



Phase I Environmental Site Assessment

Former United States Military Site Cape Makkovik (Aillik), NL

Department of Environment and Conservation

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EXECUTIVE SUMMARY

GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)) was 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 known as Cape Makkovik (Aillik) (Site or Property) located approximately 230 kilometers northeast of the Town of 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 923d Aircraft Control and Warning Squadron was established at USAF Hopedale Air Station (N-28). This squadron had one Gap Filler Detachment within its overall area of responsibility, which was Cape Makkovik N-28A (Call Sign Memorial), established in 1957 as a manned radar station. The Pinetree Line acted as a back-up for the Distant Early Warning (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/5-unit building housing a garage (i.e. motor pool), a heating and power plant, barracks, office space, and a dining hall. The tower housing the radar and radio equipment (radome) was connected to the main building via a covered corridor. The station was also equipped with two Communication Antennae, a water pumping station, a disaster shack, a large aboveground storage tank (AST), and a helicopter pad, all of which were connected via gravel access roads (see Figure 3). Personnel assigned to the Site ranged from approximately 35 during regular operations in the winter to approximately 50 during the summer due to contractors coming to complete additional work at the Site.

In addition to the Cape Makkovik (Aillik) station facilities on top of the hill (i.e. upper Site), a 2.7 kilometer gravel roadway was constructed to connect the upper portion of the Site to the lower dock area (known as the lower Site). The roadway was used to transport supplies from the dock area to the station (see Figure 2). A second large AST was located near the dock (known as the lower tank farm) and a pipeline was

constructed which pumped diesel fuel from the dock to lower tank farm, which in turn supplied fuel to the AST located at the station (known as the upper tank farm). The pipeline from the lower to the upper tank farm followed the gravel access road (see Figure 4). The fuel was then pumped via a network of aboveground pipelines at the station to supply diesel generators used to power the station.

Other facilities associated with the Cape Makkovik (Aillik) station included a former dump to the northeast of the upper Site (see Figure 2) and a former pumphouse/water supply located to the south of the upper Site. Access to the pumphouse area was via a gravel access road that extended south from the former helipad (see Figure 2). The pumphouse building was equipped with water filtration and purification equipment. A concrete dam was constructed along the north edge of the pond (see Figure 5). Potable water was pumped from the pond via an aboveground pipeline to the upper Site building.

USAF Cape Makkovik (Aillik) station closed on June 28, 1961 along with the other Gap Filler Stations after the installation of new radar equipment at the Hopedale 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 Standard 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 Gap Filler radar 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, 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 upper Site area, former AST areas (upper and lower tank farms), along with the former product pipelines, the former helicopter landing area, and the former drum storage 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 near the dock facilities, west and downgradient of the upper Site. Based on historical activities at the Site, the landfill may contain former asbestos containing materials (ACM) in the former building supplies; material with painted surfaces containing lead and/or mercury based paint, former electrical equipment containing polychlorinated biphenyls (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 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. As documented in the Site Restoration Status Report dated August 17, 1987, this was the case during the Site decommissioning at Cape Makkovik (Aillik). 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. A surveillance flyover of the Site completed on September 5, 1996 by the Department of Environment and Conservation confirmed all debris on both upper and lower Sites remained buried. As outlined in the *“Environmental Inspection Abandoned Military Sites in Labrador”* report, dated October 1996, a former drum/barrel dump was located on a beach approximately one kilometre south of the lower Site, which was not previously identified. However, an interview with a local resident revealed this area was not associated with past USAF activities; rather debris left behind by the British Newfoundland Development Corporation (Brinco) during past exploration activities near the Site.
- **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 uses of PCBs were identified through the records review and regulatory responses. PCBs were historically 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 Cape Makkovik (Aillik) station was operated from 1957 to 1961; therefore they may have been used at the Site.

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1.0 INTRODUCTION

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

The Phase I ESA was conducted in general accordance with the Canadian Standard 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 923d Aircraft Control and Warning Squadron was established at USAF Hopedale Air Station (N-28). This squadron had one Gap Filler Detachment within its overall area of responsibility, which was Cape Makkovik N-28A (Call Sign "Memorial"), 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 garage (i.e. 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 two Communication Antennae, a water pumping station, a disaster shack, a large aboveground storage tank (AST), and a helicopter pad, all of which were connected via gravel access roads (see Figure 3). Personnel assigned to the Site ranged from approximately 35 during regular operations in the winter to approximately 50 during the summer due to contractors coming to complete additional work at the Site.

In addition to the Cape Makkovik (Aillik) station facilities on top of the hill (i.e. upper Site), a 2.7 kilometer gravel roadway was constructed to connect the upper portion of the Site to the lower dock area (known as the lower Site). The roadway was used to transport supplies from the dock area to the station (see Figure 2). A second large AST was located near the dock (known as the lower tank farm) and a pipeline was constructed which pumped diesel fuel from the dock to lower tank farm, which in turn supplied fuel to the AST located at the station (known as the upper tank farm). The pipeline from the lower to the upper tank farm followed the gravel access road (see Figure 4). The fuel was then pumped via a network of aboveground pipelines at the station to supply diesel generators used to power the station.

Other facilities associated with the Cape Makkovik (Aillik) station included a former dump to the northeast of the upper Site (see Figure 2) and a former pumphouse/water supply located to the south of the upper Site. Access to the pumphouse area was via a gravel access road that extended south from the former helipad (see Figure 2). The pumphouse building was equipped with water filtration and purification equipment. A concrete dam was constructed along the north edge of the pond (see Figure 5). Potable water was pumped from the pond via an aboveground pipeline to the upper Site building.

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

3.0 HISTORICAL RECORDS

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

3.1 REGULATORY CORRESPONDENCE

The Government of Newfoundland and Labrador – Service NL (Service NL) were requested to undertake a search of their records for documentation pertaining to environmental issues at the Site. In their letter response dated March 4, 2015, Service

NL indicated to the best of their knowledge and on a search of the files they have reviewed, they are not aware of any outstanding environmental concerns with regards the property.

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

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

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

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

3.2 PROPERTY TITLE SEARCH

Property title information was obtained from the Government of Newfoundland and Labrador Crown Land Division. In addition, a review of ENVC archived files (most notably the 1981 report on “*PCB Spills and General Management at EX-USAF Bases in Labrador*”) as well as information taken from a website outlining the history of the 44 former Pinetree Line sites (<http://web.archive.org/web/20090221163100/http://www.pinetreeline.org/>), which provided some supplemental information regarding title of the Property, which is included below.

To Canada: M.C. 697 - '57 1957
 (M. & R. 39 (c) –'57) (1957)

To NL: M.C. 203 - '63 1963

Two pieces of land transferred to Canada for use by Department of National Defense (DND) in connection with Mid Canada Line (MCL). Area A is 16.64 acres; Area B is 104.23 acres. 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.

Reference is in Federal Reservation Book (FRB) Vol. 1, Folio 60.

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

3.3 AERIAL PHOTOGRAPHS

Aerial photographs from 1968 and 2005 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 1968 aerial photograph shows the Site as developed with structures (buildings, radar, and communication towers, AST, etc.) comprising the main part of the station (i.e. upper Site). A Gravel roadway is constructed to the northwest toward the lower portion of the Site. Side roads to the east, south and west off the main gravel access road are also visible. These side roads include access to the adjacent freshwater pond (dam and spillway), the helicopter pad, and what appears to be the domestic landfill. In addition, two large ASTs are also visible, one to the southwest of the main building and a second near the dock.

The 2005 aerial photograph shows the former Site as decommissioned with only the concrete foundations from the former structures and the gravel roadway and helicopter pad remaining.

3.4 PREVIOUS ENVIRONMENTAL REPORTS

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

The Government of Newfoundland and Labrador (Resource Program Division, Intergovernmental Affairs Secretariat) completed a report entitled: "*PCB Spills and General Environmental Mismanagement at EX-USAF Bases in Labrador*", dated April 15, 1981. The report discusses the history of the former US military installations (including Cape Makkovik (Aillik) station), details of land transfers for the various sites, the potential for PCB impacts at these former radar locations, inventories of equipment/debris remaining at the Site, 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. Based on a review of the report, the following information was obtained for the Cape Makkovik (Aillik) station:

- Site closed in 1962
- Assets on-Site were sold to British Newfoundland Corporation Limited.
- Comprised of two parcels of land (16.64 acres and 104.34 acres)
- Infrastructure at the upper and lower Sites were decommissioned in 1986 including a 5-unit complex building and two ASTs.
- Residual fuel in the ASTs was burned off during the decommissioning program
- All debris was buried on-Site
- Only concrete foundations of building, AST dyke walls and concrete dam/spillway remain.
- Several rusted drums were noted at the lower Site
- Three rusted drums/barrels were noted in former pumphouse area

- Northwest of the lower Site, a drum dump was noted on a beach area (known as the head of Banana Lake). Approximately 63 drums/barrels were scattered around the beach/marsh area.

3.5 INTERVIEWS

Mr. Barry Anderson, a resident of Makkovik was interviewed by telephone on April 28, 2015 and provided information regarding the Site. Mr. Anderson informed GHD the Site operated as a communications station by USAF from the late 1950s to the early 1960's. He confirmed the former air station landfill was located off the main gravel roadway to the left near the top of the hill, north of the former main Site (i.e. upper Site). Mr. Anderson confirmed the aboveground fuel pipeline travelled along the gravel roadway from the lower AST all the way to the former station. He also remembers during the Site decommissioning in the 1980's several barges removing steel from the area. In addition, he recalls the drum dump at the head of Banana Lake as outlined in the "*Environmental Inspection Abandoned Military Sites in Labrador*" report; however, he believed it is not associated with past USAF activities, rather debris left behind by the British Newfoundland Development Corporation (Brinco) during past exploration activities near the Site in the 1950s and 1960s. Mr. Anderson 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 Cape Makkovik (Aillik) 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:

- **Grover Blalock (1956-1957 – USAF)** – Mr. Blalock was assigned with the 923rd AC&W Squadron at Hopedale when he was advised of his re-assignment to the Gap Filler site located at Cape Makkovik (Aillik). He recalls flying from Hopedale to Cape Makkovik in a helicopter and found that he was one of the first to arrive at this location. The Site operational call sign was "Memorial". Mr. Blalock added that they had an establishment of one officer (the Commander), 14 enlisted men, and three men who took care of the generators and the facility. He departed Cape Makkovik (Aillik) in August 1957.
- **Dave Houston (1959 – 1960 USAF)** – Mr. Houston arrived at Cape Makkovik (Aillik) in September 1959 as an Airman Second Class (A/2C) Radar Operator. He recalls there were approximately 20 to 25 USAF personnel assigned to this

Gap Filler and an additional 5 to 7 civilian personnel operating the power plant. For recreation activities, they set up a basketball court in the motor pool/garage. Mr. Houston recalls the village of Makkovik was about 20 miles from the Site and the only way to get from one to the other was by boat or dogsled. The only road they had was from the living area to the water (ocean) which was at the bottom of the hill. This road was about 1.5 miles long and was used to carry supplies from the supply boat to the living area. There was really nowhere to drive, except down the hill to the water supply. He departed Cape Makkovik (Aillik) in September 1960.

The complete personal accounts are located in Appendix E.

4.0 ENVIRONMENTAL PROPERTY ASSESSMENT

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

4.1 PROPERTY OVERVIEW

The Site is located approximately 230 kilometers northeast of the Town of Goose Bay, NL and approximately 16 kilometers north of Makkovik, NL. The facility formerly contained a two story/5-unit building housing a garage (i.e. 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 two Communication Antennae, a water pumping station, a disaster shack, a large aboveground storage tank (AST), and a helicopter pad, all of which were connected via gravel access roads (see Figure 3). Personnel assigned to the Site ranged from approximately 35 during regular operations in the winter to approximately 50 during the summer due to contractors coming to complete additional work at the Site.

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The Property is comprised of three separate parcels of land covering a total area of approximately 489,144 m² (listed as 120.87 acres). The Site is predominantly covered in vegetation/gravel/exposed bedrock (approximately 99 percent), and concrete from the former building structures (approximately 1 percent). Both surface and groundwater are anticipated to follow the surface contours in the area and flow north/northwest toward the Atlantic Ocean in the upper Site and pumphouse areas, and flow west/northwest toward the Atlantic Ocean (Aillik Bay) in the area of the lower Site. The elevation at the upper portion of the Site is approximately 129 metres above sea level (masl), while the elevation at the lower is approximately 3 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 (see Figure 5) and septic was discharged via an above ground pipeline to a septic tank (see Figure 3). 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 it is not located within municipal boundaries; however, would be considered commercial in nature. The Property is bordered to the south by undeveloped land and to the north, east and west by the Atlantic Ocean (see Figure 1).

A review of the “Granular-Aggregate Resources of the Makkovik Map Area”, issued by the Government of Newfoundland and Labrador, Department of Natural Resources, Geological Survey (Map 2011-34) indicates that the Site surficial geology consists of commonly thin (less than 2 metres) or discontinuous granular materials. A soil sample collected from the south of Cape Makkovik (Aillik), located on the south side of Makkovik Bay was analyzed for grain size analysis and indicated the material is 88% gravel, 11.3% sand and less than 1% 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 the Geology of the Makkovik Area, Labrador”, issued by the Government of Newfoundland and Labrador, Department of Natural Resources, Geological Survey (Map 2013-07) indicates that the bedrock in the vicinity of the Site consists of middle to late Paleoproterozoic of the Proterozoic age granite, quartz monzonite, and granodiorite, syenite and minor quartz diorite of rhyolite, ash-flow tuff, breccia and hypabyssal rhyolite intrusions volcaniclastic siltstone and sandstone with minor basalt. Also consisting of thin bedded to laminated metasandstone, interbedded with lesser grey-green-pink metasiltstone and minor marble; primary structures are locally preserved and aplitic to locally feldspar-porphyrific granite dykes and sills. Supracrustal rocks comprise the deformed and metamorphosed Aillik group. These types of bedrock are found in the Southeastern Churchill, Nain, Grenville, and Makkovik 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 (1,832,000 Litre (L)), located at the upper Site to the southwest of the former main station building (see figure 3). The AST was located in a concrete dyke and contained diesel fuel.
- One large steel AST (3,053,000 L), located at the lower Site near the former dock (see Figure 4). The AST was located in a concrete dyke and contained diesel fuel.

Based on the 1981 report entitled: *“PCB Spills and General Environmental Mismanagement at EX-USAF Bases in Labrador”* the 1980 Site inspection revealed a number of 45 gallon drums at the lower Site, approximately 20 of these drums displayed signs of leaking.

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 pumphouse building
- Portable AST and drums for refueling of helicopters at the helicopter pad,
- Refueling of equipment near the garage (i.e. motor pool) area
- Drum unloading/storage area near the dock (i.e. lower Site)

The 1980 Site inspection discussed above also revealed a drum dump of 45 gallon fuel oil barrels scattered throughout the lower Site (see Appendix B).

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 pumphouse with a water filtration and purification plant. Water was pumped from a freshwater pond located to the south and downgradient of the main building at the upper Site (see Figure 2). The on-Site latrines were equipped with septic tanks. Location of the former septic tanks, and or septic field was located east of the main building at the upper Site (See Figure 3). 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. garage/motor pool/maintenance of equipment, etc.), 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 solid waste was historically disposed in an unlined landfill located northeast 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 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. As documented in the Site Restoration Status Report dated August 17, 1987, this was the case during the Site decommissioning at Cape Makkovik (Aillik). 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. A surveillance flyover of the Site completed on September 5, 1996 by the

Department of Environment and Conservation confirmed all debris on both upper and lower Sites remained buried.

As outlined in the “*Environmental Inspection Abandoned Military Sites in Labrador*” report dated October 1996, a former drum/barrel dump was located on a beach approximately one kilometer south of the lower Site, which was not previously identified. However, an interview with a local resident revealed this area was not associated with past USAF activities; rather debris left behind by the British Newfoundland Development Corporation (Brinco) during past exploration activities near the Site.

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 at the upper Site 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 upper Site is mainly directed north/northwest by overland flow toward the Atlantic Ocean. Stormwater run-off in the lower Site is mainly directed west/northwest by overland flow to the adjacent Atlantic Ocean (Aillik Bay). 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 and/or debris pits completed during the 1987 Site decommissioning program.

Sources of ACM were not revealed from the records review, historical searches, interviews, or regulatory responses.

4.12 POLYCHLORINATED BIPHENYLS (PCBs)

Past use of PCBs were identified through the records review and regulatory responses. PCBs were historically used as an insulator and coolant in electrical transformers and capacitors at the Site. PCBs were commonly used because they were chemically inert, not affected by acids and corrosive chemicals, did not conduct electricity and would not burn (only at extremely high temperatures). Although the US banned the use of PCBs in 1972, the Cape Makkovik (Aillik) station was in operation from 1957 to 1961.

