF
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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 55th 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 55th 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

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.

USAF Gap Fillers - Labrador/Newfoundland

National Archives of Canada

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

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

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.

USAF Gap Fillers - Labrador/Newfoundland

National Archives of Canada

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

Gap Filler Detail

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

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 redistribution 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

Gap Filler Detail

1962 – Cancellation of Reservations – National Archives of Canada

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

USAF Gap Fillers - Labrador/Newfoundland

National Archives of Canada

OFFICE OF THE DEPUTY MINISTER OF NATIONAL DEFENCE

MEMORANDUM

Mr G Levesque,
Executive Assistant to the Associate Minister

In accordance with your memorandum dated January 30th, 1959, addressed to CNS, CGS and CAS, this is to advise that consideration is being given to reporting, as surplus to departmental requirements, the following RCAF lands and buildings:

LOCATION Spotted Island, Labrador

SURPLUS ASSETS

Four small parcels of land having areas, respectively, of 0.162 acres, 0.291 acres, 0.174 acres and 0.549 acres expropriated by the Crown for use in conjunction with adjoining land held on reservation from the Province of Newfoundland for the Gap Filler Radar Site at Spotted Island, Labrador.

REASON FOR ASSET BEING SURPLUS TO SERVICE REQUIREMENTS

The United States Government has deactivated the Spotted Island Gap Filler Radar Site and there is no present or foreseeable requirement within the department for the above land.

INTERESTED PARTIES

No known interested parties.

Prepared by CCE/Prop

(Wh McConnell) F/L
CCE/Prop-2-2
2-6281

4 May 62

(CF Johns) A/V/M
ADM(C&P)

Appendix G

Historical Photographic Log



Photo 1: View, looking southwest, towards the main complex from the helicopter pad located northeast of the building – November 1958.



Photo 2: View, looking northwest, towards the main complex with the radome visible in the background – April 1960.

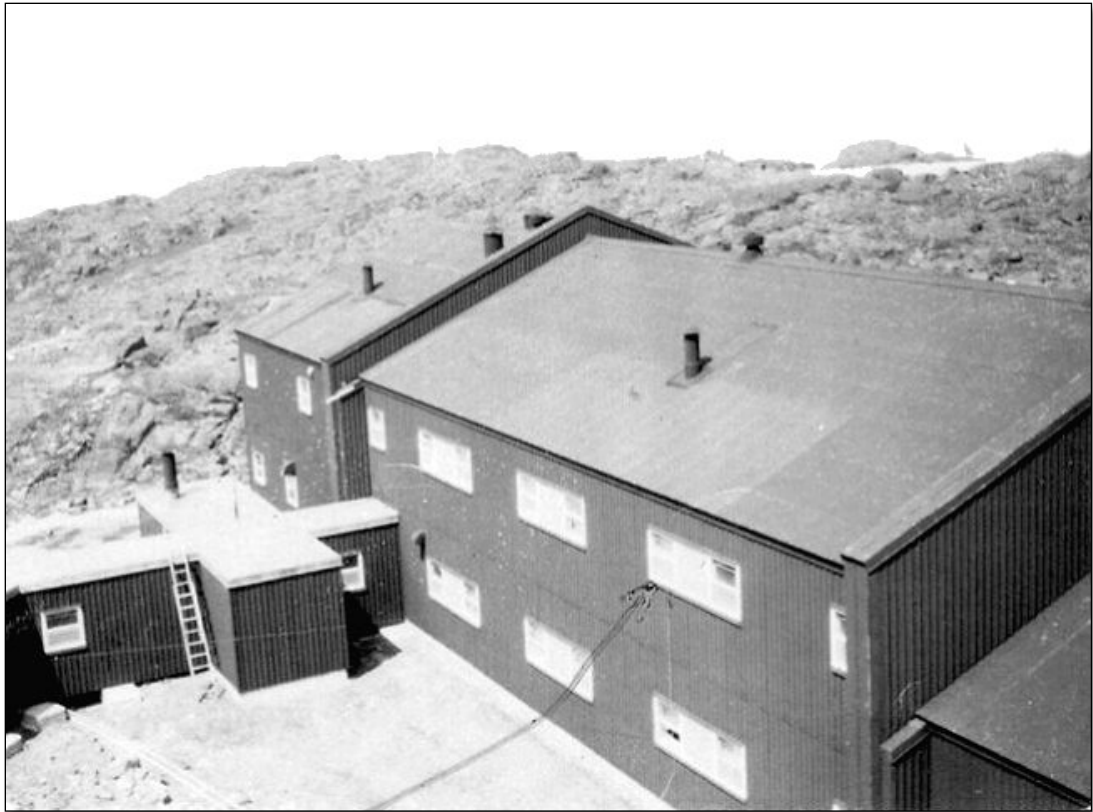


Photo 3: View, looking northeast, towards back of the main building. Note the enclosed hallway leading to the radome – August 1958.

