



Phase I Environmental Site Assessment

Former US Military Mid Canada Line Radar Site 212 Border Beacon, NL

Department of Environment and Conservation

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EXECUTIVE SUMMARY

GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)) were retained by the Government of Newfoundland & Labrador, Department of Environment and Conservation (ENVC) to complete a Phase I Environmental Site Assessment (ESA) of the former United States (US) Military Mid Canada Line (MCL) Radar Site 212 known as Border Beacon (Site or Property) located approximately 190 kilometers west of the Town of Hopedale, Newfoundland and Labrador (NL). The Border Beacon facility operated as a Doppler Detection station. Each Doppler location consisted of an upper Site containing radar equipment and ancillary support services and a lower Site, several kilometers away, situated on the shores of a lake. The lower Site is essentially a fuel storage facility from which fuel was hauled in winter to the upper Site. The Sites were remote and accessible only by helicopter at the upper Site and by fixed wing or helicopter at the lower Site. 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 MCL.

The MCL was a series of radar stations located along the 55th parallel between Alaska and Newfoundland built to supplement the less-advanced Pinetree Line, which was located further south. 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 Pinetree Line had only just begun when there were concerns about its capabilities and the fact it would be possible for Soviet bombers to evade detection by flying lower. They would eventually be seen as they approached the stations, but possibly so late that there would be no possibility of intercepting them. The MCL Doppler detection radar system was built to avoid this problem by using a transmitter and receiver, separated by approximately 90 kilometres. Any aircraft flying between the antennas would be detected when it entered the beam, causing the received signal to change, thus allowing the identification and interception of enemy aircraft. Around 1953, the MCL had been approved; however, unlike the jointly-operated Pinetree line and future Distant Early Warning Line (DEW Line), the MCL would be funded and operated entirely by the Royal Canadian Air Force (RCAF).

Construction of the MCL began in 1956, and was declared fully operational on January 1, 1958. Little information is known regarding the infrastructure at Border Beacon during its operation from 1958 to 1965. Based on information from a 1980 Site inspection, the Border Beacon facility on the top of the hill (i.e. upper Site) was found to be completely destroyed by a forest fire and details of the Site buildings, antenna towers and other infrastructure was limited. It is assumed the construction of the Border Beacon Doppler

station would be similar to the other MCL stations constructed in Labrador during the same time period (i.e. Site 203, 206 and 209). As a result, it is assumed the upper Site formerly contained a one story operations building housing the radio equipment, a heating and power plant, sleeping area, and a kitchen. The station would also have been equipped with four Communication Antennae towers linked by a cable trough and wood trestle, an emergency shelter, nine aboveground storage tanks (ASTs), and a helicopter pad. It is noted that the 1987 Site restoration tender document indicated the above-mentioned equipment (i.e. buildings and towers) were on-Site and were to be razed and buried on-Site as part of the decommissioning program.

In addition to the Border Beacon station facilities on top of the hill, a lower Site was located approximately 3 kilometres southeast, situated on the shores of Ashuapun Lake. The lower Site was essentially a fuel storage facility from which fuel was hauled in winter to the upper Site. The details of the MCL infrastructure at the lower Site between 1958 and 1965, are also unknown as the earliest documentation regarding infrastructure on-Site was not until 1980. It is assumed the Border Beacon lower Site contained a gravel airstrip, an accommodations building, a fuel pump house, ASTs and a drum storage area.

It was not long before the RCAF started to have reservations about the costs of maintaining the Line. The extra time offered by the MCL was not considered worth the trouble of keeping the line operational. Even before the line became operational, a new and more capable line was already under study that would combine the plotting capability of the Pinetree system with the line-breaking capabilities of the MCL, and located much further north to dramatically improve the detection and response times, known as DEW Line, which became operational in 1957. The entire MCL including the Border Beacon station was shut down in April 1965. The former buildings and equipment at the upper Site remained abandoned until the Provincial government tendered a contract to dismantle and decommission the remaining structures at the upper Site in 1987.

Unlike the other three MCL Doppler sites constructed in Labrador (i.e. Site 203, 206 and 209), Transport Canada took over the lower Site of Border Beacon from the US in 1965 and transformed it into a weather station. Transport Canada operated the weather station until it closed in the 1970s. A Site inspection of the Border Beacon station in 1980 indicated the lower Site contained a 1,220 metre gravel landing strip with four buildings, towers and ASTs. The buildings were located along the northwest side of the airstrip (see Figure 2) and included a fuel shed (Building #1), a maintenance/garage (Building #2), a living quarters complete with kitchen/weather station (Building #3) and unknown building (Building #4) possibly used for emergency shelter. The 1980 Site visit indicated

the buildings were in good condition. Building #1 contained two 4,500 litre ASTs at the rear and there were hundreds of 45 gallon drums along the perimeter of the building. To the east of Building #2, there were ten 4,500 litre ASTs, followed by a 113,516 litre AST and a former antenna tower. Building #3 contained a 4,546 litre AST and was equipped with a food cellar building and aboveground septic building at the rear. Located between Building #3 and Building #4 there were three antenna towers. Building #4 contained a 4,546 litre AST and two sheds (for storage/equipment) as well as one antenna tower. In addition to the airstrip, buildings and antenna towers, the lower Site also contained a landfill located along the edge of a pond to the west/southwest of the airstrip (see Figure 2).

Unlike the other three MCL Doppler sites in Labrador, dismantling and razing of the buildings at the lower Site was not included in the 1987 Site restoration program. Based on a Permit to Occupy dated August 22, 1986, a portion of the lower Site area along the northwest side of the airstrip was granted to an outfitter (C.W. House of Goose Bay, Labrador). On November 6, 1986, a bill of sale was issued to C.W. House to purchase the four Site buildings. Based on a document review, the 1987 Site restoration program only included the clean-up of the hundreds of drums located at the lower Site. This was completed by removing the ends of the drums and burying them in a depression to the south of the airstrip.

In 1992, the Innu constructed a healing camp to the northeast of the airstrip (see Figure 5). Based on aerial photography, additional structures, assumed to be camps/remnants of other Innu buildings have also been constructed along Ashuapun Lake to the south/southeast of the airstrip (see Figures 2, 4, and 6).

In 1994, DND started operating a fuel cache site along the southern portion of the airstrip (see Figure 2). It included a self dyked AST and drum storage area. The fuel cache operated until 1999, at which time the drums and AST were removed and the license to operate was cancelled. This area was assessed by DND, reviewed by the ENVC, and approved for unconditional closure in 2012.

In 1996, an inspection by the Department of Environment and Conservation, confirmed the airstrip, four Site buildings, and landfill area were present at the lower Site. In addition to the landfill area, a fuel cache area was noted to the south of the airstrip, followed by a large drum disposal dump (known as waste disposal site #1). An inspection of the landfill (waste disposal site #2) also revealed refuse/debris noted in open trenches to the east of the landfill area (known as waste disposal site #3). This information was confirmed during a Phase I ESA Site visit completed in 1998.

In 1998, the province transferred 5 parcels of land to Environment Canada (referenced as Transfer #79044). This transfer included the former airstrip and a parcel of land approximately 90 metres by 180 metres to the north of the airstrip (see Figure 2).