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 garage (i.e, 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 Gap Filler radar 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, 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 upper


Site area, former AST areas (upper and lower tank farms), along with the former product pipelines, the former helicopter landing area, and the former drum storage 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 near the dock facilities, west and downgradient of the upper 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 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. As documented in the Site Restoration Status Report dated August 17, 1987, this was the case during the Site decommissioning at the former Cape Makkovik (Aillik) station. 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. A surveillance flyover of the Site completed on September 5, 1996 by the Department of Environment and Conservation confirmed all debris on both upper and lower Sites remained buried. As outlined in the "*Environmental Inspection Abandoned Military Sites in Labrador*" report, dated October 1996, a former drum/barrel dump was located on a beach approximately one kilometre south of the lower Site, which was not previously identified. However, an interview with a local resident revealed this area was not associated with past USAF activities; rather debris left behind by the British Newfoundland Development Corporation (Brinco) during past exploration activities near the Site.
- **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 uses of PCBs were identified through the records review and regulatory responses. PCBs were historically 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 Cape Makkovik (Aillik) station was operated from 1957 to 1961; therefore they may have been used at the Site.

All of Which is Respectfully Submitted,

GHD Limited


James O'Neill, P. Eng.


Hubert Anderson

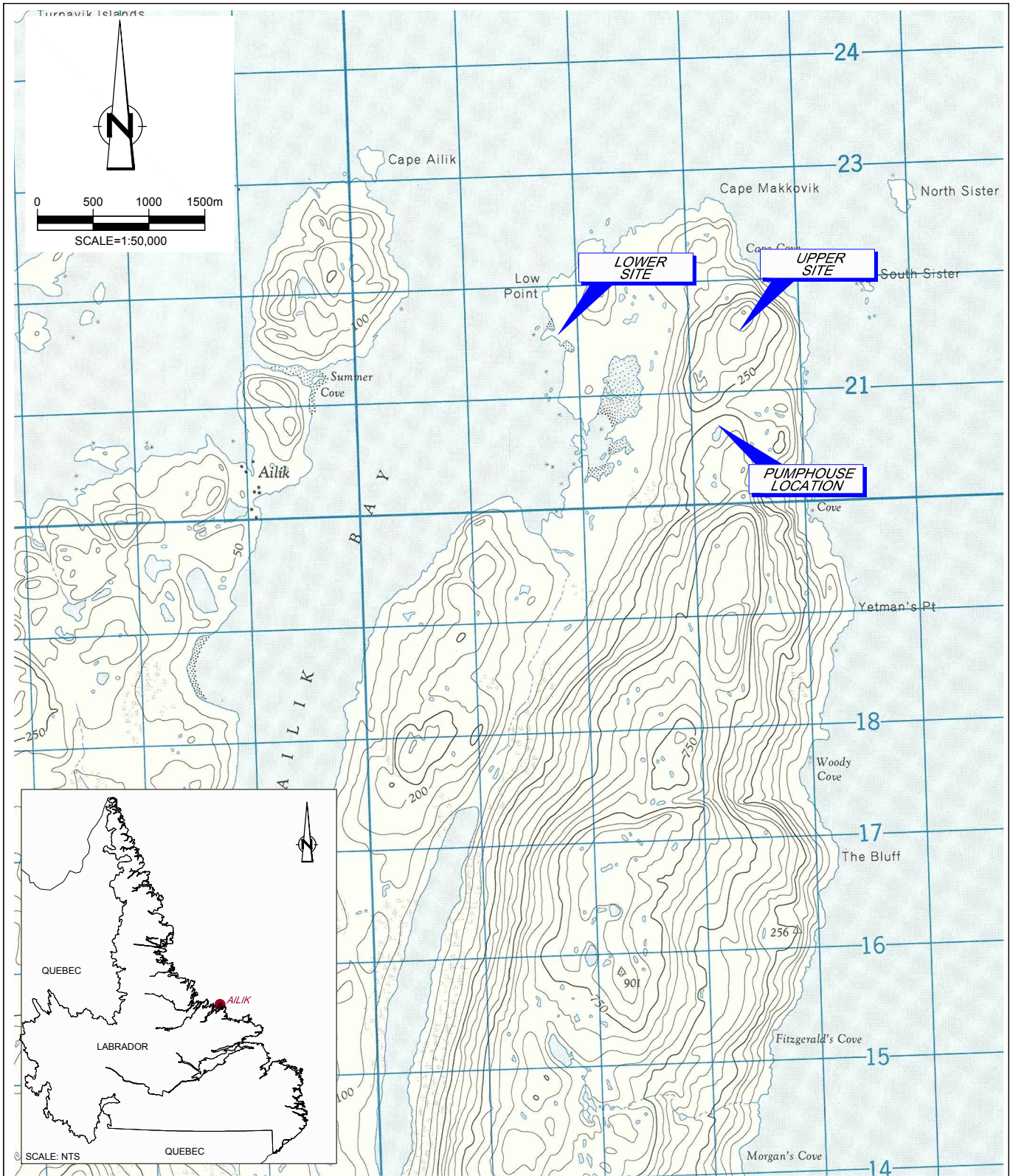
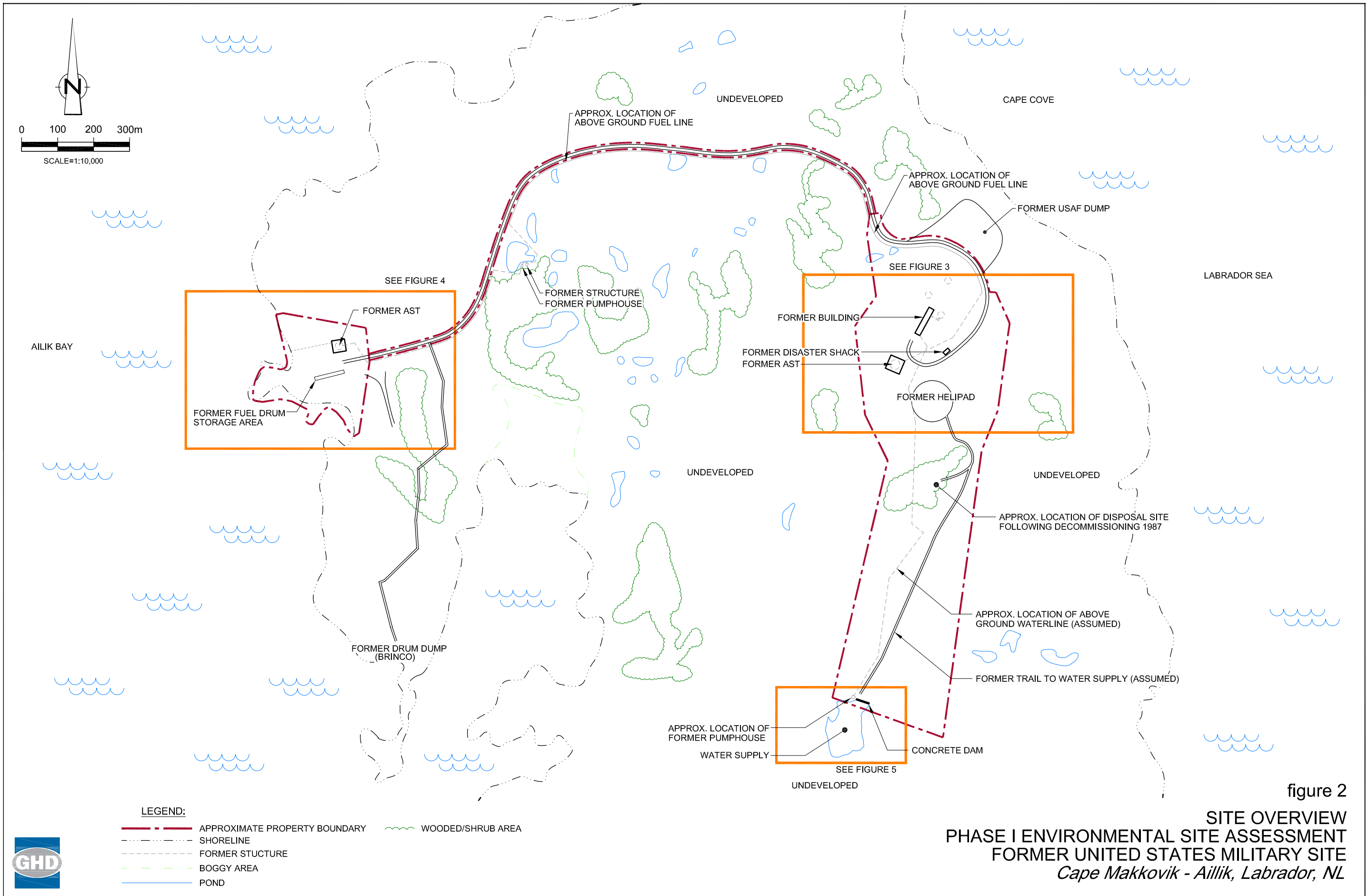


figure 1

SITE LOCATION MAP
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Cape Makkovik - Aillik, Labrador, NL





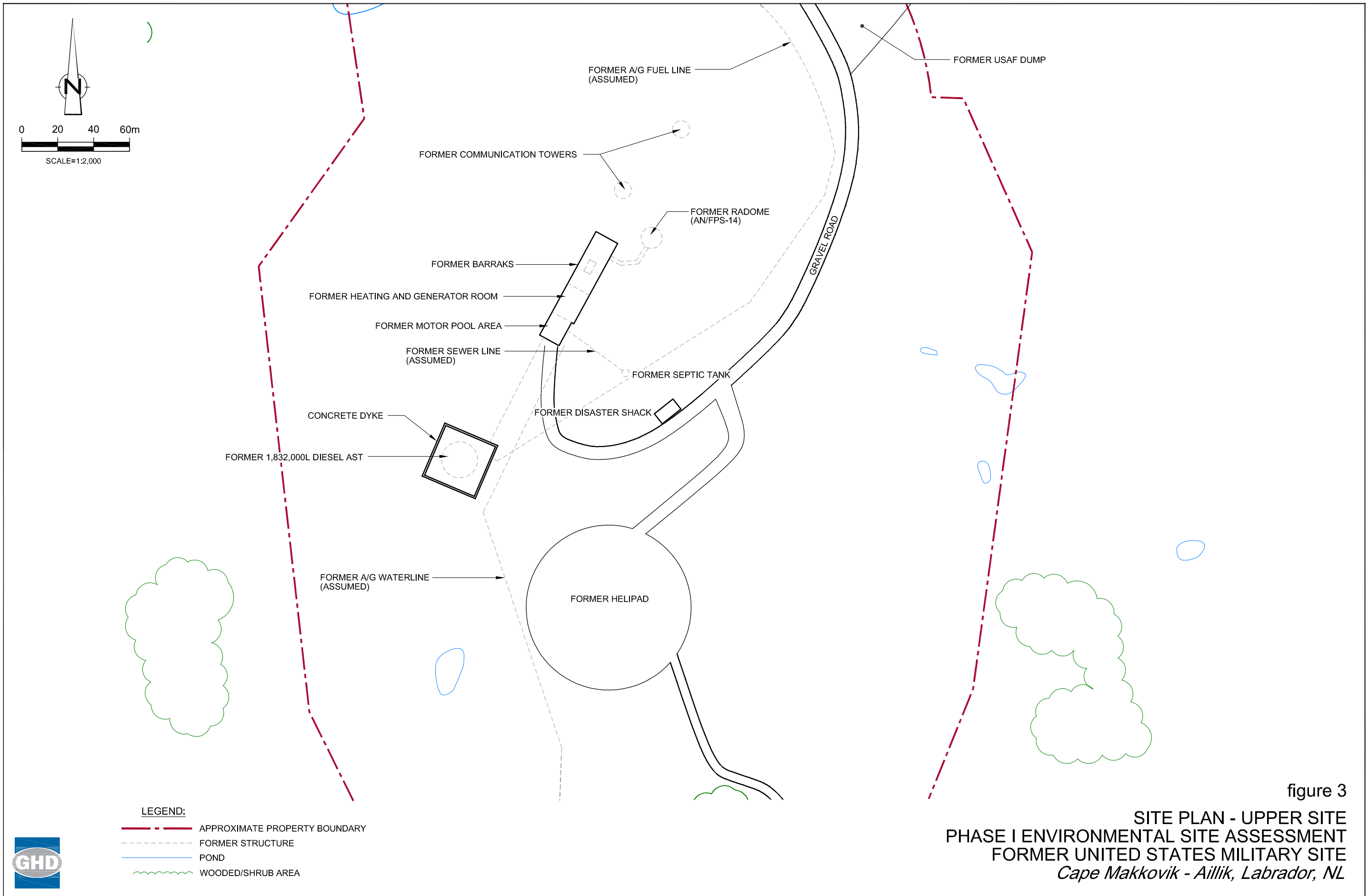


figure 3
 SITE PLAN - UPPER SITE
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Cape Makkovik - Aillik, Labrador, NL

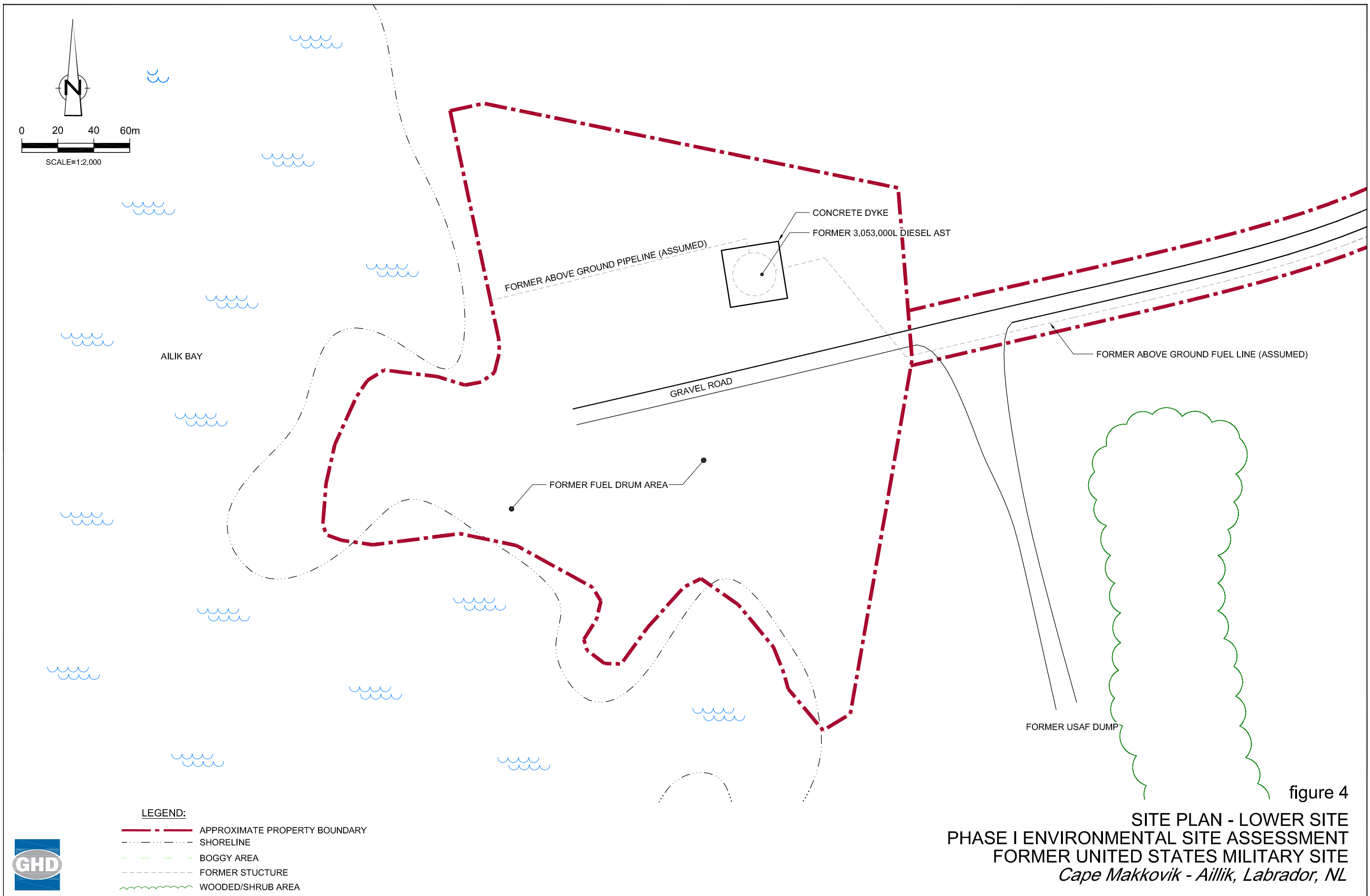
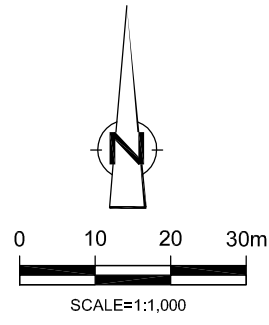


figure 4
 SITE PLAN - LOWER SITE
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Cape Makkovik - Aillik, Labrador, NL





UNDEVELOPED

APPROX. LOCATION OF
FORMER PUMPHOUSE

CONCRETE DAM

APPROX. LOCATION OF
ABOVE GROUND WATER LINE

FORMER TRAIL TO UPPER SITE (ASSUMED)

WATER SUPPLY

UNDEVELOPED

LEGEND:




-  APPROXIMATE PROPERTY BOUNDARY
-  FORMER STRUCTURE
-  WOODED/SHRUB AREA



figure 5
 SITE PLAN - PUMPHOUSE
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Cape Makkovik - Aillik, Labrador, NL

Appendices

Appendix A

Qualifications of Site Assessors

QUALIFICATIONS OF SITE ASSESSOR

Name: James O'Neill, P. Eng.