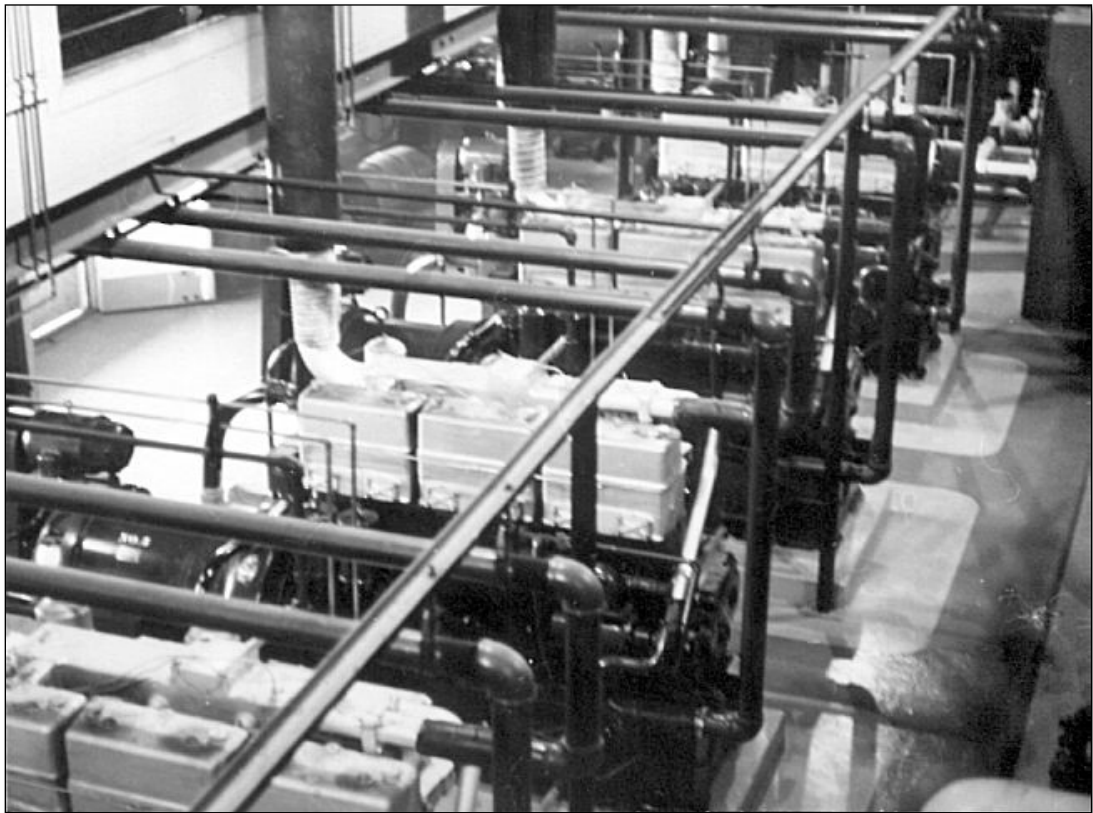


Photo 4: View, looking towards the diesel generators – December 1959.



Photo 5: View, looking west, towards the disaster shack which housed an emergency generator, a radio, rations and arctic survival gear. Note the POL drums stored along the roadside in the foreground of the photograph – October 1958.



Photo 6: View, looking northeast, towards the Diesel Operator standing on the POL drums – October 1958.



Photo 7: View, looking north, towards the village of Spotted Island. Note the gravel road from leading from the lower POL to the upper portion of the Site – July 2002.



Photo 8: View, looking north, towards the remains of the gap filler site - July 2002.



Photo 9: View, looking west, toward the remains of the gap filler site – July 2002.



Photo 10: View looking west, towards the foundation remains of the radar tower and the main building – July 2002.



Photo 11: View, looking west towards the former upper POL aboveground storage tank area. Note the concrete foundation of the former disaster building in the foreground of the photograph – July 2002.



Photo 12: View, looking south, toward the remains of the former lower POL aboveground storage tank area – July 2002.