Based on 2010 aerial photography, the Site currently contains Building #1 and Building #2, the ten 4,500 litre ASTs, one large 113,516 litre AST, miscellaneous sheds, gravel roads, the gravel airstrip, the Innu healing centre and other buildings along Ashuapun Lake, as well as the waste disposal areas (i.e. former landfill and drum disposal area). Building #3 and Building #4 were razed between 1998 and 2010. It is assumed the land containing Building #1 and Building #2 (see Figures 2 and 3) is no longer operated by the outfitter and has been returned to the Province.

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 Doppler detection 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 landing strip that contained drum storage. 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 (in the area of the former ASTs) as well as the lower Site (in the area of the current/former ASTs to the northwest of the airstrip, POLs in the area of Building #1, along the former product pipeline to Building #2, ASTs associated with Building #3 and Building #4, as well as in the former landfill and drum disposal areas). It is noted that the potential for impacts as a result of former drums and/or ASTs along the airstrip have been excluded as this parcel of land was transferred to Environment Canada in 1998. Similarly, impacts associated with tanks and/or drums in the areas occupied by the Innu are not included. Inspections completed in 1996 and 1998 revealed the presence of staining in the soil in the vicinity of Building #1, the landfill, and the drum disposal area (i.e. waste disposal site #1).

- **Solid Waste/Recyclables:** During the operation of the facility from 1958 to the 1980s, solid waste was historically disposed in an unlined landfill, located southeast of the airstrip on the lower Site. In addition, debris and general refuse was also noted in open trenches to the east of the landfill (known as waste disposal site #3). The Site decommissioning program completed under the approval of ENV C in 1987, only involved the upper Site 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. Although not documented, it can be assumed this was the case during the Site decommissioning at the Border Beacon station. The location of the burial site at the upper Site was not identified in the documents review. Based on historical activities at the Site, the landfill(s) 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. 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. It is noted that portions of the former landfill at the lower Site, most notably the trench area, have debris/drums that are exposed.
- **Heavy Metals:** Possible sources of heavy metals may be associated with past operations. The existing and/or former on-Site buildings were constructed in the 1950/60s; 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 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 Border Beacon station was in operation from 1958 to 1965.

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION.....	1
2.0 BACKGROUND.....	2
3.0 HISTORICAL RECORDS.....	5
3.1 REGULATORY CORRESPONDENCE	5
3.2 PROPERTY TITLE SEARCH.....	7
3.3 AERIAL PHOTOGRAPHS.....	8
3.4 PREVIOUS ENVIRONMENTAL REPORTS.....	8
3.5 INTERVIEWS.....	9
4.0 ENVIRONMENTAL PROPERTY ASSESSMENT	9
4.1 PROPERTY OVERVIEW	9
4.2 ENVIRONMENTAL SETTING/ADJACENT LAND USE.....	11
4.3 UNDERGROUND STORAGE TANKS (USTs)	12
4.4 ABOVEGROUND STORAGE TANKS (ASTs).....	12
4.5 UTILITY SERVICES.....	14
4.6 CHEMICAL USE AND STORAGE.....	14
4.7 SOLID WASTE/RECYCLABLES.....	14
4.8 HAZARDOUS WASTE	15
4.9 WASTEWATER	15
4.10 STORMWATER	15
4.11 ASBESTOS-CONTAINING MATERIALS (ACM)	15
4.12 POLYCHLORINATED BIPHENYLS (PCBs).....	16
4.13 HEAVY METALS.....	16
4.14 OZONE-DEPLETING SUBSTANCES (ODS)	16
4.15 AIR EMISSIONS	16
4.16 IONIZING RADIATION.....	16
4.17 CHEMICAL SPILLS/RELEASES.....	17
4.18 OTHER ISSUES OF POTENTIAL ENVIRONMENTAL CONCERN.....	17
5.0 CONCLUSIONS.....	17

LIST OF FIGURES
(Following Text)

FIGURE 1	SITE LOCATION MAP
FIGURE 2	SITE OVERVIEW
FIGURE 3	SITE PLAN – LOWER SITE
FIGURE 4	SITE PLAN – LOWER SITE
FIGURE 5	SITE PLAN – LOWER SITE (INNU CAMP)
FIGURE 6	SITE PLAN – LOWER SITE
FIGURE 7	SITE PLAN – UPPER SITE

LIST OF APPENDICES

APPENDIX A	QUALIFICATIONS OF SITE ASSESSORS
APPENDIX B	REGULATORY CORRESPONDENCE
APPENDIX C	PROPERTY TITLE SEARCH INFORMATION
APPENDIX D	AERIAL PHOTOGRAPHS

1.0 INTRODUCTION

GHD Limited (GHD, formally Conestoga-Rovers & Associates (CRA)) were retained by the Government of Newfoundland & Labrador, Department of Environment and Conservation (ENVC) to complete a Phase I Environmental Site Assessment (ESA) of the former United States (US) Military Mid Canada Line (MCL) Radar Site 212 known as Border Beacon (Site or Property) located approximately 190 kilometers west of the Town of Hopedale, Newfoundland and Labrador (NL). The Border Beacon facility operated as a Doppler Detection station. Each Doppler location consisted of an upper Site containing radar equipment and ancillary support services and a lower Site, several kilometers away, situated on the shores of a lake. The lower Site is essentially a fuel storage facility from which fuel was hauled in winter to the upper Site. The Sites were remote and accessible only by helicopter at the upper Site and by fixed wing or helicopter at the lower Site. 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 MCL.

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, Site Plans of the Lower Site are included as Figures 3, 4 and 6, a Site Plan of the Innu Camp at the Lower Site is shown as Figure 5, and a Site Plan of the Upper Site is included as Figure 7; respectively.

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 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

The MCL was a series of radar stations located along the 55th parallel between Alaska and Newfoundland built to supplement the less-advanced Pinetree Line, which was located further south. 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 Pinetree Line had only just begun when there were concerns about its capabilities and the fact it would be possible for Soviet bombers to evade detection by flying lower. They would eventually be seen as they approached the stations, but possibly so late that there would be no possibility of intercepting them. The MCL Doppler detection radar system was built to avoid this problem by using a transmitter and receiver, separated by approximately 90 kilometres. Any aircraft flying between the antennas would be detected when it entered the beam, causing the received signal to change, thus allowing the identification and interception of enemy aircraft. Around 1953, the MCL had been approved; however, unlike the jointly-operated Pinetree line and future Distant Early Warning Line (DEW Line), the MCL would be funded and operated entirely by the Royal Canadian Air Force (RCAF).

Construction of the MCL began in 1956, and was declared fully operational on January 1, 1958. Little information is known regarding the infrastructures at Border Beacon during its operation from 1958 to 1965. Based on information from a 1980 Site inspection, the Border Beacon facility on the top of the hill (i.e. upper Site) was found to be completely destroyed by a forest fire and details of the Site buildings, antenna towers and other infrastructure was limited. It is assumed the construction of the Border Beacon Doppler station would be similar to the other MCL stations constructed in Labrador during the same time period (i.e. Site 203, 206 and 209). As a result, it is assumed the upper Site formerly contained a one story operations building housing the radio equipment, a heating and power plant, sleeping area, and a kitchen. The station would also have been equipped with four Communication Antennae towers linked by a cable trough and wood trestle, an emergency shelter, nine aboveground storage tanks (ASTs), and a helicopter pad. It is noted that the 1987 Site restoration tender document indicated the above-mentioned equipment (i.e. buildings and towers) were on-Site and were to be razed and buried on-Site as part of the decommissioning program.