Position: Engineer

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

Experience:

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

QUALIFICATIONS OF SITE ASSESSOR

Name: Peter Gillingham, P. Tech.

Position: Environmental Technologist

Education: Environmental Technology (Co-op) Diploma; College of the North Atlantic, Corner Brook, NL, 2007

Fish & Wildlife Technician Diploma; College of the North Atlantic, Bonavista, NL, 2003

Experience:

Peter Gillingham, P. Tech., is an Environmental Technologist with GHD Limited (GHD). 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 GHD.

Appendix B

Regulatory Correspondence

Service NL Responses



**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-28A, Cape Makkovik-Ailik, NL (Call Sign Memorial).**

MESSAGE

Conestoga-Rovers & Associates Ltd. (CRA) is currently conducting a Phase I Environmental Site Assessment of the former United States Military Site N-28A, Cape Makkovik-Ailik, NL (Call Sign Memorial).

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-28A, Cape Makkovik – Ailik, NL (Call Sign Memorial)**

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 Hopedale 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 55° 13' North Latitude and 59° 13.5' West Longitude. A site location map illustrating the approximate location of the property is attached.

Please release any information pertaining to this property to CRA.

Sincerely,

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

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

c.c. Brian Luffman, CRA

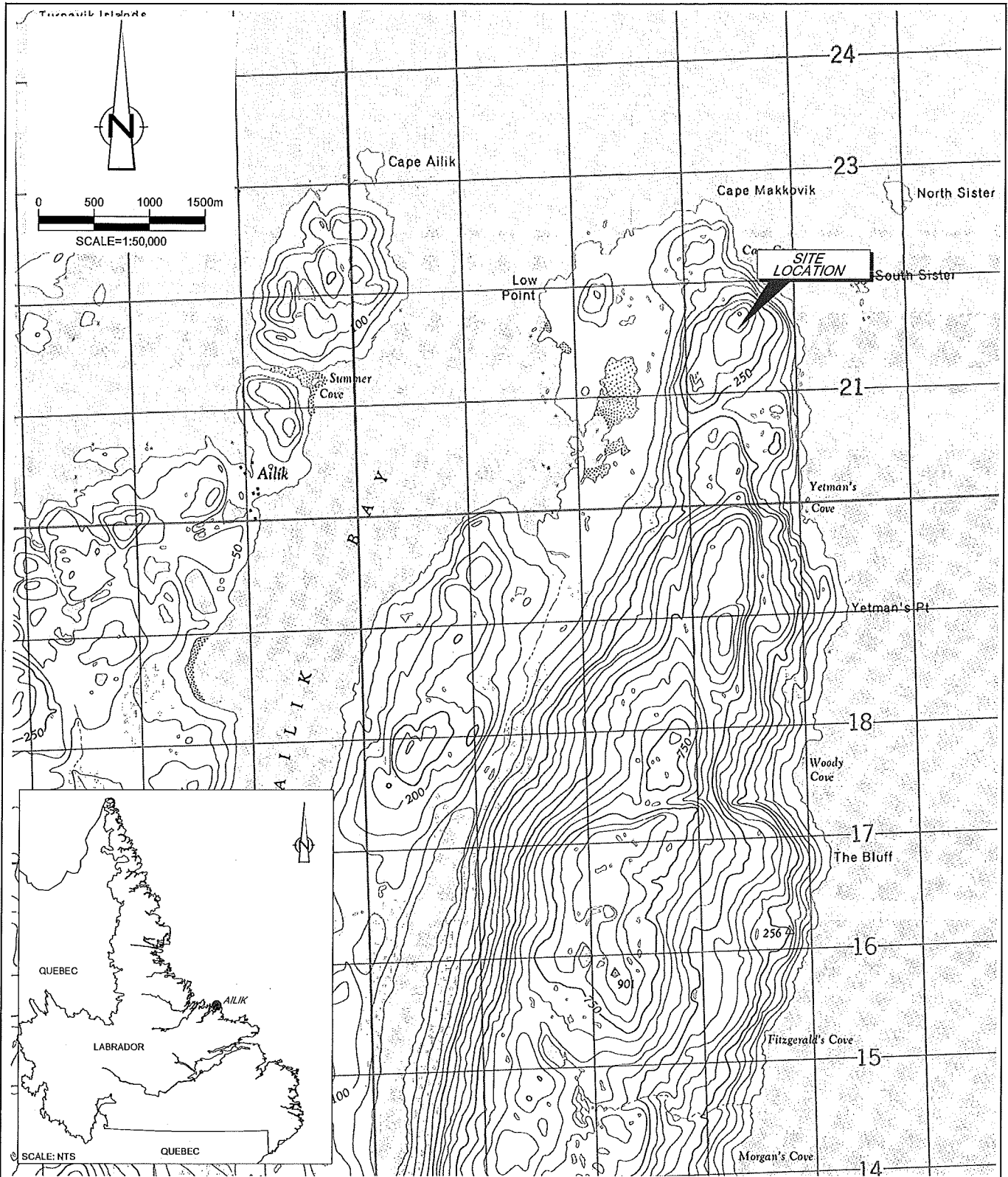


figure 1
 SITE LOCATION MAP
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Ailik, Cape Makkovik, Labrador, NL





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 Cape Makkovik-Ailik, 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

ENVC Responses

CONFIDENTIAL

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

Resource Programs Division
Intergovernmental Affairs Secretariat
Government of Newfoundland and Labrador

April 15, 1981

Cape Harrison: - This site to the south-east of Makkovik covers a large shoreline area. Remnants of the base installation are evident, but only the footings of buildings remain. An area of one kilometer is littered with debris including two felled towers, a crane, bulldozer, cables, piping and thousands of rusty, empty 45-gal. drums. Two landing barges on a beach area of the site are badly corroded. One 45-gal. drum, half full is located near the fallen towers. Apart from this, no other contaminants were discovered.

Aillik: - This site is located just north of Makkovik and is similar in size and layout to the Cut Throat Island site with an upper site complex and lower marine fuel storage facility some miles away.

The upper site complex is partly demolished with exterior walls partially removed. The interior is totally destroyed and contents have no commercial value. One demolished USAF pickup truck is in the garage. The top site fuel storage tank (in excess of 100,000 gal. capacity) is empty and has a concrete dyke around it.

The lower site has no buildings on it. The bulk storage facility is again of 100,000 gal. or more capacity. An old drum dump is located on a beach area. In addition, approximately 20 45-gal. drums are leaking. The contents are unknown but most of these drums are still full.

One fuel 45-gal. drum of lubricating oil was found. Thirty or more alkali batteries, 2 ft. by 1 ft. by 1 ft. are near the radar dome structure. The Canadian Coast Guard beacon station was being refitted at the time of the inspection by two officials. Batteries were dumped next to the station by these officials. Alkali solution from the batteries was permitted to drain out.

Hopedale:- The uppersite is in a partial state of demolition. It is divided into two sections - the BMEWS station (entrance site and building) and TACAN (the main complex with generator building, warehouses and living quarters). Petro-Canada are presently operating out of a section of the area on the east side (including the warehouses living and eating facilities of the TACAN area).

Numerous drum dumps are located around the TACAN site. Some of these 45-gal. drums contain helicopter fuels, lube oils and greases for long range and jet ranger helicopter now under charter to PetroCan.

The generator building on the Hopedale topsite contains large generators which have been vandalized, with lube oils covering the concrete floor of the building. There are four large and eight smaller diesel generators with associated electrical equipment in this section of the complex.

A portion of the living quarters, main dining area, theatre, bowling alley facilities has been demolished and is totally destroyed.

Two bulk storage tanks of 30,000 gals. are intact at the edge of the TACAN site. The Northwest side of the TACAN radar dome is partially demolished. A quonset hut containing compressed gas cylinders is located on the northside of the TACAN area. A helicopter pad area just under the lip of the hill (TACAN area) contains many hundreds of 45-gal. drums both full and empty. These are owned and/or controlled by PetroCan, Sealand Helicopter and other groups. They are not dyked.

10/05/85 16:30 2204 533 5402

AIRCOR DCOS CR

GOOSEBAY WCBO

003/004

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.
AIC 517

January 28, 1986

NDAM/SECTION 004

Referred to
Transmit &

JAN 31 1986

File No.

Doc/ser No. 1266-3-2

Charged to/Chargé à I.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
Deputy Minister.

07/15/88 16:05 709 772 5097
07/15/88 MON 15:22 FAX 709 616 6974

BRIAN-EPB/NF
WING CONST. ENG.

NDEL ST. JOHN'S 2000 0000

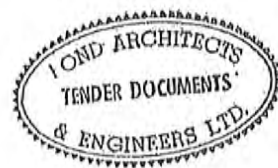
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4

ABANDONED MILITARY SITES

1. ✓ Cartwright
2. ✓ Hopedale
3. ✓ Spotted Island x
4. Hopedale Island x
5. ✓ Cape Makovik (Allik) ^{hwy}
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

PART 1 - GENERAL

1.1 Work Included
for Aillik

- .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 7.20 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. - 300 m
 - .3 Fuel line, approx. - 200 m

Corridor width for clean-up purposes to be 30 m for all utility routes.
- .8 Demolition and removal of 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.

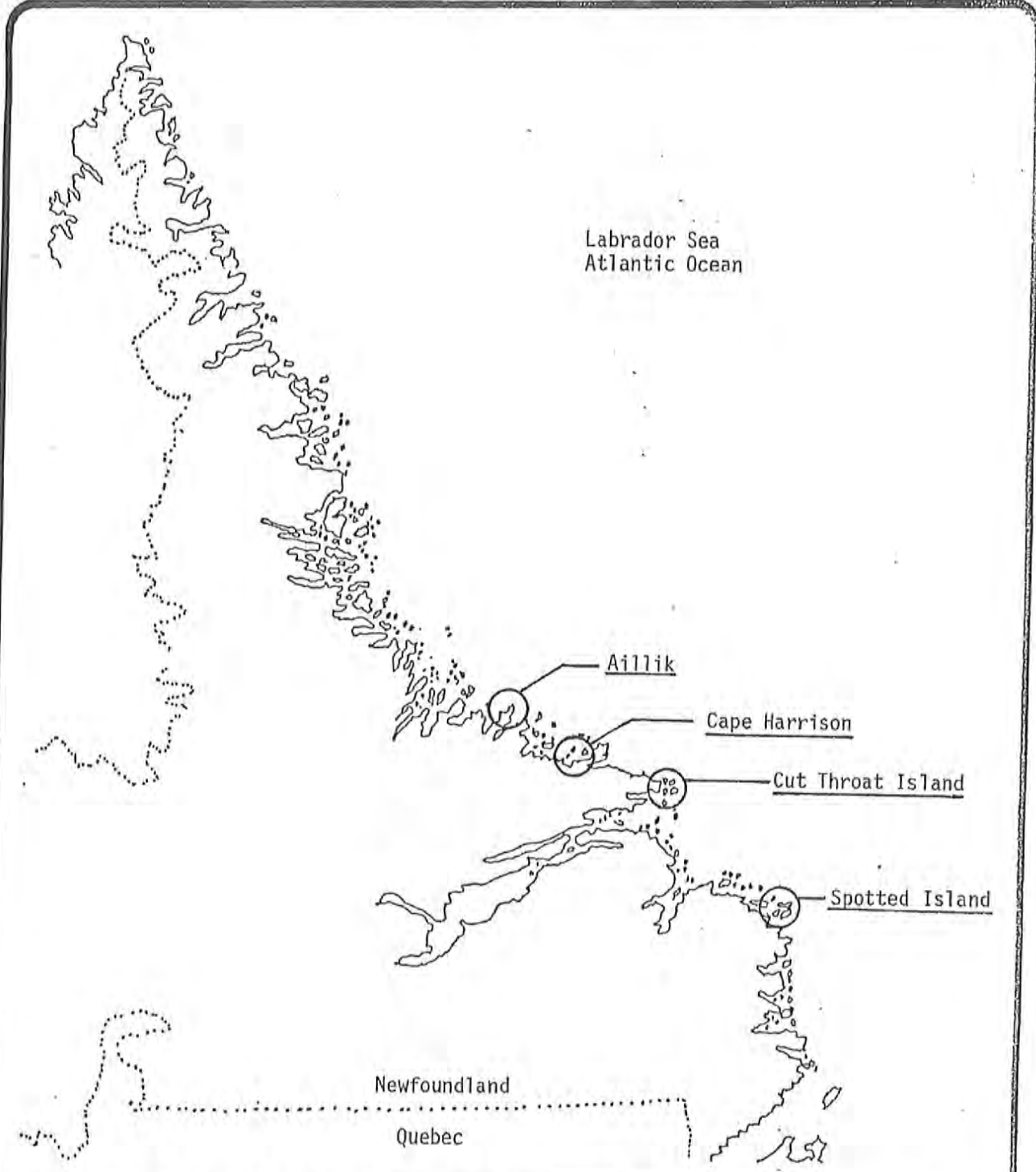
- .9 Dismantle, remove and dispose of lower site bulk fuel storage tank. Tank approx. 18.0 m diameter by 12.0 m high. Collection and disposal of approx. 200 fuel drums scattered along beach up to 500 m from containment dyke. Remove and dispose of fuel pipeline and supports from the storage tank to the beach head.
- .10 Collect and dispose all fuel drums and general debris along former access roads. Cleanup zone to measure 30 m on either side of road centreline.
- .11 Dismantle, remove and dispose of structural steel frame storage building, measuring 7.5 x 14.5 m. Cleanup zone to measure 30 m radius from building.
- .12 Removal and disposal of steel baseplates and anchor bolts cut flush with top of concrete foundations. Concrete foundations to remain.
- .13 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.
- .14 Any salvaged items must be removed from project site no later than September 30, 1987.

1.2 Work Excluded
for Aillik

- .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.

1.3 Work Included
for Cape Harrison

- .1 Purpose of cleanup work is to bring the site as close as possible to its original condition within the defined cleanup area.
- .2 Collection and disposal by burial of all debris including fuel caches, small tanks, scrapped equipment and vehicles, utility poles, water/sewer/fuel pipelines, fallen antennae towers and building structures. Debris also included scattered fuel drums and other related materials located on the peninsula.

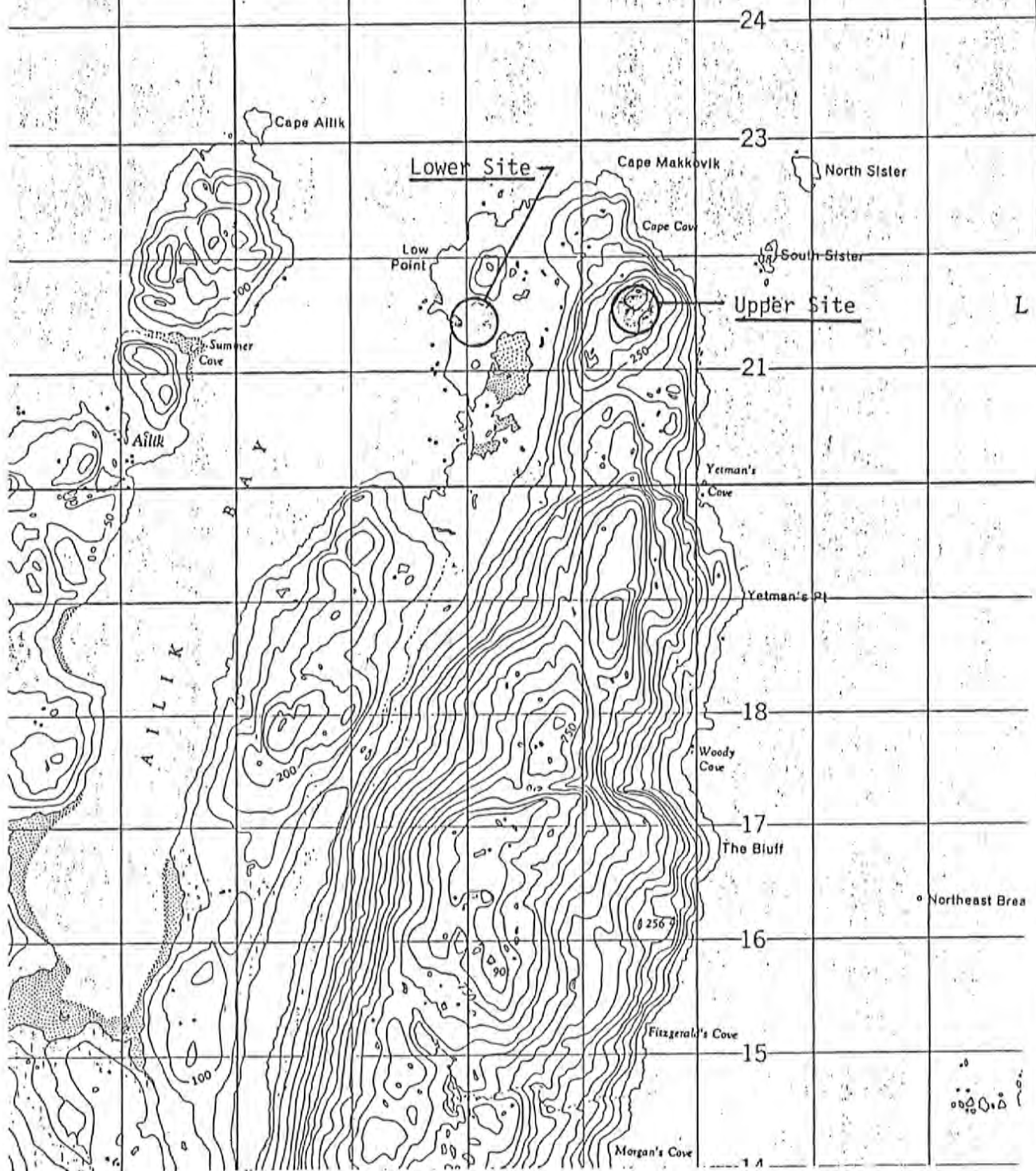


PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Site Location Plan		PAGE SK-01	
DIVISION Civil	DRAWN G.L.	CHECKED	DATE November, 1986