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It was not long before the RCAF started to have reservations about the costs of maintaining the Line. The extra time offered by the MCL was not considered worth the trouble of keeping the line operational. Even before the line became operational, a new and more capable line was already under study that would combine the plotting capability of the Pinetree system with the line-breaking capabilities of the MCL, and located much further north to dramatically improve the detection and response times, known as DEW Line, which became operational in 1957. The entire MCL including the Border Beacon station was shut down in April 1965. The former buildings and equipment at the upper Site remained abandoned until the Provincial government tendered a contract to dismantle and decommission the remaining structures at the upper Site in 1987.

Unlike the other three MCL Doppler sites constructed in Labrador (i.e. Site 203, 206 and 209), Transport Canada took over the lower Site at Border Beacon from the US in 1965 and transformed it into a weather station. Transport Canada operated the weather

station until it closed in the 1970s. A Site inspection of the Border Beacon station in 1980 indicated the lower Site contained a 1,220 metre gravel landing strip with four buildings, towers and ASTs. The buildings were located along the northwest side of the airstrip (see Figure 2) and included a fuel shed (Building #1), a maintenance/garage (Building #2), a living quarters complete with kitchen/weather station (Building #3) and an unknown building (Building #4) possibly used for emergency shelter. The 1980 Site visit indicated the buildings were in good condition. Building #1 contained two 4,500 litre ASTs at the rear and had hundreds of 45 gallon drums along the perimeter of the building. To the east of Building #2, there were ten 4,500 litre ASTs, followed by a 113,516 litre AST and a former antenna tower. Building #3 contained a 4,546 litre AST and was equipped with a cellar building and aboveground septic building at the rear. Located between Building #3 and Building #4 there were three antenna towers. Building #4 contained a 4,546 litre AST and two sheds (for storage/equipment) as well as one antenna tower. In addition to the airstrip, buildings and antenna towers, the lower Site also contained a landfill located along the edge of a pond to the west/southwest of the airstrip (see Figure 2).

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In 1994, DND started operating a fuel cache site along the south portion of the airstrip (see Figure 2). It included an AST and drum storage area. The fuel cache operated until 1999, at which time the drums and AST were removed and the license to operate was cancelled. This area was assessed by DND, reviewed by the ENVC and approved for unconditional closure in 2012.

In 1996, an inspection by the Department of Environment and Conservation, confirmed the airstrip, four Site buildings, and landfill area were present at the lower Site. In

addition to the landfill area, a fuel cache area was noted to the south of the airstrip, followed by a large drum disposal dump (known as waste disposal site #1). An inspection of the landfill (waste disposal site #2) also revealed refuse/debris noted in open trenches to the east of the landfill area (known as waste disposal site #3). This information was confirmed during a Phase I ESA Site visit completed in 1998.

In 1998, the province transferred 5 parcels of land to Environment Canada (referenced as Transfer #79044). This transfer included the former airstrip and a parcel of land approximately 90 metres by 180 metres to the north of the airstrip (see Figure 2).

Based on 2010 aerial photography, the Site currently contains Building #1 and Building #2, the ten 4,500 L ASTs, one large 113,516 litre AST, miscellaneous sheds, gravel roads, the gravel airstrip, the Innu healing centre and other buildings along Ashuapun Lake, as well as the waste disposal areas (i.e. former landfill and drum disposal area). Building #3 and Building #4 were razed between 1998 and 2010. It is assumed the land containing Building #1 and Building #2 (see Figure 2) is no longer operated by the outfitter and has been returned to the Province.

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 to the Property.

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.

- A 1965 Privy Council Order in Council 1965-1125 transferring back the four MCL properties to the Province, with the exception of Site 212 to be used by Transport Canada.
- Correspondences between the Government of Newfoundland & Labrador and the Government of Canada regarding the clean-up and funding of the abandoned radar sites, January 28, 1986.
- Permit to Occupy between Province and C.W. House dated Aug 22, 1986 and Bill of Sale for four Site buildings dated November 6, 1986.
- Pre-tender scope of work and logistics for the demolition and site restoration, October, 1986.
- Demolition and Site Restoration, Former Radar Sites Contract Package, March 28, 1987.
- Correspondence between the Government of Newfoundland & Labrador and the sub-contractor (Titan Holdings Ltd.) awarded the contract to decommission the Site, May 25, 1987.
- Site restoration status report, July 31, 1987.
- GAP Registration for the DND fuel cache Site AST, dated November 13, 1991.
- License for Occupancy of Crown Land (#79513) for DND to operated fuel cache at Border Beacon, dated May 4, 1994.
- Letter from ENVC to contractor (Gil Simms) granting approval to bury 76 drums at Border Beacon
- Report on "*Environmental Inspection Abandoned Military Sites in Labrador*", Environmental Management Division, Department of Environment and Labour, NL, dated October, 1996.
- Transfer of five parcels of land at Border Beacon to Environment Canada (Transfer #79044), dated February 17, 1998.
- ENVC Response to JWEL Phase I Info Request, dated August 1998.
- Jacques Whitford, Phase I ESA Figures and Photos, 1998.
- Response Letter from ENVC following DND request to burn off 6,000 litres of Jet B fuel at Border Beacon, dated Nov 5, 1998
- Jacques Whitford, Phase II ESA Figures and Photos, 2002.
- Site photos of Drum Disposal at Border Beacon, dated 2002.
- Province summary of Land Transfers at Border Beacon, dated June 18, 2003.
- DND letter to Province cancelling License #79513, dated 2005
- Dillon Consulting, Site Investigation Figures, 2010.
- Dillon Consulting, Figure from 2012 Record of Site Condition, showing fuel cache area, 2010.
- Crown Lands Division Map showing land ownership at Border Beacon, dated October 10, 2011.

- Correspondence from the Government of Newfoundland & Labrador to Chief Simeon Tshakapesh, July 8, 2013.
- A list of documents related to the Border Beacon File.

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 Environmental Mismanagement at EX-USAF Bases in Labrador*”) and Appendix B, of a memorandum regarding Environmental Contamination at Border Beacon Labrador provided some supplemental information regarding title of the Property, which is included below.

To Canada:	Minute of Council (M.C.) 20 - '57 (M. & R. 3 –'57)	1957 (1957)
To NL:	(M.A. & R. 3 (c) - '65 Privy Council (P.C.) 1965-1125	(1965)

Conveyed to Department of National Defence (DND) in connection with the 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 at all times had to be used for the purposes of and 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 Federal Reservation Book (FRB) Vol. 1, Folio 50.

In 1998, the Province transferred 5 parcels of land to Environment Canada (referenced as Transfer #79044). This transfer included the former airstrip and a parcel of land approximately 90 metres by 180 metres to the north of the airstrip. The results of the Property title search are included in Appendix C.

3.3 AERIAL PHOTOGRAPHS

The aerial photograph from 2010 was 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 2010 aerial photograph shows the lower Site is cleared and developed with structures (13 buildings, 10 small ASTs, and 1 large AST) present. Due to the scale of the aerial photograph, details pertaining to the operations/buildings at the upper Site were not visible.