THE BAE GROUP

BOND ARCHITECTS and ENGINEERS LIMITED
BOND STREET P. O. BOX 8900 ST JOHN'S NF
A1C-6H3 TLX 016-4674 TEL (709) 722-4622

1ds

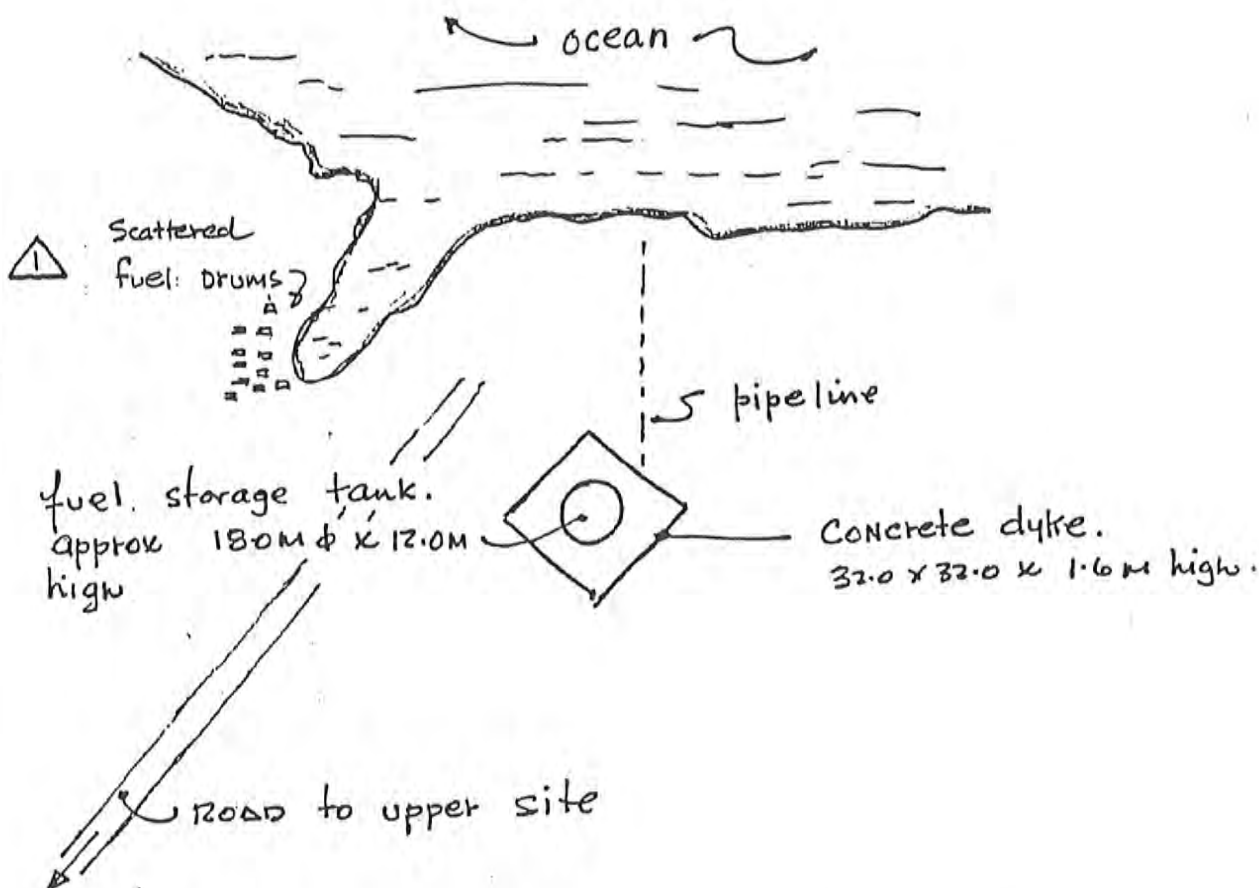


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PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Location Map - Aillik		PAGE SK-A-01	
DIVISION Civil	DRAWN G.L.	CHECKED	DATE November, 1986

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 A1C-6H3 TLX 016-4676 TEL (709) 722-4422

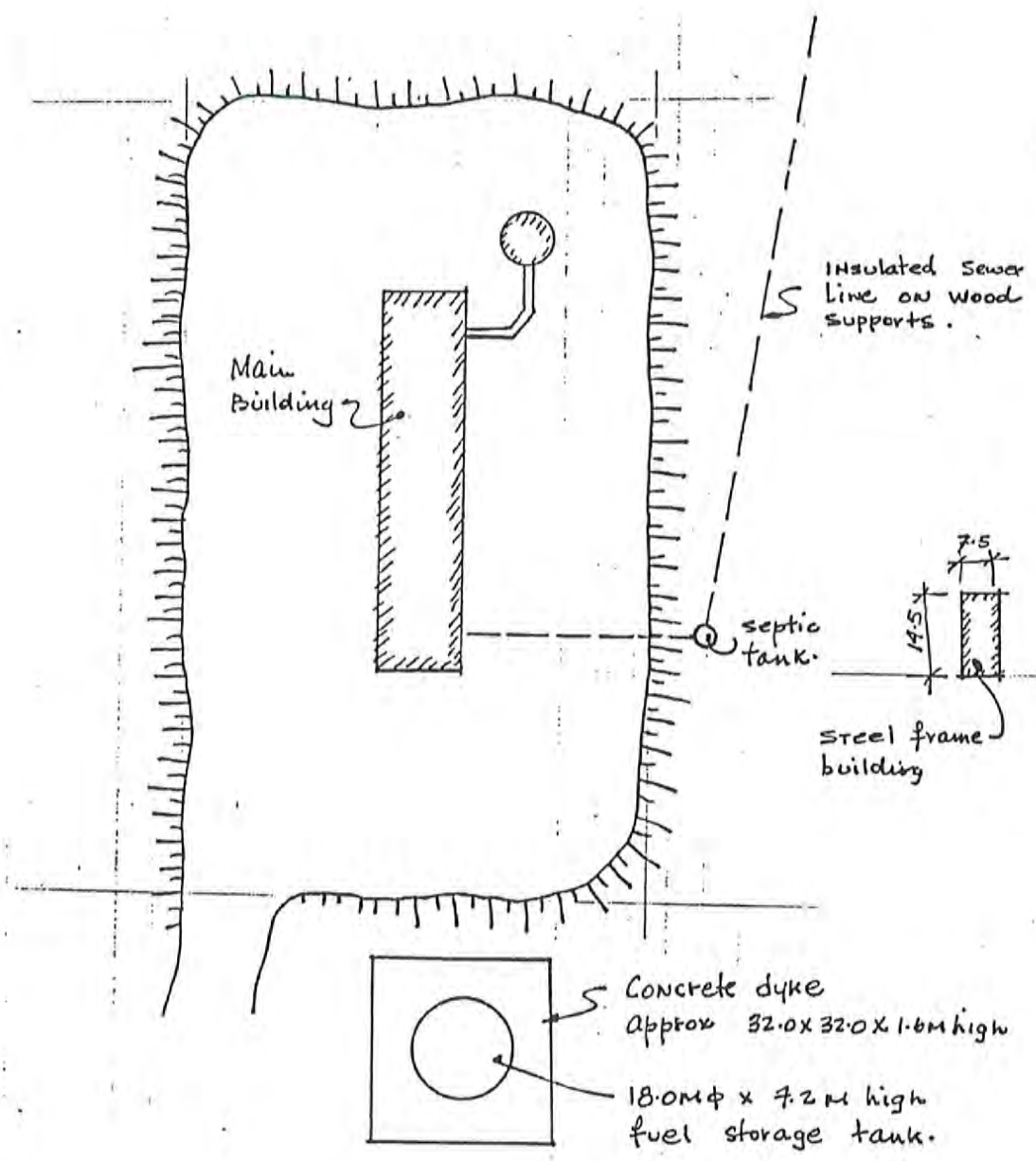


⚠ - Revised Jan. 87

PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Lower Site - Aillik		SKETCH NO. SK-A-02	
DIVISION Civil	DRAWN <i>CE</i>	CHECKED	DATE November, 1986

THE BAE GROUP

BOND ARCHITECTS and ENGINEERS LIMITED
 BOND STREET P. O. BOX 6900 ST. JOHN'S NF
 A1C-8H3 TLX 016-4676 TEL (709) 722-4422



PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Upper Site - Aillik		SKETCH NO. SK-A-03	
DIVISION Civil	DRAWN <i>EW</i>	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 4674 TEL (709) 722 4822



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:

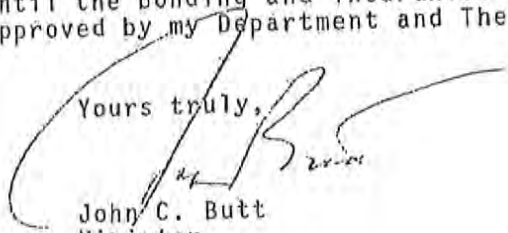
RE: Demolition and Site Restoration
Former Dew Line Radar Sites
Contract Package - CP3
Spotted Island, Cut Throat Island, Cape Harrison,
Aillik, Labrador

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

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:

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

D. Summary of Contemplated Change Order/Change Order to Month End

- No change orders issued under contract to date.

E. Summary of Progress

Aillik

- .1 Restoration work at upper and lower sites is approximately 95% complete.
- .2 Completion of work on this site is consistent with schedule commitments.
- .3 BAE site representative to visit site for final inspection in early August.

Cape Harrison

- .1 Initial start of work on Cape Harrison was terminated on June 13, 1987 due to inadequate accommodations, provisions and communication. Also, workmanship was considered substandard.
- .2 Workforce/Equipment scheduled to be mobilized to Cape Harrison upon completion of Aillik restoration.
- .3 Work completed at Cape Harrison to date will be assessed by BAE site representative prior to recommencement of work.
- .4 Contractor has committed to secure proper provisions, accommodations and communication facilities on site.

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

Photo #1: Disposal Site "Aillik"



Photo #2: Cleaver Dismantling Tank
"Aillik"



Photo #3: Aillik Dismantled and
Restored

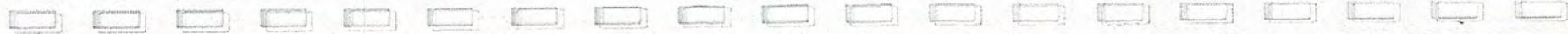


Photo #4: "Aillik" Main Complex Being Dismantled



Photo #5: Water Pipeline "Aillik"



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

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

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

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

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

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

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

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

.../5

86096.1
September 22, 1987
Page 5

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

Yours very truly,

THE BAE GROUP



B.J. Holley, P. Eng.

DJH/amj

**ENVIRONMENTAL INSPECTION
ABANDONED MILITARY SITES IN LABRADOR**

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

Abandoned industrial trailers in the dock area are reportedly the property of a Newfoundland contracting company. An abandoned oil storage tank near the dock is reportedly owned by a now bankrupt oil company.

Recommendations

There are some areas of immediate concern. These are: Sixty-four barrels on the slopes of the town water supply reservoir should be collected and land filled in town's waste disposal site. Due to the rusted condition of these barrels, extreme care must be taken in removal from the steeply sloping hillsides of the reservoir.

A soil and water sampling study (through a consultant contract) is recommended at the debris disposal quarry, the main town quarry area, the town water supply and the pond area situated to the left of the road leading up to BMEWS site.

An electromagnetic survey of the town's reservoir could be conducted during winter (over the ice) to detect any barrels or other objects which maybe in sediments of the reservoir pond.

Sediment sampling (for soil and chemical analysis) of town reservoir and the pond (at lower elevation) near the reservoir is recommended. This may be in conjunction with the other soil and water sampling recommended.

Government Services Centre (GSC) should liaise with the Town of Hopedale in identifying ownership of abandoned trailers and the bulk oil storage tanks near the dock. GSC or the town can order removal/disposal of these abandoned materials.

2.3 Cape Allik (Makkovik)

Situated 55° 15' (Lat), 59° 08' (Long)

Cape Allik was a Terminal site on the Mid Canada Line and is referred to as a GAP FILLER site. It was operated by the Government of the United States and deactivated in 1962. The property was initially turned over to the Federal Crown Assets Disposal Association (CADAC) and CCE. Assets on site were sold to a British Newfoundland Corporation Limited.

Two parcels of land (16.64 acres and 104.34 acres) were originally transferred to the Department of National Defense (DND).

In 1986, the Department of Environment commissioned Eastern Demolition to do a cleanup of the site involving demolition and disposal of all residual fuel, buildings and barrels on the two parcels of land. (Upper and Lower Sites). The work involved demolition of a 5-unit complex, dismantling of two large aboveground fuel storage

tanks, disposal of residual fuel and burial of debris. Concrete footings and concrete dyke walls (2 sites) were permitted to remain in place.

Inspection

Date: September 5, 1996

A surveillance flyover of the lower site reveals only a few isolated barrels and a concrete dyke at the lower site and area.

A road several kilometres in length leads to the upper site and a water reservoir. The upper site is clean. Only the concrete dyke and concrete building foundations remain. Debris disposal areas were identified. All debris has been backfilled on both upper and lower areas.

A trail leads to the water supply reservoir with a concrete dam. Three barrels were observed, one of which in on a ledge at the water's edge. Contents of barrels is unknown.

North west of the lower site some kilometres distance at position 55°12.58N, 59°10.55W, a drum dump was located on a beach area. Upon examination of this site, 63 rusted empty barrels were counted. The wetlands area above the beach were scattered other barrels and along a bogland (path route) to Makkovik, a motor and scattered other fuel drums were spotted during the flyover. The area is referred to as the head of Banana Lake.

Recommendation

Consider cleanup of empty barrels and debris at the beach site and water supply area. Recover other barrels and isolated debris along route; Banana Lake to Makkovik.

Note 1:

It is not known if beach site was part of Mid Canada Line site operational activity. It appears that the lower site and the barrel littered beach are connected.

2.4 Cape Harrison

Situated: Location is some 65 kilometres generally south of Cape Allik.

Cape Harrison was transferred to Canada in 1951 for use as a radio range station by the Department of Transport. It served as a radar and communications site. The land was formerly occupied by American military who installed the station.

Handwritten: LHA 2587
 8/27/77 d/cr 16A p. 6 160.10
 260

FACILITY LOCATION	SYSTEM	FINANCED & MAINTAINED	DEACTIVATED	DOCUMENTATION	BUYER	CLEAN-UP PROBLEM
Cartwright Lat 52-44 Long 56-36 (Newfoundland-Labrador)	Pine Tree NEAC	USAF	1968	External Affairs letter 17-14-10 & CADC letter file 615-1E-1659	19 Structures were sold to a private individual 7 Dec 71. 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. 5-28 sold to MDT. 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. 197865 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 buildings.

* Petro Canada took over from Eastcan

Handwritten: In this photo from 1977...

5.5 Spreadsheet
 Facilities Location

SAGLEK:

<u>To Canada:</u>	M.C. 163-'65 (M.A.&R. 8-'65)	1965 (1965)
<u>To Nfld:</u>	P.C. 1976-2983 M.C. 1111-'77	1976 1977

Conveyed along with Hopedale to the Department of National Defense. Conditions included mineral and gas rights for the Province and a return clause stating that when lands no longer used by DND, they will be assumed by Newfoundland.

Reference is in Federal Reservation Book (FRB), Vol. 2 Folio 46/49.

HUNT RIVER - BORDER BEACON (INLAND HOPEDALE):

<u>To Canada:</u>	M.C. 20-'57 (M.&R. 3-'57)	1957 (1957)
<u>To Nfld:</u>	(M.A.&R. 3(c)-'65) P.C. 1965-1125	(1965) 1965

Conveyed to DND in connection with Mid Canada Line Negotiation on Lot 212 indicates it was transferred to the control of the Department of Transport (Federal). The other lots were transferred back to the Province on June 18, 1965 by federal P.C. (See M.A.&R. 3(c)-'65) and approved 29-10-1965 but no M.C. has been found for any of the lots. Conditions of original transfer were that the lands of all times had to be used for the purposes of an in connection with mid Canada Line and were to revert to Newfoundland in the event that they ceased to be used for that purpose.

Reference is in FRB Volume 1, Folio 50.