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 section 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 Border Beacon), details of land transfers for the various sites, the potential for PCB impacts at these former radar locations, as well as provides a discussion on responsible parties for the impacts at the sites.

The Government of Newfoundland and Labrador (Environmental Management Division, Department of Environment and Labour) also completed a report in 1996 entitled: "*Environmental Inspection Abandoned Military Sites in Labrador*". The purpose of this report was to conduct a file review and preliminary site assessment at selected former US military sites. The inspection of these sites provided an update to the 1987 cleanup contracts and to respond to media and public concerns.

On behalf of Public Works and Government Services Canada, Jacques Whitford completed a Phase I ESA in 1998 entitled: "*Phase I Environmental Site Assessment, Border Beacon, Labrador*". The report was not provided; however, Site Figures and photographs of the Site were reviewed to determine areas of concern (i.e. ASTs, landfill, drum dump, etc.) at the time of the Site visit.

On behalf of the Department of National Defense, Jacques Whitford completed a Phase II Environmental Site Assessment in 2002 entitled: "*Site Investigation & Detailed Qualitative Risk Assessment, Border Beacon, Labrador*".

Dillon Consulting completed a Site Investigation Report in 2010 at the former DND fuel Cache site located to the south of the airstrip. Samples were collected in the fuel cache area and a Record of Site Condition, recommending unconditional closure, was submitted in 2010. ENVC closure of the former fuel cache Site was granted in 2012

3.5 INTERVIEWS

GHD was unable to contact anyone to interview regarding the former US Military Mid Canada Line Radar Site 212 known as Border Beacon.

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.

4.1 PROPERTY OVERVIEW

The Site is located approximately 190 kilometres west of the Town of Hopedale, NL. Little information is known regarding the infrastructure at Border Beacon during its operation from 1958 to 1965. Based on information from a 1980 Site inspection, the Border Beacon facility on the top of the hill (i.e. upper Site) was found to be completely destroyed by a forest fire and details of the Site buildings, antenna towers and other infrastructure was limited. It is assumed the construction of the Border Beacon Doppler station would be similar to the other MCL stations constructed in Labrador during the same time period (i.e. Site 203, 206 and 209). As a result, it is assumed the upper Site formerly contained a one story operations building housing the radio equipment, a heating and power plant, sleeping area, and a kitchen. The station would also have been

equipped with four towers linked by a cable trough and wood trestle, an emergency shelter, ASTs, and a helicopter pad.

In addition to the Border Beacon station facilities on top of the hill, a lower Site was located approximately 3 kilometres southeast, situated on the shores of Ashuapun Lake. The lower Site was essentially a fuel storage facility from which fuel was hauled in winter to the upper Site. The details of the MCL infrastructure at the lower Site between 1958 and 1965 are also unknown as the earliest documentation regarding infrastructure on-Site was not until 1980. It is assumed the Border Beacon lower Site contained a gravel airstrip, an accommodations building, a fuel pump house, ASTs and a drum storage area.

Transport Canada took over the lower Site from the US in 1965 and transformed it into a weather station. A Site inspection of the Border Beacon station in 1980 indicated the lower Site contained a 1,220 metre gravel landing strip with four buildings, towers and ASTs. The buildings were located along the northwest side of the airstrip and included a fuel shed (Building #1), a maintenance/garage (Building #2), a living quarters complete with kitchen/weather station (Building #3) and an unknown building (Building #4) possibly used for emergency shelter. Building #1 contained two 4,500 litre ASTs at the rear and had hundreds of 45 gallon drums along the perimeter of the building. To east of Building #2, there were ten 4,500 litre ASTs, followed by a 113,516 litre AST and a former antenna tower. Building #3 contained a 4,546 litre AST and was equipped with a cellar building and aboveground septic building at the rear. Located between Building #3 and Building #4 there were three antenna towers. Building #4 also contained a 4,546 litre AST and two sheds (for storage/equipment) as well as one antenna tower. In addition to the airstrip, buildings and antenna towers, the lower Site also contained a landfill located along the edge of a pond to the west/southwest of the airstrip.

In 1992, the Innu constructed a healing camp to the northeast of the airstrip. Based on aerial photography, additional structures, assumed to be camps/remnants of other Innu buildings have also been constructed along Ashuapun Lake to the south/south east of the airstrip. In 1994, DND started operating a fuel cache site along the south portion of the airstrip. The fuel cache operated until 1999, at which time the drums and AST were removed and the license to operate was cancelled.

Based on 2010 aerial photography, the lower Site currently contains Building #1 and Building #2, the ten 4,500 litre ASTs, one large 113,516 litre AST, miscellaneous sheds, gravel roads, the gravel airstrip, the Innu healing centre and other buildings along Ashuapun Lake, as well as the waste disposal areas (i.e. former landfill and drum disposal area). Building #3 and Building #4 were razed between 1998 and 2010.

A Site Location Map is included as Figure 1, a Site Overview is shown as Figure 2, Site Plans of the Lower Site are included as Figures 3, 4 and 6, a Site Plan of the Innu Camp at the Lower Site is shown as Figure 5, and a Site Plan of the Upper Site is included as Figure 7; respectively.

The total area of the Property is unknown as the information was not available. The Site is predominantly covered in vegetation/gravel/sand/exposed bedrock (approximately 99 percent), and the building structures (approximately less than 1 percent). Both surface and groundwater at the lower Site are anticipated to follow the surface contours in the area and flow north toward Ashuapun Lake, which is located adjacent to and north of the lower portion of the Site. The elevation at the upper Site is approximately 630 metres above sea level (masl), while the elevation at the lower is approximately 480 masl.

The Site is not currently serviced with water or sewer, historically domestic drinking water was imported to the Site and septic was discharged via an above ground pipeline to a septic tank at the rear of Building #3 (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 such as it is not located within municipal boundaries; however, would be considered commercial in nature. The upper portion of the Site is bordered to the north, east, south, and west by undeveloped land. The lower portion of the Site is bordered to the north by Ashuapun Lake, to the west by undeveloped land, and to the east and south by undeveloped land followed by Ashuapun Lake (see Figure 2).

A review of the “Mistastin Lake Newfoundland-Quebec”, issued by the Geology Survey of Canada, Department of Mines and Energy, Government of Newfoundland and Labrador (Map 1442A) indicates that the Site surficial geology consists of adamelite, granodiorite, granite, porphyrite, syenite, rhyolite and breche of the Helikien age.

A review of the “Geological Map of Labrador”, Geological Survey Division of the Mines Branch of the Department of Natural Resources, Government of Newfoundland and Labrador (Map 97-07) and the “Geology of the Naskaupi River Region, Central Labrador”, issued by the Geological Survey Division of the Mines Branch of the Department of Natural Resources, Government of Newfoundland and Labrador

(Map 93-16) indicates that the bedrock in the vicinity of the Site consists of the Lower Proterozoic and/or Archean age quartzfeldspathic gneiss and migmatite derived from granitoid plutonic rocks of several generations and possibly mixed Archean and Lower Proterozoic age. Undifferentiated granitoid gneiss that may also include metasedimentary material with grey to white tonalitic gneiss and pink to white granitic gneiss of the Grenville and Southern/Eastern Churchill Province.

4.3 UNDERGROUND STORAGE TANKS (USTs)

With the exception of septic tanks associated with the former station, past use of USTs was not revealed during the records review, historical searches, or regulatory responses.

4.4 ABOVEGROUND STORAGE TANKS (ASTs)

Evidence of ASTs was revealed during the records review, historical searches, photo searches, and regulatory responses.

The following ASTs were assumed to be previously located on the upper Site:

- Five steel 6,819 L ASTs (listed as 1,500 gallon), located at the Upper Site (exact locations unknown), which contained diesel fuel.
- Four steel 9,547 L ASTs (listed as 2,100 gallon), located at the Upper Site (exact locations unknown), which contained diesel fuel.
- Two steel 909 L ASTs (listed as 200 gallon), located at the Upper Site in the mechanical room of the former operations building.

Based on a review of documentation, the following ASTs are or were located on the lower Site:

- According to the report entitled: *“PCB Spills and General Environmental Mismanagement at EX-USAF Bases in Labrador”*, dated April 15, 1981, there were ten steel 9,092 litre ASTs (listed as 2,000 gallons), located between Building #2 and Building #3 at the lower Site. According to the Jacques Whitford, Phase I ESA Figures and Photos, dated 1998, there are ten 4,500 litre ASTs, located between the two Site buildings. GHD were unable to determine if in fact these were the same tanks or switched out over time.

- According to the report entitled: *“PCB Spills and General Environmental Mismanagement at EX-USAF Bases in Labrador”*, dated April 15, 1981, there was one steel 106,833 litre AST (listed as 23,500 gallons), located between the Building #2 and Building #3 at the lower Site. According to the Jacques Whitford, Phase I ESA Figures and Photos, dated 1998, there was one 113,516 litre AST (listed as 714 barrels), located between the two Site buildings. GHD were unable to determine if in fact this is the same tank or switched out over time.
- According to the report entitled: *“PCB Spills and General Environmental Mismanagement at EX-USAF Bases in Labrador”*, dated April 15, 1981, there were two steel 3,546 litre ASTs (listed as 780 gallons), located on the apron of the airstrip.
- According to the report entitled: *“Environmental Inspection Abandoned Military Sites in Labrador”* dated October 1996, there were two 2,818 litre ASTs (listed as 620 gallons) adjacent to Building #1. According to the Jacques Whitford, Phase I ESA Figures and Photos, dated 1998, there are two 4,500 litre ASTs at the rear of Building #1. GHD were unable to determine if in fact these were the same tanks or switched out over time.
- According to the report entitled: *“Environmental Inspection Abandoned Military Sites in Labrador”* dated October 1996, there was one 4,546 litre AST (listed as 1,000 gallons) adjacent to Building #3.
- According to the report entitled: *“Environmental Inspection Abandoned Military Sites in Labrador”* dated October 1996, there was one 4,546 litre AST (listed as 1,000 gallons) near the back of Building #4.
- According to the Jacques Whitford, Phase I ESA Figures and Photos, dated 1998, there was a dyked search and rescue AST (unknown volume) located southwest of the airstrip. This AST was removed in 1999 when DND cancelled the land license and decommissioned the former fuel cache.
- According to the Jacques Whitford, Phase I ESA Figures and Photos, 1998, there was an abandoned 3,540 litre AST located south of the airstrip.

In addition to the ASTs noted above, Site records also indicate the supply and use of Petroleum, Oils and Lubricants (POL) drums for the storage of fuel. Below are known locations in which drums were used/stored to supply fuel:

- Drums for refueling of planes/helicopters at the landing strip (lower Site) and former helicopter pad(upper Site)
- Near Building #1 at lower Site
- Near Building #2 at lower Site

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

4.5 UTILITY SERVICES

The Site is no longer serviced with water or sewer; nor is any of the surrounding properties. The on-Site latrine at the upper Site was equipped with a septic tank (unknown location). Building #3 at the lower Site formally contain a septic system housed in an aboveground building at the rear of the former Site building. Historically electricity was supplied by on-Site diesel generators.

4.6 CHEMICAL USE AND STORAGE

Past use of chemicals and storage may have existed with past operations; however, were not revealed from the records review, historical searches, or regulatory responses. Based on the historical activities at the Site, 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 1958 to the 1980s, solid waste was historically disposed in an unlined landfill, located southeast of the airstrip on the lower Site. In addition, debris and general refuse was also noted in open trenches to the east of the landfill (known as waste disposal site #3). The Site decommissioning program completed under the approval of ENVV in 1987, only involved the upper Site 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. Although not documented, it can be assumed this was the case during the Site decommissioning at the Border Beacon station. The location of the burial site at the upper Site was not identified in the documents review. Based on historical activities at the Site, the landfill(s) 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. 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. It is noted that portions of the former landfill at the lower Site, most notably the trench area, have debris/drums that are exposed.

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, or regulatory responses.

4.9 WASTEWATER

Past disposal of wastewater existed during the operation of the Site from 1958 to 1980s. Washrooms with toilets and sinks were present in the former Site buildings that produced wastewater, which were discharged into the on-Site septic tank. Other wastewater disposal activities were not revealed from the records review, historical searches, or regulatory responses.

4.10 STORMWATER

Stormwater run-off from the lower Site is mainly directed north by overland flow toward Ashuapun Lake, which is located adjacent to and north of the lower portion of the Site. Sources of adverse impacts from stormwater run-off were not revealed from the records review, historical searches, or regulatory responses.

4.11 ASBESTOS-CONTAINING MATERIALS (ACM)

Past use/disposal of ACM may have existed with historic operations at the Site as well as building materials in the Site buildings remaining on the lower Site (i.e. Building #1 and Building #2). Possible ACM containing building materials may include floor tiles, roofing materials, piping insulation, and ceiling tiles. ACMs would also be expected to be in the boilers and piping associated with the former heating plant. As a result, potential ACM in the form of discarded building materials may be present in the former landfill.

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

4.12 POLYCHLORINATED BIPHENYLS (PCBs)

Past use 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 Border Beacon station was in operation from approximately 1958 to 1980's.

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

4.13 HEAVY METALS

Past use/disposal of heavy metals wastes may have existed with past operations. Possible sources of heavy metals (lead) may be associated with all-terrain vehicle (ATV) and helicopter repairs. In addition, the existing and/or former on-Site buildings were constructed in the 1950/60s; therefore, the potential exists that lead/mercury based paint on the interior and exterior surfaces may have potentially impacted the surface soils.