HOPEDALE

<u>To Canada:</u>	M.C. 163-'65 (M.A.&R. 8-'65)	1965 (1965)
<u>To Nfld:</u>	P.C. 1976-2983 M.C. 111-'77	1976 1977

Conveyed along with Saglek to DND. Conditions are same as for Saglek.

Reference is in FRB Volume 2, 46/49.

CHURCH ISLAND: No records available.

CAPE AILLIK (MAKKOVIK):

<u>To Canada:</u>	M.C. 697-'57 (M.&R. 39(c)'57)	1957 (1957)
<u>To Nfld:</u>	M.C. 203-'63	1963

Two pieces of land transferred to Canada for use by DND in connection with mid Canada Line. Area A is 16.64 acres; Area B is 104.23 acres. Use and conditions, the same as for Inland Hopedale.

Reference is in FRB Volume 1, Folio 60.

Environment Canada Responses



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-28A, Cape Makkovik – Ailik, NL (Call Sign Memorial)**

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 Hopedale 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 55° 13' North Latitude and 59° 13.5' 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 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

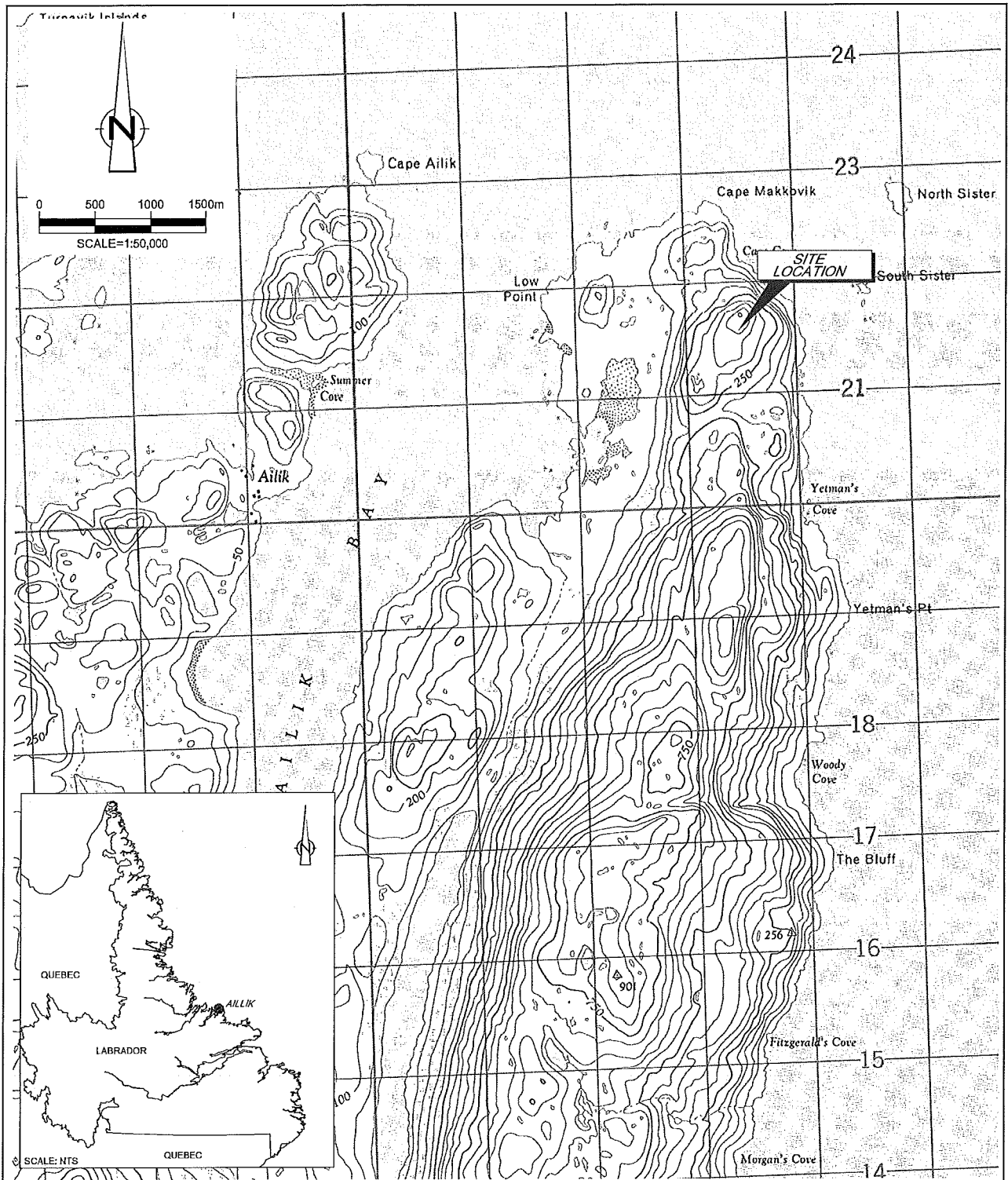


figure 1

SITE LOCATION MAP
PHASE I ENVIRONMENTAL SITE ASSESSMENT
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Aillik, Cape Makkovik, Labrador, NL





Environment Environnement
Canada Canada

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

Your File Votre référence

ID: 252716

Our File Notre référence

E-2014-01714 / TL

March 9, 2015

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

Dear Mr. Gillingham,

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

“Owner: Government of Newfoundland and Labrador

Address: The former United States Military Site N-28A, Cape Makkovik-Ailik (Call Sign Memorial), NL

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

Authorized by: {Christa Curnew}”

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

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

Yours sincerely,

Travis Lamothe
Access to Information and Privacy Secretariat

Enclosure

Canada

Our principles for assisting your request

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

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



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

Your File Votre référence

ID: 252716

Our File Notre référence

E-2014-01714 / TL

April 8, 2015

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

Dear Mr. Gillingham,

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

“Owner: Government of Newfoundland and Labrador

Address: The former United States Military Site N-28A, Cape Makkovik-Ailik (Call Sign Memorial), NL

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

Authorized by: {Christa Curnew}”

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

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

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

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

.../2

Access to Information Act

EXTENSION OF TIME LIMITS

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

(a) the request is for a large number of records or necessitates a search through a large number of records and meeting the original time limit would unreasonably interfere with the operations of the government institution,

(b) consultations are necessary to comply with the request that cannot reasonably be completed within the original time limit, or

(c) notice of the request is given pursuant to subsection 27(1)

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

Notice of extension to Information Commissioner

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

Appendix C

Property Title Search Information

SAGLEK:

<u>To Canada:</u>	M.C. 163-'65 (M.A.&R. 8-'65)	1965 (1965)
<u>To Nfld:</u>	P.C. 1976-2983 M.C. 1111-'77	1976 1977

Conveyed along with Hopedale to the Department of National Defense. Conditions included mineral and gas rights for the Province and a return clause stating that when lands no longer used by DND, they will be assumed by Newfoundland.

Reference is in Federal Reservation Book (FRB), Vol. 2 Folio 46/49.

HUNT RIVER - BORDER BEACON (INLAND HOPEDALE):

<u>To Canada:</u>	M.C. 20-'57 (M.&R. 3-'57)	1957 (1957)
<u>To Nfld:</u>	(M.A.&R. 3(c)-'65) P.C. 1965-1125	(1965) 1965

Conveyed to DND in connection with Mid Canada Line Negotiation on Lot 212 indicates it was transferred to the control of the Department of Transport (Federal). The other lots were transferred back to the Province on June 18, 1965 by federal P.C. (See M.A.&R. 3(c)-'65) and approved 29-10-1965 but no M.C. has been found for any of the lots. Conditions of original transfer were that the lands of all times had to be used for the purposes of an in connection with mid Canada Line and were to revert to Newfoundland in the event that they ceased to be used for that purpose.

Reference is in FRB Volume 1, Folio 50.

HOPEDALE

<u>To Canada:</u>	M.C. 163-'65 (M.A.&R. 8-'65)	1965 (1965)
<u>To Nfld:</u>	P.C. 1976-2983 M.C. 111-'77	1976 1977

Conveyed along with Saglek to DND. Conditions are same as for Saglek.

Reference is in FRB Volume 2, 46/49.

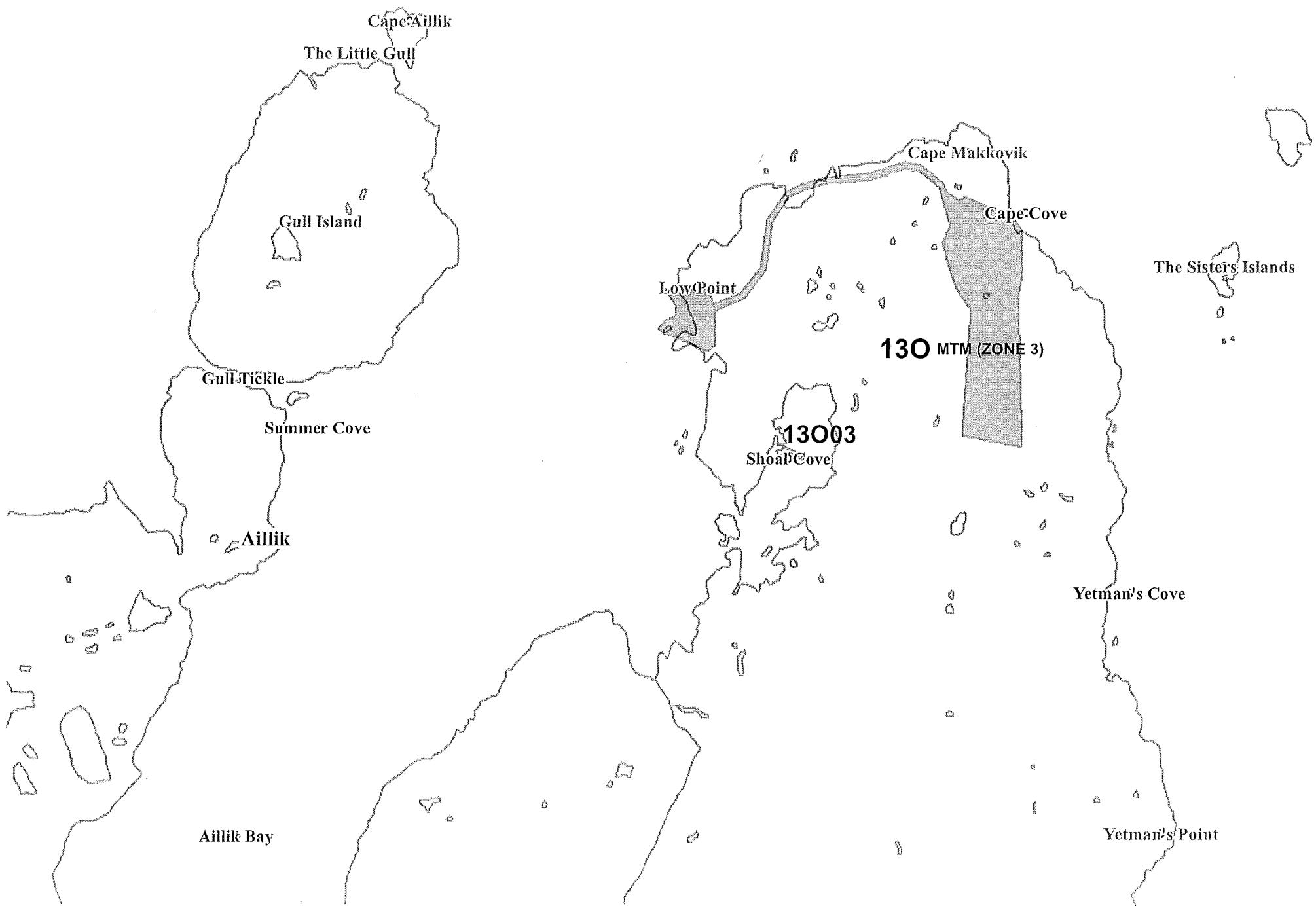
CHURCH ISLAND: No records available.

CAPE AILLIK (MAKKOVIK):

<u>To Canada:</u>	M.C. 697-'57 (M.&R. 39(c)'57)	1957 (1957)
<u>To Nfld:</u>	M.C. 203-'63	1963

Two pieces of land transferred to Canada for use by DND in connection with mid Canada Line. Area A is 16.64 acres; Area B is 104.23 acres. Use and conditions the same as for Inland Hopedale.

Reference is in FRB Volume 1, Folio 60.



LEASE

FROM

Her Majesty the Queen in
right of Newfoundland

TO

British Newfoundland
Exploration Limited

PROVINCE OF NEWFOUNDLAND

GRANT
#19923



CANCELLED
Date April 1994

*See folder
amendment # 1078*

Jehan O'Dea
Lieutenant-Governor.

LEASE

SECTION 13 OF THE CROWN LANDS ACT, CHAPTER 174 OF THE REVISED STATUTES OF NEWFOUNDLAND, 1952.

ELIZABETH THE SECOND, by the Grace of God of the United Kingdom, Canada and Her other realms and Territories QUEEN, Head of the Commonwealth, Defender of the Faith.

Attorney General

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS British Newfoundland Exploration Limited

*W. A. Coombs
Att. Attorney General*

(hereinafter sometimes referred to as "Brinex"), a company organized under the laws of Canada and having its head office in the City of St. John's in the Province of Newfoundland, has applied for a lease of the land hereinafter described;

AND WHEREAS We have deemed it desirable to approve the application and to make such lease, subject to the terms and conditions hereinafter set forth;

NOW KNOW YE ALL MEN BY THESE PRESENTS that in consideration of the rental hereinafter reserved and of the provisions and conditions hereinafter contained and on the part of Brinex to be observed, performed and fulfilled we of Our special grace, certain knowledge and mere motion have leased and demised and by these Presents do for Us, Our Heirs and Successors, lease and demise unto Brinex (hereinafter sometimes called the "lessee", which expression shall, unless the context otherwise requires, include the successors, sublessees and assigns of the Lessee) for the purpose of Brinex's establishing and operating thereon a base depot for its exploration activities in Labrador ALL THAT piece or parcel of land situate and being at Cape Makkevik in the Electoral District of Labrador North which said piece or parcel of land is abutted and bounded as follows: Beginning at a point marked by an "X" cut in a prominent rock distant thirty feet from the eastern shoreline of Aillik Bay at ordinary highwater mark; thence

running by Crown land north eighty-seven degrees thirty-one minutes east seven hundred and ninety feet; thence running by Crown land south sixteen degrees forty-seven minutes east three hundred and thirty feet; thence running by Crown land south three degrees forty minutes east six hundred and forty-seven feet to a point marked by an "X" cut in a rock near the northern shore of Aillik Bay; thence by Crown land south fifty degrees west for thirty-six feet to a point on the northern shore of Aillik Bay at highwater mark; thence in a general westerly and northerly directions following the sinuosities of the shore at highwater mark of Aillik Bay for a distance of two thousand three hundred and forty feet; thence by Crown land north sixty-five degrees thirteen minutes east thirty feet to the point of beginning and containing an area of sixteen point four six acres shown on the plan annexed hereto as area A.

And also all that piece or parcel of land situate and being at Cape Makkovik in the Electoral District of Labrador North, which said piece or parcel of land may be described as a strip of land lying between two lines drawn parallel to and distant fifty feet on each side of a centre line described as follows: Beginning at a point in the eastern boundary of the land above described which point is the southern end of the line south sixteen degrees forty-seven minutes east three hundred and thirty feet as described in the above mentioned lot; thence running by Crown lands north sixty-three degrees twenty-seven minutes east five

hundred and fifty-one feet and five-tenths of a foot; thence along the arc of a ten degree curve to the left for a distance of five hundred and seventy-five feet and eight-tenths of a foot; thence north five degrees fifty-one minutes east eight hundred and fifty feet and three-tenths of a foot; thence running along the arc of a ten degree curve to the right for a distance of five hundred and sixty-two feet and nine-tenths of a foot; thence north sixty-two degrees seven minutes east three hundred and twenty feet and two-tenths of a foot; thence running along the arc of a five degree curve to the right for a distance of four hundred and seventeen feet and three-tenths of a foot; thence north eighty-two degrees fifty-nine minutes east seven hundred and twenty-seven feet and three-tenths of a foot; thence along the arc of a seven degree curve to the left for a distance of two hundred and eighty feet; thence north sixty-two degrees twenty-three minutes east one hundred and six feet and three-tenths of a foot; thence running along the arc of a ten degree curve to the right for a distance of three hundred and fifty-seven feet and seven-tenths of a foot; thence south eighty degrees fifty-one minutes east two hundred and fifty-three feet and nine-tenths of a foot; thence running along the arc of a twelve degree curve to the right for a distance of four hundred and ninety-seven feet and five-tenths of a foot; thence south twenty-one degrees nine minutes east fifty feet more or less to a point in the northern boundary of land described

in area B and containing an area of twelve point eight six acres.