4.14 OZONE-DEPLETING SUBSTANCES (ODS)

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

4.15 AIR EMISSIONS

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

4.16 IONIZING RADIATION

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

4.17 CHEMICAL SPILLS/RELEASES

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

4.18 OTHER ISSUES OF POTENTIAL ENVIRONMENTAL CONCERN

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

5.0 CONCLUSIONS

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

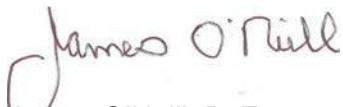
- **Historic Handlings, Use, and Storage of Petroleum Hydrocarbons:** As a self-sufficient Doppler detection station in a remote location, significant quantities of fuel was formerly stored at the Site in ASTs, as well as in thousands of Petroleum, Oils and Lubricants (POL) drums. The Site also formerly contained a landing strip that contained drum storage. 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 (in the area of the former ASTs) as well as the lower Site (in the area of the current/former ASTs to the northwest of the airstrip, POLs in the area of Building #1, along the former product pipeline to Building #2, ASTs associated with Building #3 and Building #4, as well as in the former landfill and drum disposal areas). It is noted that the potential for impacts as a result of former drums and/or ASTs along the airstrip have been excluded as this parcel of land was transferred to Environment Canada in 1998. Similarly, impacts associated with tanks and/or drums in the areas occupied by the Innu are not included. Inspections completed in 1996 and 1998 revealed the presence of staining in the soil in the vicinity of Building #1, the landfill, and the drum disposal area (i.e. waste disposal site #1).
- **Solid Waste/Recyclables:** During the operation of the facility from 1958 to the 1980s, solid waste was historically disposed in an unlined landfill, located southeast of the airstrip on the lower Site. In addition, debris and general refuse was also noted

in open trenches to the east of the landfill (known as waste disposal site #3). The Site decommissioning program completed under the approval of ENVC in 1987, only involved the upper Site 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. Although not documented, it can be assumed this was the case during the Site decommissioning at the Border Beacon station. The location of the burial site at the upper Site was not identified in the documents review. Based on historical activities at the Site, the landfill(s) 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. 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. It is noted that portions of the former landfill at the lower Site, most notably the trench area, have debris/drums that are exposed.

- **Heavy Metals:** Possible sources of heavy metals may be associated with past operations. The former on-Site buildings were constructed in the 1950/60s; 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 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 Border Beacon station was in operation from 1958 to 1965.

All of Which is Respectfully Submitted,

GHD Limited


James O'Neill, P. Eng.


Hubert Anderson

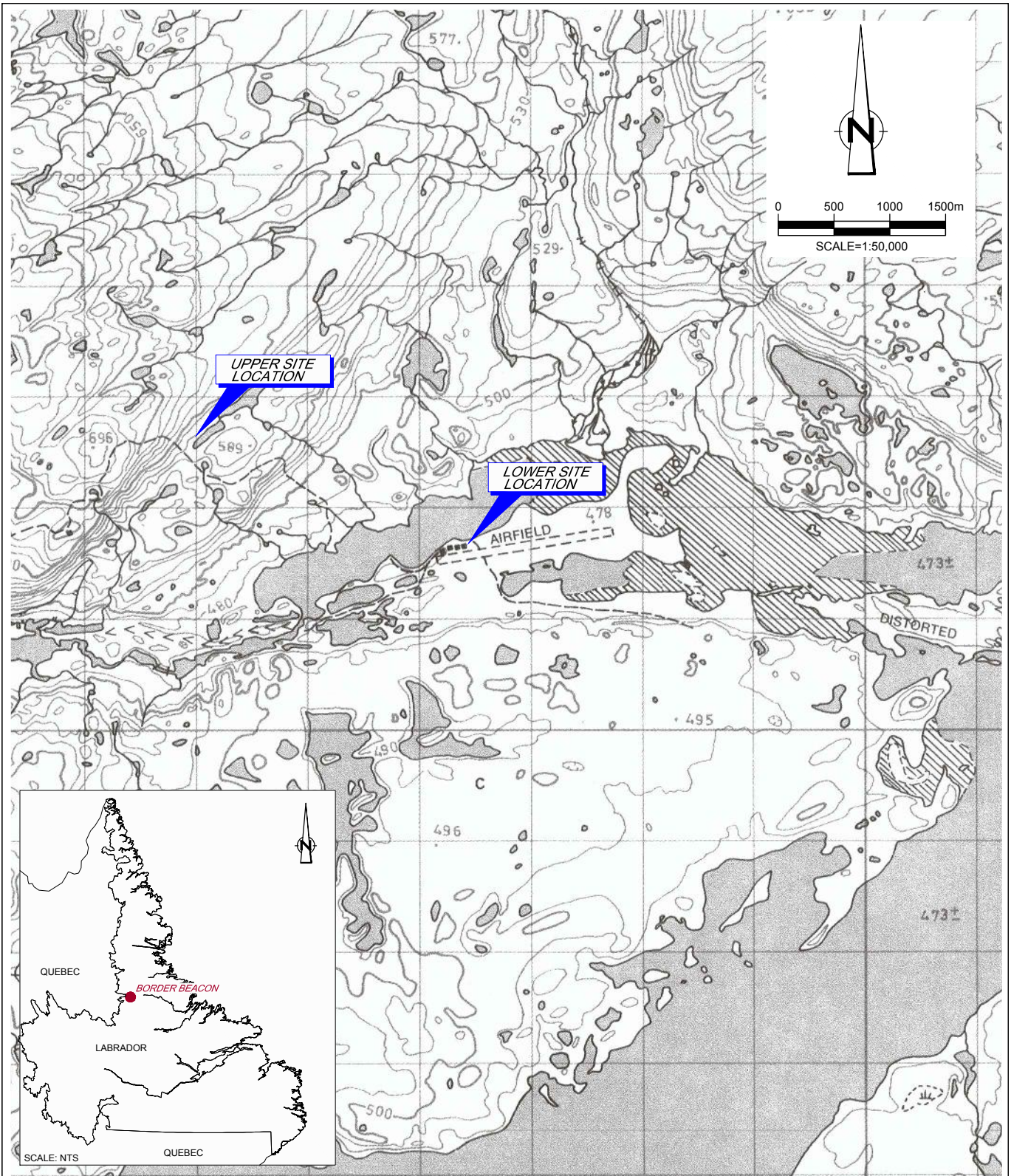
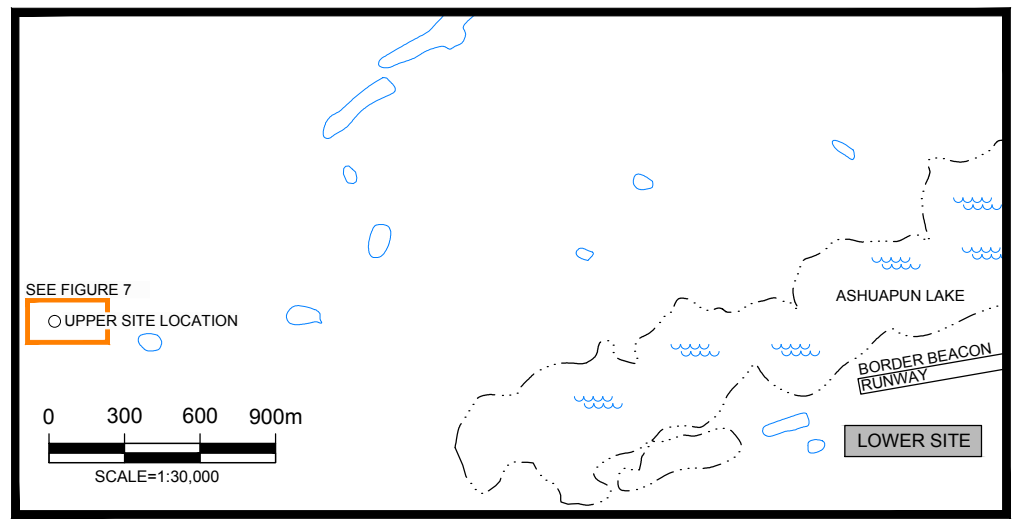


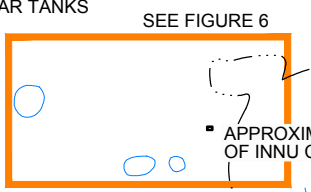
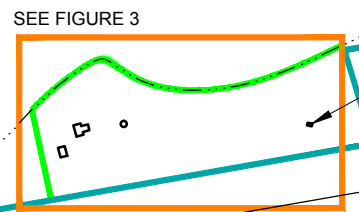
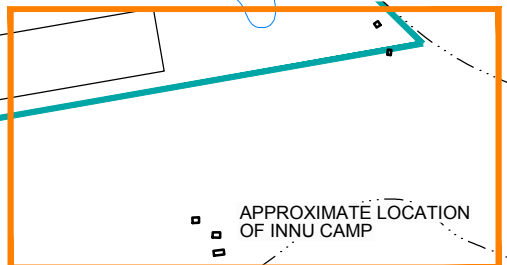
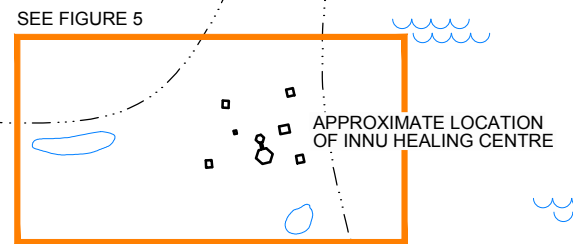
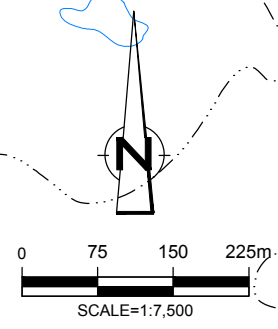
figure 1

SITE LOCATION MAP
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Site 212 - Border Beacon, Labrador, NL





INSET ABOVE SHOWS LOCATION OF UPPER SITE IN RELATION TO LOWER SITE



APPROXIMATE LOCATION SOLID WASTE DISPOSAL AREA SITE #2

APPROXIMATE LOCATION SOLID WASTE DISPOSAL AREA SITE #3 (TRENCHES)