And also all that piece or parcel of land situate and being at Cape Makkovik in the Electoral District of Labrador North abutted and bounded as follows: Beginning at a monument set in the southern limit of the strip of land above described; thence running north sixty-eight degrees fifty-one minutes east one hundred feet and thence by Crown lands south twenty-one degrees nine minutes east ninety-nine feet and seven-tenths of a foot; thence along the arc of a twenty-five degree curve to the left for a distance of two hundred and ninety-one feet; thence running north sixty-six degrees three minutes east one hundred and twenty-three feet and nine-tenths of a foot; thence running along the arc of a twelve degree curve to the right nine hundred and thirty-five feet; thence running north seventy-eight degrees fifty-five minutes east sixty feet; thence running south thirty-five degrees thirty-four minutes east three hundred and five feet; thence running south three degrees twenty-five minutes east seven hundred and ninety-one feet; thence running south nine degrees eighteen minutes west three hundred and eighty feet; thence running south three degrees twenty-eight minutes east two thousand six hundred and twenty-six feet; thence running north eighty-one degrees ten minutes west one thousand and sixty-two feet; thence running north one degree forty-nine minutes east two thousand two hundred and three feet; thence running north thirty-six degrees fifty-one minutes west

four hundred and fifty feet; thence running north nineteen degrees twenty minutes west four hundred and sixty-six feet; thence running north seventeen degrees fifty-four minutes west three hundred and sixty-eight feet; thence running north twenty-three degrees twenty-two minutes east three hundred and twenty-four feet; thence running north nineteen degrees thirty-eight minutes west five hundred and thirty-four feet; thence running north six degrees twenty-two minutes west two hundred and three feet more or less to the point of beginning and containing an area of one hundred and four point two three acres and being shown as area B on the plan annexed hereto; all bearings are referred to the true meridian, for and during the term of ten years from and including the first day of January, 1964 YIELDING AND PAYING therefor unto Us, Our Heirs and Successors, at the office of Our Minister of Mines, Agriculture and Resources, yearly on the thirty-first day of December in each and every year the clear rental of one hundred dollars (\$100.00).

AND We covenant with the Lessee that if the Lessee duly and regularly pays the said rent, and performs all and every the covenants, provisos and agreements herein, and on the part of the Lessee to be paid and performed, We will at the expiration of the said term of ten years and upon the written request of the Lessee delivered to Us at not later than three months before the expiration of the said term grant to the Lessee a renewal lease of the said

lands for a further term of a duration to be prescribed by Our Lieutenant-Governor in Council and subject to the same covenants, provisos and agreements as are herein contained with the exception of this covenant for renewal.

If the Lessee shall not prepare and execute the lease for such further term and tender it for execution by Us before the expiry of the then existing term, all rights of the Lessee to such renewal lease shall cease and be null and void, and We may enter into and take possession of the said premises in their first and former estate, discharged from all right and claim of renewal by the Lessee.

PROVIDED THAT the lease of the demised premises granted by these Presents is subject to the following terms and conditions:

1. The Lessee shall during the term of the lease granted by these Presents (hereinafter called "this lease") pay to Our Minister of Mines, Agriculture and Resources the rental hereby reserved at the times and in the manner hereinbefore mentioned without any deduction, defalcation or abatement whatsoever.

2. The Lessee will pay all taxes, rates, duties and assessments whatsoever, whether municipal, provincial, federal or otherwise now charged or hereafter to be charged upon the demised premises.

3. The Lessee shall during the term of this Lease (including any renewal thereof) use the land herein demised for no purpose other than for the establishing and operating thereon of a base depot for the Lessee's exploration activities in Labrador.

4. The Lessee paying the rental hereby reserved and observing, performing and fulfilling the several provisions and conditions herein contained and on the part of the Lessee to be paid, observed, performed and fulfilled shall peaceably hold and enjoy the demised premises during the term of this Lease without any interruption by Us, Our Heirs and Successors or any person claiming under or in trust for Us or them.

5. The Lessee may at any time determine the tenancy hereby created by giving to Our Minister of Mines, Agriculture and Resources six calendar months previous notice to that effect and thereupon provided the Lessee shall up to the time of such determination pay the rental and observe and perform and fulfil the provisions and conditions on the part of the Lessee to be paid, observed, performed and fulfilled, the present demise and everything herein contained shall cease and be void save in respect of anything which ought to be paid, observed and performed upon or before the determination of the tenancy.

6. If any part of the rental hereby reserved shall be unpaid for thirty days after becoming payable then and in such event it shall be lawful for Our Minister of Mines, Agriculture and Resources upon giving sixty days notice in writing to the Lessee that such rental is unpaid and demanding payment thereof, if such payment is not made within such period of notice, at any time thereafter upon the demised premises or any part of them in the name of the whole to re-enter and thereupon this Lease shall absolutely determine but without prejudice to Our right of action in respect of any breach by the Lessee of the conditions herein contained.

7. If the Lessee fails to observe, perform or fulfil any of the provisions, terms and conditions of this Lease other than the payment of rental then upon thirty days notice by Our Minister of Mines, Agriculture and Resources to the Lessee to remedy its default this Lease shall, if the default is not remedied within the time prescribed by the notice, be forthwith determined and the demised premises shall revert to Us, Our Heirs and Successors.

8. If We shall at any time and from time to time be desirous of acquiring any part of the demised premises for the purpose of building, making or erecting railways, roads, bridges, wharves, public buildings or other public works or for the purpose of assuring such land to any religious denomination or School Board for the erection

or laying out of churches, schools, religious establishments or cemeteries, We shall be entitled to expropriate all or any of the demised premises necessary for the purpose of such acquisition, in accordance with the procedure prescribed for expropriation under The Expropriation Act, 1964, as now or hereafter amended, but We shall not be required to pay any compensation for or in respect of damage or loss of any kind whatsoever resulting to the Lessee from such expropriation, except reasonable compensation for the expropriation, removal, obstruction of or damage to any improvements of the Lessee on or in the demised premises, and the compensation in respect of improvements shall, in default of agreement be determined in accordance with the said The Expropriation Act, 1964, as now or hereafter amended.

9. Whenever any of the rights reserved under these Presents are duly exercised and thereby the Lessee suffers loss by reason of the removal or obstruction of or damage to any of the improvements of the Lessee on or in the demised premises, We shall pay or arrange for the payment to the Lessee of reasonable compensation for the loss so suffered in respect of such improvements and such compensation shall in default of agreement, be determined in accordance with The Expropriation Act, 1964, as now or hereafter amended, but no compensation shall be payable to the Lessee in respect of damage or loss of any other kind whatsoever resulting to the Lessee from the exercise of any such rights.

10. At any time during the tenancy (including the renewal period, if any) and within six months after the expiration or sooner determination of the tenancy Brinex may remove any or all of the improvements on the demised land (including installations acquired by Brinex from War Assets Disposal Corporation), and upon the demised land reverting to Us at the expiration of the tenancy (including the renewal period, if any) or at the sooner determination of the tenancy, all improvements on the demised land (including installations acquired by Brinex from War Assets Disposal Corporation) and not removed by Brinex from the demised land within six months after the said expiration or sooner determination of the tenancy (Brinex to have full right of access to the demised land for such purposes) shall upon the expiration of the said six months period become Our property absolutely, without compensation of any kind being payable therefor to the Lessee, and, with respect to any such removal, Brinex shall in the removal do as little damage as may be to the demised land and any remaining improvements.

11. Any notice required to be given under this Lease shall be sufficiently served on Us if the Notice is addressed to Our Minister of Mines, Agriculture and Resources, Department of Mines, Agriculture and Resources, Confederation Building, St. John's, Newfoundland, and served on Our said Minister personally or sent to him by registered mail, and on the Lessee if the Notice is addressed to the Lessee at its head office in the City of St. John's aforesaid, and delivered personally at or sent by registered post to such office.

GIVEN under the Great Seal of Our Province of Newfoundland this 25th day of May in the year of Our Lord one thousand nine hundred and sixty-six and in the fifteenth year of Our Reign.

WITNESS: Our trusty and well-beloved the Honourable Fabian O'Dea, one of Our Counsel, learned in the law, Commander on the Retired List of Our Naval Reserve, Lieutenant-Governor in Our Province of Newfoundland.

AT OUR GOVERNMENT HOUSE in Our City of St. John's, this 25th day of May in the year of Our Lord one thousand nine hundred and sixty-six and in the fifteenth year of Our Reign.

BY COMMAND


Minister of Provincial Affairs.

The Common Seal of British Newfoundland Exploration Limited was hereunto affixed in the presence of its proper officers and in the presence of

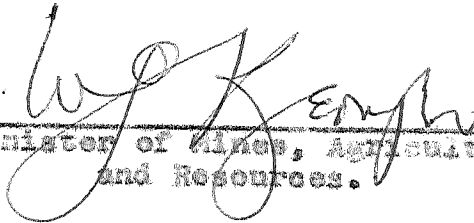

President


Secretary



Witness.

Registered Volume No. Special Sub Folio 143


Minister of Mines, Agriculture
and Resources.

Cape Makkovik, Labrador

National Archives of Canada

697-'57

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

DESCRIPTION

All that piece or parcel of land situate and being at Cape Makkovik in the Electoral District of Labrador North which said piece or parcel of land is abutted and bounded as follows: beginning at a point marked by an "X" cut in a prominent rock distant thirty feet from the easter shore-line of Aillik Bay at ordinary highwater mark; thence running by Corwn Land north eight-seven degrees thirty-one minutes east seven hundred and ninety feet; thence running by Crown Land sout sixteen degrees forty-seven minutes east three hundred and thirty feet; thence running suth three degrees forty minutes east six hundred and forty-seven feet to a point marked by an "X" cut in a rock near the northern shore of Aillik Bay ; thence south fifty degrees west for thirty-six feet to a point on the northern shore of Aillik Bay at highwater mark; thence following the sinuosities of the shore at highwater mark of Aillik Bay for a distance of two thousand three hundred and forty feet; thence north sixty-five degrees thirteen minutes east thirty feet to the point of beginning and containing an area of sixteen point four six acres.

And also all that piece or parcel of land situate and being at Cape Makkovik in the Electoral District of Labrador North, whish said piece or parcel of land may be described as a strip of land lying between two lines drawn parallel to and distant fifty feet on each side of a centre line described as follows: beginning at a point in the eastern boundary of the land above described which point is distant fifty feet and seven-tenths of a foot on a course north sixteen degrees forty-seven minutes west from the southern end of the line south sixteen degrees forty-seven minutes east as described in the above mentioned lot; thence running north sixty-three degrees twenty-seven minutes east five hundred and fifty-one feet and five-tenths of a foot; thence along the arc of a ten degree curve to the left for a distance of five hundred and seventy-five feet and eight- tenths of a foot; thence north five degrees fifty-one minutes east eight hundred and fifty feet and three-tenths of a foot; thence running along the arc of a ten degree curve to the right for a distance of five hundred and sixty-two feet and nine-tenths of a foot; thence north sixty-two degrees seven minutes east three hundred and twenty feet and two-tenths of a foot; thence running along the arc of a five degree curve to the right for a distance of four hundred and seventeen feet and three-tenths of a foot; thence north eighty-two degrees fifty-nine minutes east seven hundred and twenty-seven feet and three-tenths of a foot; thence along the arc of a seven degree curve to the left for a distance of two hundred and eighty feet; thence north sixty-two degrees twenty-three minutes east one hundred and six feet and three-tenths of a foot; thence running along the arc of a ten degree curve to the right for a distance of three hundred and fifty-seven feet and seven-tenths of a foot; thence south eighty

degrees fifty-one minutes east two hundred and fifty-three feet and nine-tenths of a foot; thence running along the arc of a twelve degree curve to the right for a distance of four hundred and ninety-seven feet and five-tenths of a foot; thence south twenty-one degrees nine minutes east fifty feet more or less to a point in the northern boundary of land described in lot 3 and containing an area of twelve point eight six acres.

And also all that piece or parcel of land situate and being at Cape Makkovik in the Electoral District of Labrador North abutted and bounded as follows: beginning at a monument set in the southern limit of the right-of-way above described; thence running north sixty-eight degrees fifty-one minutes east one hundred feet and thence south twenty-one degrees nine minutes east ninety-nine feet and seven-tenths of a foot; thence along the arc of a twenty-five degree curve to the left for a distance of two hundred and ninety-one feet; thence running south sixty-six degrees three minutes east one hundred and twenty-three feet and nine tenths of a foot; thence running along the arc of a twelve degree curve to the right nine hundred and thirty-five feet; thence running north seventy-eight degrees fifty-five minutes east sixty feet; thence south thirty-five degrees thirty-four minutes east three hundred and five feet; thence running south three degrees twenty-five minutes east seven hundred and ninety-one feet; thence running south nine degrees eighteen minutes west three hundred and eighty feet; thence south three degrees twenty-eight minutes east two thousand six hundred and twenty-six feet; thence running north eighty-one degree ten minutes west one thousand and sixty-two feet; thence north one degree forty-nine minutes east two thousand two hundred and three feet; thence north thirty-six degrees fifty-one minutes west four hundred and fifty feet; thence north nineteen degrees twenty minutes west four hundred and sixty-six feet; thence north seventeen degrees fifty-four minutes west three hundred and sixty-eight feet; thence north twenty-three degrees twenty-two minutes east three hundred and twenty-four feet; thence north nineteen degrees thirty-eight minutes west five hundred and thirty-four feet; thence north six degrees twenty-two minutes west two hundred and three feet more or less to the point of beginning and containing an area of one hundred and four point two three acres.

(signed) JG Manning or similar
Clerk of the Executive Council

Appendix D

Aerial Photographs

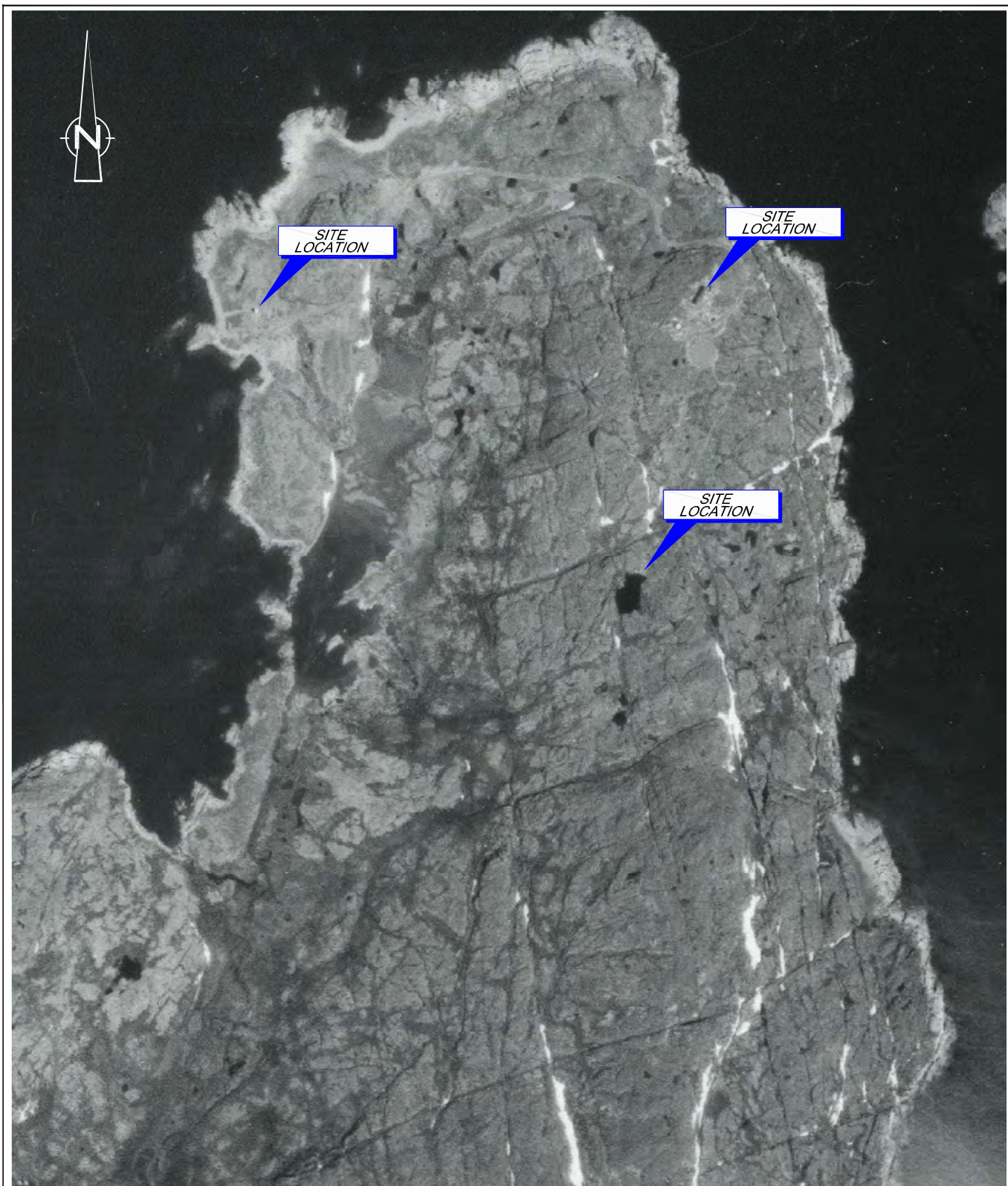


figure D1

AERIAL PHOTOGRAPH - 1968
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Cape Makkovik - Aillik, Labrador, NL





figure D2

AERIAL PHOTOGRAPH - 2005
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Cape Makkovik - Aillik, Labrador, NL



Appendix E

Personal Accounts

Cape Makkovik, Labrador

1959 - Memories of Cape Makkovik - Dave Houston

I had been at Otis AFB, on Cape Cod in Massachusetts as an airborne radar operator when notified that I had been assigned to Cape Makkovik. After a 30 day leave at home, I flew to McGuire AFB in New Jersey and then to Goose Bay. From Goose Bay I flew by helicopter to Cape Makkovik.

I arrived at Cape Makkovik in September 1959 as an Airman Second Class (A/2C) Radar Operator.

There were approximately 20 to 25 USAF personnel assigned to this Gap Filler and an additional 5 to 7 civilian personnel operated the Power Plant. The power plant seemed very effective and I don't remember any down time during my stay. Our rooms in the barracks were private rooms approximately 10 feet by 12 feet with a bed, table and a chair.

If I remember correctly, there were four Radar Operators assigned to Cape Makkovik and we maintained 24 hour surveillance. When I was Airborne Radar, we switched off every two hours. However, at Makkovik, all we had was the scope. Didn't have plotting board or height finder. During our shift on the scope, someone would relieve you for lunch or dinner. The rest of the time you were in the bubble by yourself watching the scope. A lot of times, someone would visit with you. If we picked up any air activity (which wasn't very often) it was reported to the long range radar station at Hopedale. We did not have any equipment for determining aircraft height at Makkovik. In my opinion, the search radar equipment that we had was inadequate. I remember not having to track very many aircraft. Maybe this is why Cape Makkovik was a short lived operation. The only unknown that I remember was a visual sighting of a large aircraft flying over at about 1,000 feet. We didn't have it on radar nor did Hopedale. Our troposcatter communications were linked to Hopedale and this system was very effective.

We had set up a basketball court in the motor pool area. We also had an area with a pool table and a ping pong table. Off duty hours were spent in these locations. Other forms of recreation included playing cards, fishing (weather permitting), reading, and listening to music. Every evening we could watch a movie. Sometimes we had to watch the same movie more than once because new movies could not be brought in due of inclement weather. We didn't go outside too much in the winter time. Didn't have skis or other winter sports equipment. There was no area big enough for playing baseball or anything else in the short summer months.

Once you arrived at Cape Makkovik, there was no way to leave except by helicopter when you were reassigned.

The weather at Cape Makkovik was very cold. I remember some days when the temperatures were 50 to 60 degrees below zero. I was used to some cold weather living in Indiana, but not that cold. I remember white-outs where you could not see a foot in front of you. The food at the site was good. The cooks could do a better job than at a regular base because there were fewer to prepare for. There was a lot of beer drinking but there wasn't much access to hard liquor. I don't remember any problems or any fights the whole time that I was there.

The only entertainment that we had was the movies that I had mentioned before. Mail delivery and getting personnel in and out was dependent upon the weather. This was all done by chopper from Goose Bay. Sometimes we would go over a month without mail delivery.

I think the village of Makkovik was about 20 miles from our site. The only way to get from one to the other was by boat or dogsled. Once or twice a year, three or four men from the village would come to the site by dogsled to pick up some supplies. After staying a day or two they would head back to the village. The only road that we had was from the living area to the water (ocean) which was at the bottom of the hill. This was a dirt road that we used to haul supplies from the boat to the living area. This road was about 1.5 miles long and was used to carry supplies from the supply boat to the living area.

Besides the two vehicles that you saw in the photos, we had one with tracks that we could get around in the snow better with. There was really nowhere to drive, except down the hill to the water supply. There wasn't much maintenance on the road as it wasn't driven on that much.

I eventually left Cape Makkovik in September, 1960. When I left Cape Makkovik, I had the option of being discharged four months earlier than my original date or re-enlisting for an additional two years. I chose to get discharged. From Cape Makkovik I flew by chopper to Goose Bay. After a few days in Goose I flew by military aircraft to McGuire AFB in New Jersey. After two days there I was discharged and flew by commercial airlines back to Indiana.

Cape Makkovik, Labrador

1961 - Cape Makkovik Revisited - James R Andersen, Sr.

The radar station was located some 11 miles east of the town on the edge of the point at Cape Makkovik, Labrador, at an altitude of about 1500 feet. It took about two years to build. They had to blast a road to the hill and helicopters were used during the construction period to bring in supplies.

There was one large building which was a combined facility for everything that was needed by the people that worked there. This building included the radar area, living quarters and the diesel which provided the required electricity. The radar equipment had a radome for protection from the elements.

The site was only operational for about two or three years. It was staffed by about 40-45 GI's and about 10 civilians during its operational days. Almost everything was left behind when the base closed down and I was hired to be the caretaker for about 11 months. The remains were eventually dismantled in the 60's and all of the parts were shipped out. Nothing remains today - with the exception of the cement blocks that were once used as a base for the buildings.

-- *James R Andersen, Sr.* - Resident, Makkovik, Labrador - February 21, 1998

Appendix F

Internet Search Information

MESSAGE FORM

FILE **SIO-136-80/7**

FOR COMM/CEN/SIGNALS USE

NUMBER
(CCE/Prop)

27

PRECEDENCE - ACTION PRIORITY	PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP 27 1800Z	MESSAGE INSTRUCTIONS
FROM	CANAIRLIFT		PREFIX GR
TO			SECURITY CLASSIFICATION UNCLAS
INFO			ORIGINATOR'S NUMBER CE 61 27 JUL

COMPLETE GAP FILLER SITE AT CAPE MAKKOVIK HAS BEEN SOLD TO BRITISH NEWFOUNDLAND EXPLORATION COMPANY BY CADG PD MR PILOSKI OF EXPLORATION COMPANY EXPECTED TO CONTACT S/L WOODSIDE FOR KEYS TO SITE SOONEST PD WHEN KEYS ARE HANDED OVER CIVILIAN CARETAKER MAY BE RELIEVED OF WATCHKEEPING DUTIES

PAGE	OF	PAGES	REFERS TO MESSAGE	DRAFTER'S NAME	OFFICE	TEL				
			CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>	WH McConnell	F/L CCE/Prop-2-2	2-6261				
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELAYING OFFICER'S SIGNATURE
						D				<i>[Signature]</i> (JP Brennan) W/C (1962)

No. **58788**

DEPARTMENT OF TRANSPORT

DEED
(O.C.)

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF NEWFOUNDLAND

to

HER MAJESTY THE QUEEN IN RIGHT OF CANADA

is

- Oct. 10, 1957

Public Works Concerned

- D.N.D.

Description

- Transfer of the administration, control and management of the surface rights in pieces of land situate at Cape Makovik in the Dist. of Labrador North, in connection with the Mid-Canada Line.

DEPARTMENTAL REFERENCE

REFERENCE No.

1653-709

MEMORANDA

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

Cape Makkovik - Det. #1, 923 ACW Sq.

No.	Facility No.	Description	Unit	Total Cost
	00001	Gap Filler Consisting of: 24 Airman Dormitory, 40 Man Dining Hall, 5 Man OQ, 500 KW Elec Prime Power, 5355 MB Heating Plant	28,882 SF	*\$1,926,000
	00002	Dispensary "B" MLI	1,152 SF	37,000
	00003	Tower, Navaid	1 Ea	*Incl Above
	00004	Liquid Fuel Pump Station	24 SF	7,000
	00005	Water Pump Station	379 SF	18,000
	00006	Liquid Fuel Pump Station	360 SF	65,000
	00100	Covered Walkway	75 SY	6,000
	00101	Diesel Storage	10,000 BL	85,000
	00102	Diesel Storage	10,000 BL	85,000
	00106	Liquid Fuel Pipeline	10,651 Ft	80,000
	00107	Helicopter Pad	3,491 SY	64,000
	00108	10086 Ft of Road	13,448 SY	226,000
	00109	Sewage Septic Tank	3,182 TD	117,000
	00110	Water Mains	3,922 Ft	320,000
	00111	UG Elec Distribution Lines	15,343 Ft	103,000

Cape Makkovik - Det. #1, 923 ACN Bg.

Facility No.	Description	Unit	Total C
	<u>INSTALLED EQUIPMENT</u>		
N/A	Power Generation Equipment, 100KW, Diesel-Electric Generator Sets, w/Auxiliary Equip and Switchboard	5 Ea	\$100,000
N/A	Refrigeration System Recip. Compressor Frick Co. Model F2H-150H, Four cyl, 1 3/4 Bore, 1 1/2 HP, 208V, 3 phase motor	2 Ea	5,000
N/A	Recip Compressor Frick Co. Model F2H-750 YL - 3 cyl. 4" Bore, 1 1/4" Stroke, 7 1/2 HP, 208V, 60 cy, 3 ph Motor	1 Ea	4,000
N/A	Steam Generators, York-Shipley "Steens Pak" Model JPL, 53-80 Low Pressure 15 PSI Operating Pressure	2 Ea	16,000
N/A	Oil Burner, Pressure Atomizing Type, Combustion Air Supplied by Centrifugal Fan driven by 208V, 3ph, 60cy, 5 HP Motor	1 Ea	1,800
N/A	Fire Alarm System, Fire Alarm is manual and automatic, Non Coded, Elect Supervised, Fire Detector Cable Type	1 Ea	1,200
N/A	Fire Protection System, Manual, Incl 60,000 gal Water Storage Tank and 500 gpm cent. Fire Pump, Piping sys supplies eight stations	1 Ea	40,000
N/A	Engine, 10 1/2 HP, Fairbanks Morse Model 45B-4 1/8 FA27	1 Ea	*Cost 1
N/A	Direct Connected Generator, 5KW, 120V, 1-ph, 60cy, 1800 RPM	1 Ea	* 2,00
N/A	Oil Fired Space Heaters	4 Ea	40

OTHER EQUIPMENT OR MATERIALS

CAMP MAKEDVIEK - DET. #1, 923 ACW Sq.

Item No.	PSN	Description	Quantity	Total Cost
26	3220-028-4278	Bandier	1	\$ 141.00
27	3220-032-2304	Saw, Band	1	152.00
28	3220-204-2290	Leather, Hood	1	79.00
29	3220-204-2740	Jointer, Hood	1	156.00
30	3220-204-3684	Saw, Circular, Table Model	1	261.00
31	3413-222-2146	Drilling Mach,	1	191.00
32	3415-541-7241	Grinder, Bench	2	104.00
33	3419-618-9274	Mach., Pipe Thread	1	650.00
34	3431-248-9238	Mach., Welding	1	1,040.00
35	3432-212-1744	Kit, Welding, AH-1	1	124.00
36	3441-243-2648	Mach., Pipe Bending	1	262.00
37	3441-529-0952	Mach., Pipe Bending	1	225.00
38	3441-ML	Flaring Tool	1	5.00
39	3445-254-8650	Mach., Shearing Thro	1	40.50
40	3510-293-4322	Mach., Washing	2	650.00
41	3510-293-4338	Dryer	2	250.00
42	3920-243-5170	Trunk, Hand 2 Wheel	1	11.00
43	3920-641-2582	Trunk, Hand 2 Wheel	1	18.00

CAPE MARIKVIK - DET. #1, 923 ACN Sq.

Item No.	FSN	Description	Quantity	Total Cost
44	3920-329-4292	Truck, Hand	1	\$ 18.00
45	4110-170-1433	Mach., Ice Cream	1	284.60
46	4110-202-9844	Dispenser, Drinking Water	1	285.00
47	4110-170-8233	Freezer, Ice Cream Plant	1	350.00
48	4110-274-5751	Refrigerator	2	981.18
49	4110-287-5188	Refrigerator, Reach-in	1	460.55
50	4210-270-4385	Extinguisher, Water 5 gal	6	816.00
51	4210-270-4386	Extinguisher, Fire Soda Acid 2½ gal	6	100.98
52	4210-270-4405	Extinguisher, Fire Carbon Dioxide 15 lb	11	266.75
53	4210-270-4512	Extinguisher, CO2 5 lb	5	57.50
54	4210-270-9643	Extinguisher, Fire Foam 2½ lb	5	61.75
55	4210-288-9032	Extinguisher, Fire CO2 50 lb 2 Wheel Cart	9	1,215.00
56	4210-491-0454	Extension, Assy	6	109.50
57	4240-330-5457	Mask, Oxygen	2	216.24
58	4310-368-5214	Compressor Recip	1	86.75
59	4320-516-4068	Pump, Hyd. Hand Driven	1	59.00
60	4910-204-2547	Gauge, Fire	1	11.00
61	4910-294-6484	Jack, Dolly 10 Ton	1	127.05
62	4910-517-0815	Tow Bar, NF Bumper Type	1	50.00

CAPE MARIKVIK - DST #1, 923 ACM Sq.

Item No.	FSN	Description	Quantity	Total Cost
63	4910-561-5764	Jack, Hyd 2 Ton	1	\$ 16.00
64	4920-351-3488	Kit, Tube	1	60.00
65	4920-512-9188	Light, Timing	1	12.00
66	4930-200-1802	Pumping Unit	2	64.00
67	4930-395-2764	Pumping Unit	1	33.00
68	4930-490-0999	Pump, Refueling Type A-6	1	247.00
69	4930-693-2709	Receptacle, Oil Drain	1	45.50
70	4940-355-2369	Spray Gun	1	21.60
71	5120-188-1182	Visc	1	15.00
72	5130-038-1353	Grinder, Floor Elect.	1	172.00
73	5130-268-7746	Drill Etn	1	152.00
74	5130-293-1847	Drill, Elect $\frac{1}{2}$ "	4	80.00
75	5130-293-1849	Drill, Elect	1	25.00
76	5130-293-2342	Cleaner, Pipe	1	386.00
77	5130-340-0131	Saw, Port 8"	1	82.89
78	5130-596-1111	Sander, Disc. 7"	1	54.50
79	5180-547-0737	Kit, Re-sealing	1	62.00
80	5180-596-1486	Kit, Tool	1	15.00
81	5440-223-6026	Ladder, Ext. WD Type 30'	1	30.46
82	5440-269-5076	Ladder, Step Alum.	2	30.92

CAPT. HANDEDVIK - DET #1, 923 ACW Sq.

Item No.	FBN	Description	Quantity	Total Cost
83	6115-329-3596	Generator, C-21A Gas	1	\$3,833.00
84	6130-NL-1603	Charger, Batt.	1	48.00
85	6230-266-8646	Light, Ext. 100'	1	29.50
86	6665-557-3150	Radio Set	1	252.00
87	6670-526-4921	Scale, Comm. Baker	1	78.00
88	6670-526-6231	Scale, Plant	1	79.90
89	6680-526-6783	Meter, Vol	1	45.00
90	6680-561-5724	Voltmeter, Alinar	1	161.00
91	6740-090-1190	Splicer, Post	1	251.00
92	6740-525-6471	Lamp Assy	1	15.00
93	6740-526-1789	Dryer, Photo	1	60.42
94	6740-527-2054	Printer, Proj Photo-	1	476.00
95	7105-269-5065	Table, Dining 50" x 60"	1	36.00
96	7105-275-6228	Table, Dining (Wood Plad top Inquired)	7	186.69
97	7105-282-5124	Bed Spring Open Style W/Felt Cotton Ticking (Hollywood)	25	950.00
98	7105-291-0393	Bookshelf, Standing	2	36.00
99	7105-539-6212	Book Case	1	44.00
100	7105-576-3457	Chair Metal	14	224.00
101	7110-132-6564	Stand	1	26.00
102	7110-132-8298	Chair Rot W/O Arms	2	36.56

CASE MARIETTA - DIST #1, 923 1/2 Sq.

Item No.	FBN	Description	Quantity	Total Cost
103	7110-1A1-5340	File	2	\$ 110.00
104	7110-262-6650	Book Case	8	196.80
105	7110-266-6873	Book Case	1	11.15
106	7110-287-6981	Table	2	71.50
107	7110-273-8782	Chair	1	15.00
108	7110-241-4469	Chair Drafting	3	45.00
109	7110-579-9782	File, Desirable	4	708.76
110	7110-663-6360	Cabinet, Filing	1	127.00
111	7125-284-4939	Cabinet, Steel Storage	12	444.00
112	7125-289-8534	Cabinets, Storage Steel	3	138.00
113	7125-335-3428	Rack, Storage Steel	4	665.28
114	7125-599-6381	Bin, Storage & Display	3	105.00
115	7125-599-6382	Bin, Storage	7	245.00
116	7195-285-5924	Brush, Work	4	223.80
117	7195-298-7325	Displayer	1	45.08
118	7290-663-7300	Ironing Board	2	25.90
119	7310-263-8691	Fryer, Deep Fat	1	128.16
120	7310-284-5377	Coffee, Single W/Water Jacket, 5 Gal	1	175.00
121	7310-272-7891	Toaster, Elec. Pop-up	1	72.26

CAPS HANDEVIK - DET #1, 923 ACW Sq.

Item No.	FBN	Description	Quantity	Total Cost
122	T110-281-4469	Chair	2	\$ 38.00
123	T110-579-9786	Cabinet	1	46.00
124	T125-264-4909	Bin	1	125.00
125	T330-205-1407	Jug Thermos	1	18.75
126	T310-286-5698	Range, Kitchen Elec.	1	441.00
127	T310-634-0129	Griddle, Scentinal	1	79.71
128	T320-222-4664	Mixing Mash. Food Elec.	1	350.00
129	T320-223-7877	Can. Rinse Spray	2	159.70
130	T320-269-9226	Table, Cooks	1	115.00
131	T320-269-9227	Table, Cooks	1	90.00
132	T330-184-0082	Cutter, French Fry	1	19.50
133	T330-234-8830	Pot, Cooking W/Cover	2	28.54
134	T330-241-8168	Bowl, Food Mixing	1	11.69
135	T330-263-8504	Fan Baking	2	24.28
136	T330-567-9515	Strainer, Pot Metal	1	15.50
137	T420-281-7003	Mach., Calculating	2	1,316.18
138	T420-281-7063	Typewriter	1	128.45
139	T430-634-5062	Typewriter, Port-Non	2	256.90
140	T430-634-5064	Typewriter, Nonport	1	122.00

CAPE MARKOVIC - DET #1, 923 ACW B4.

Item No.	FBN	Description	Quantity	Total Cost
141	7490-164-0941	Stencil, Cutting Mach.	1	168.00
142	7730-246-2705	Radio-Phono Comb	1	284.95
143	7810-242-4428	Table, Tennis	2	75.92
144	7810-286-9885	Table, Fishing Salt	3	40.89
145	7830-205-1458	Table, Pool	1	427.70
146	7830-242-4450	Bar, Stall Gym	1	50.00
147	7830-244-7812	Bar, Bell Gym 200 lb	1	43.56
148	7830-246-2335	Mat-Gym Tumbling	1	123.93
149	7830-713-0650	Rowing Mach.	1	110.66
150	7910-223-7681	Cleaner, Vacuum Port.	2	394.00
151	7910-250-8039	Cleaner, Vacuum Port.	1	197.00
152	7910-526-3799	Polisher Floor	2	168.96
153	8415-526-9045	Hood, Fireman	12	582.00
154	8415-641-6008	Coat, Fireman	3	66.90
155	8415-290-0553	Trousers, Fireman	2	36.50
156	8415-290-0556	Trousers, Fireman	1	18.25
157	9140-286-5283	Fuel Oil, Diesel, Grade DPA	2,600 bbl	9,100.00
158	9150-AL	Miscellaneous Residential-Petroleum Products, FSC 91	Storage Residual	350.00 (2)

CAPE MARETTIE - DIST #1, 923 ACM Bq.

	Description	Quantity
9092	Carrier, Cargo, Reg No. 45C408	1
8517	Truck, Cargo, 3/4ton, Reg No. 5387556	1
8227	Trailer, Amphibious, Reg No. 53822145	1
3022	Truck, Forklift, 3500 lbs, Reg No. 5381105	1
8222	Consisting of: Spare parts for end items listed above	1
	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.	
Allied equipment	Consisting of: Condemned and obsolete electrical equipment associated spares and test equipment.	
	GRAND TOTAL	
	* Not included in Grand Total.	

Cape Makkovik, Labrador

Cape Makkovik, Labrador

Site #: N-28A

AC&W #: Detachment 1, 923rd
Squadron, Hopedale,
Labrador

Callsign: Memorial

Construction Dates: Start: 1955
End: 1957

Operational Date: February, 1957

Location: 55 13 30 N Latitude 59 08 45 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](#)

[Hopedale](#)

[Return to Top of Page](#)

Updated: December 23, 2003

Cape Makkovik AS, NL, CN Personnel Roster

[Click here to change your email address](#)

Add To Roster

[Return to Search Page](#)

Last Name	First Name	MI	Rank	Tour at site	AFSC	Email
Bellows	[Don] ald	W	A3C	12/58- 3/59	27350A Rdr Opr.	dbell3663@yahoo.com
Blalock	Grover	P	A1C	1-8/57	27350 Rdr Opr.	blalockg@msn.com
Houston	David	A	A2C	9/59-9/60	27350 Rdr Opr.	dhouston38@comcast.net
Rachal	Ezra	C	SSG	6-9/61	64173 Shut Site.	ecrachal@yahoo.com

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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

CONFIDENTIAL

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

November 18, 1955

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

My Dear Premier:

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

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

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

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

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

Sincerely yours,

Original signed by Ralph Campney

Minister

USAF Gap Fillers - Labrador/Newfoundland

National Archives of Canada

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

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.

Cape Makkovik, 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 923rd AC&W Squadron was located at Hopedale, Labrador. This squadron had a Gap Filler Detachment within its overall area of responsibility. This unit was:

Detachment 1 – Cape Makkovik, Labrador – N-28A

The following detail pertaining to this Gap Filler site has been extracted from the 923rd AC&W Squadron Historical Reports – and provides some detail of interest to the reader.

August 1956

Tech Supply – General:

One NCO was sent to Makkovik in August to receipt for and safeguard supplies for Detachment 1.

One Airman, 64151, arrived for assignment at Makkovik. He was detained and employed in the Supply Section at Hopedale pending completion of the facilities in Makkovik.

January 1959

On 14 January, Detachment One's FPS-14 was off the air three hours and 21 minutes before the set was returned to normal. This condition was traceable to the lack of an FPS-14 Minor Stage on order through Supply at Goose AB since March 1958. FPS-14 operation was continued with Xtal Mixer discontinued, leaving only one channel operating at peak performance. The 1958 order for the needed part was cancelled and reordered under a 1959 control number.

1 January 1960 to 31 March 1960

Operationally, the detachment functioned at peak level during the first quarter of 1960 as the number of tracks plotted totaled 1,566.

NOTE:

We are aware that the Detachment #1 Gap Filler Site at Cape Makkovik was only operational between 1957 and 1961. It is unfortunate that we do not have very many quarterly Historical Records for Hopedale 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 Hopedale Historical Records.

The only recurring detail which was found in all appropriate Historical Records for Hopedale was found in Section 4, as follows:

Subordinate Units

Detachment #1, 923 AC&W Squadron, Cape Makkovik, APO 677, New York, New York.

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 you Government to reduce the operations of certain radar stations in the Newfoundland-Labrador area established under the terms of the Exchange of Notes between our two Governments of June 13, 1955. In particular you proposed that operations at the Baffin Island and Resolution Island aircraft control and warning sites be reduced to communications only and that the Redcliff aircraft control and warning site and the following gap filler radars be inactivated: Elliston Ridge, Fox Harbour, La Scie, Cut Throat Island, Spotted Isle, and Cape Makkovik. Your Note went on to seek the concurrence of the Canadian Government to these proposed steps.

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

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

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

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

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

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.**

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 re-distribution of materials since the RCAF assumed responsibility for these sites. Due to the non-availability of caretaker at Cut Throat Island, it is considered advisable to remove items which would be attractive to rovers in the area, ie, sealers, trappers and fishermen. This material has been kept in custody on this unit. Assurance is given that all items shown on the material listings, subject to confirmation as outlines in para 6, is available for disposition as determined by your HQ.

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

cc: CHQ

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

Appendix G

Historical Photographic Log



Photo 1: View, looking east, towards the steam shovel used during road construction on the hill near the site circa 1955. Note the POL drums scattered along the roadway.



Photo 2: View, looking northeast, during the refueling of a helicopter from Goose Bay - May 1957.



Photo 3: View, looking west, toward the Site dump - April 1957



Photo 4: View, looking towards the diesels which supplied the power to the Site - December 1959.



Photo 5: View, looking east, towards the fuel drums/barrels being stacked during resupply at the lower Site - August 1959.



Photo 6: View, looking northwest, towards the upper Site - July 1959.

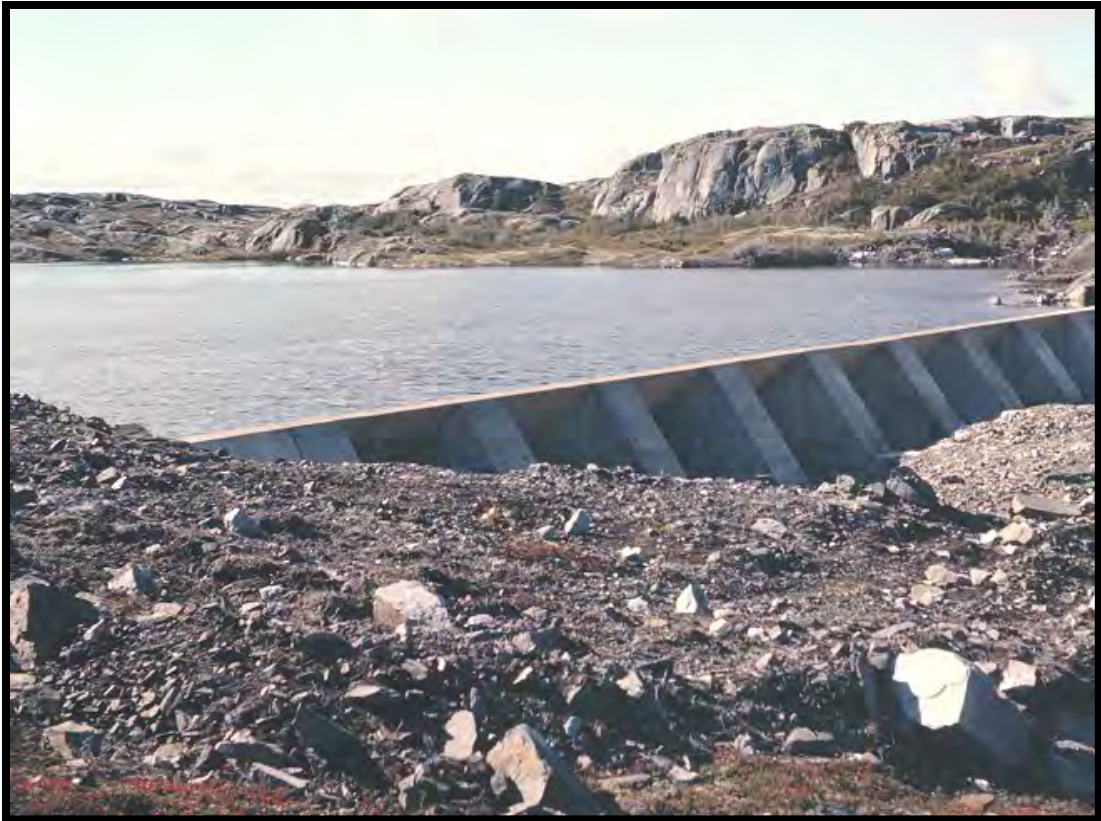


Photo 7: View looking north, towards the pumphouse Site dam for the water supply - July 1959.



Photo 8: View, looking east, along the access road to the site. Note the barrels lining the roadway and the antennas to the left and in front of the radome - July 1959.



Photo 9: View, looking east, towards the Site on the hill as seen from the access road. Note the structures on the far side of the pond - April 1960.

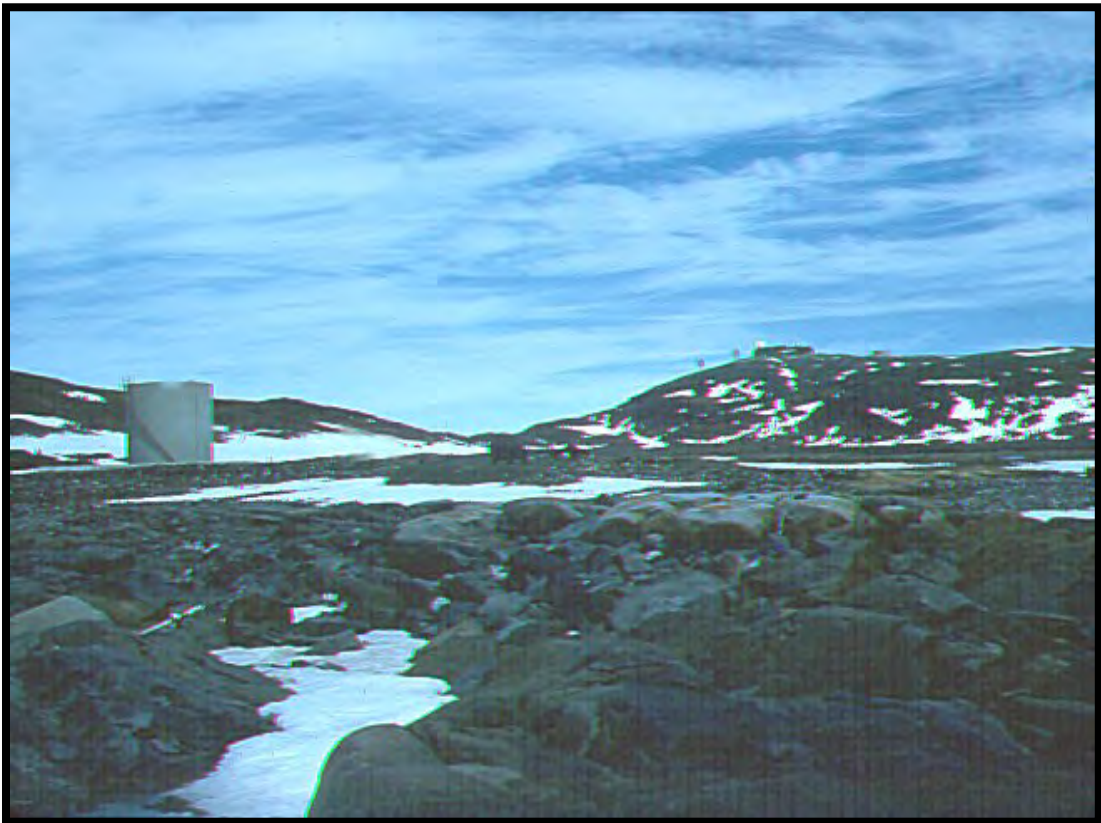


Photo 10: View, looking east, towards the 3,053,000 L AST (lower tank farm) on the left. Note the communications antenna and radome visible on the hill - April 1960.



Photo 11: View, looking northwest, towards the Site from the helicopter pad - February 1960. Note the large amount of POL drums located adjacent to the disaster shack in the background of the photograph.



Photo 12: View, looking northwest, toward the Site. Note the radar tower has been removed - July 1968.



Photo 13: View, looking north, toward the abandon main building with a helicopter parked in front - July 1968.

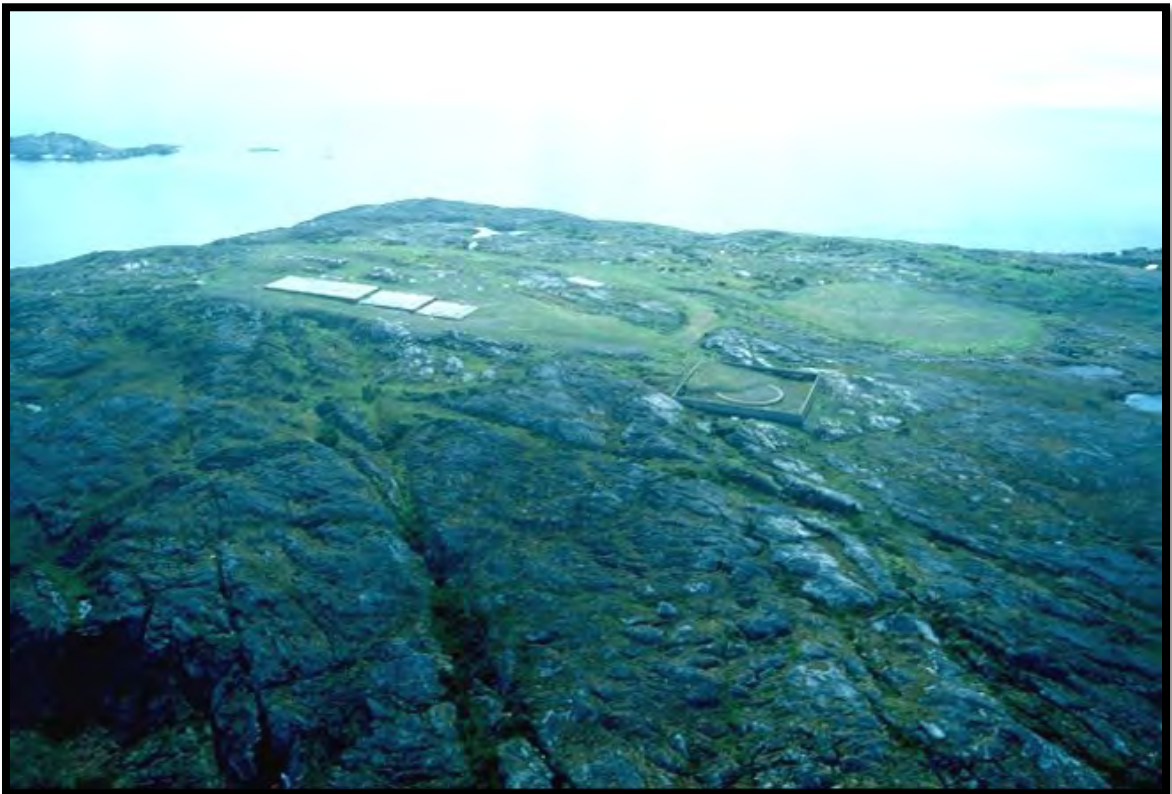


Photo 14: View, looking east, towards the upper Site foundation remains of the main building, disaster shack, and the AST - July 2002.



Photo 15: View, looking southwest, towards the concrete remains of the upper Site at Cape Makkovik - July 2002.



Photo 16: View, looking southwest, towards the concrete remains of the upper Site AST - July 2002. Note the concrete foundation of the disaster shack in the bottom of the photograph.