DRUM/WASTE DISPOSAL AREA SITE #1

FORMER SAR DRUM STORAGE AREA

FORMER 3,546L SAR TANKS

APPROXIMATE LOCATION ABANDONED 3,540L TANK

GRAVEL AIR STRIP

FORMER AES COMPOUND

ASHUAPUN LAKE

ASHUAPUN LAKE

BORDER BEACON RUNWAY

LOWER SITE

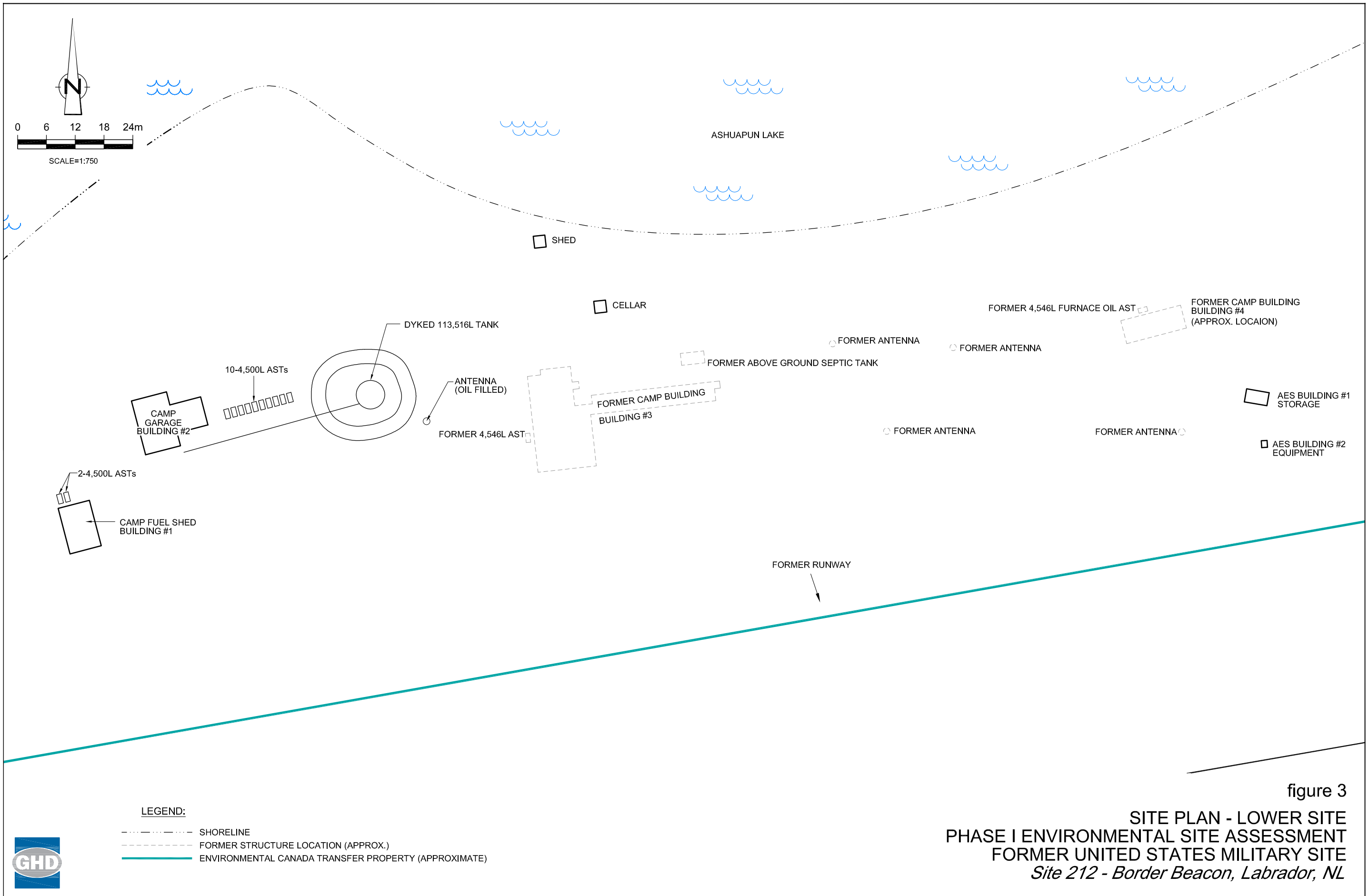
ASHUAPUN LAKE

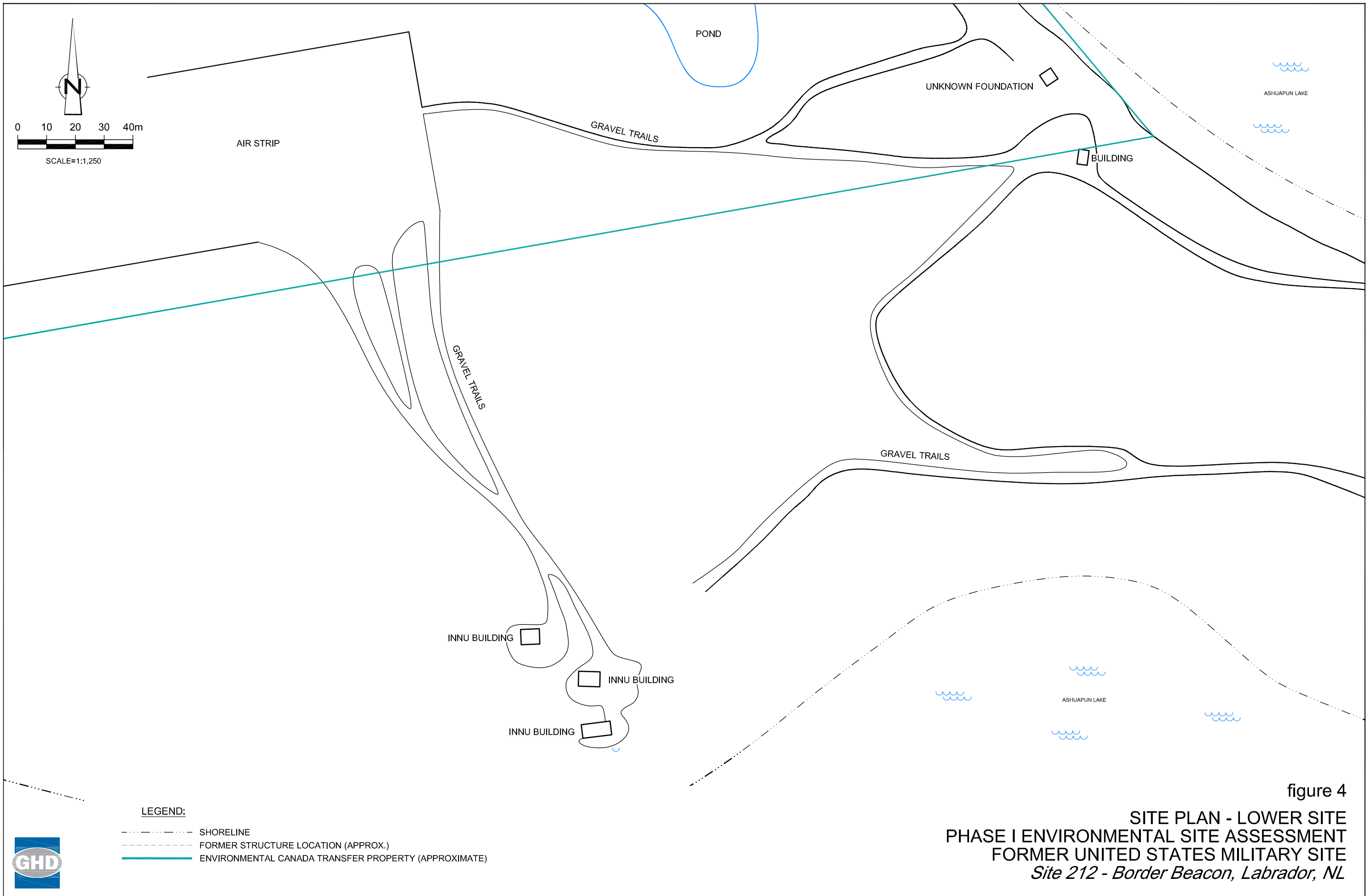
LEGEND:

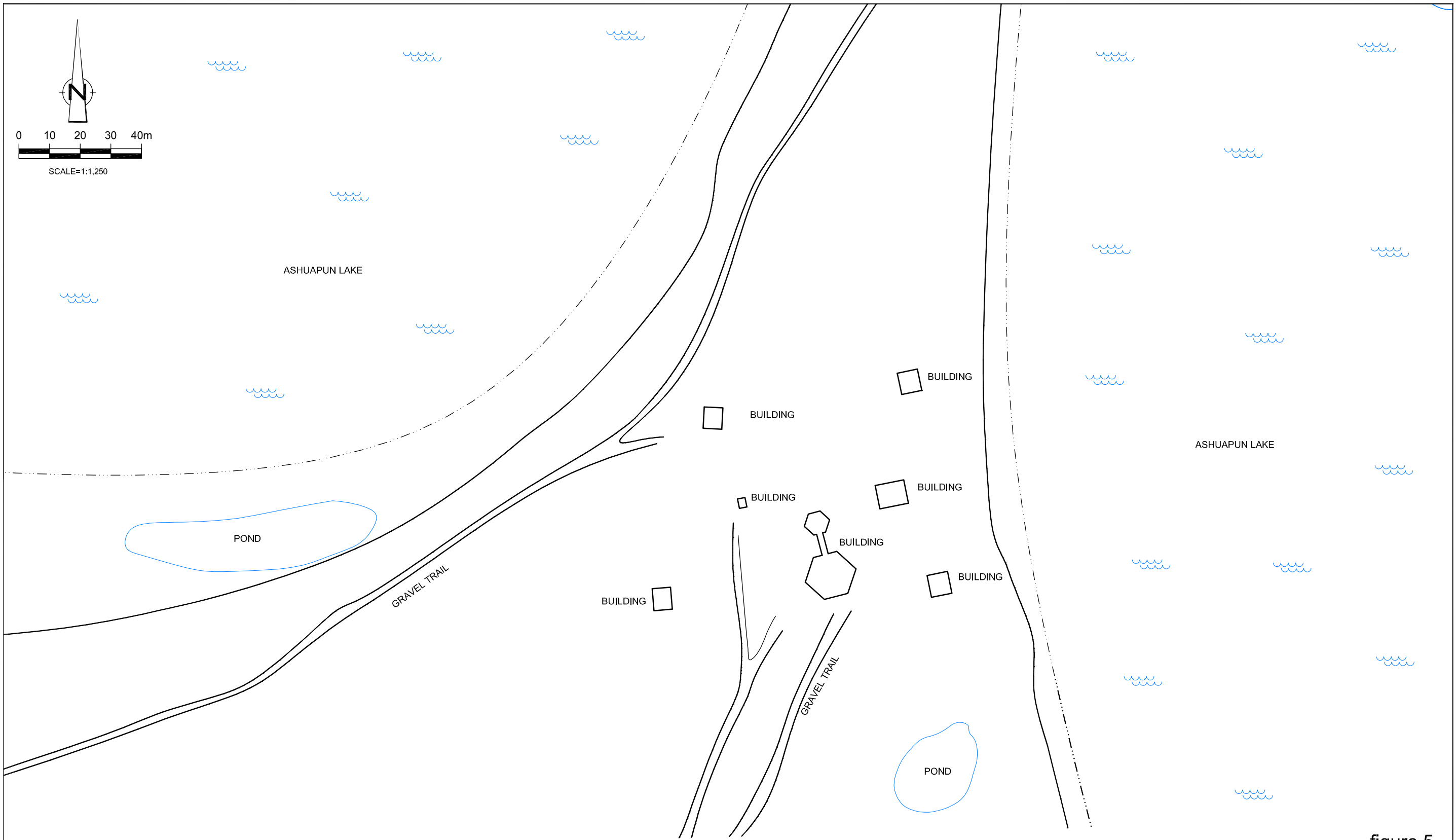
- SHORELINE
- BOGGY AREA
- POND/LAKE
- WOODED/SHRUB AREA
- ENVIRONMENTAL CANADA TRANSFER (79044) OF 5 PARCELS (APPROXIMATE)
- FORMER FUEL CACHE SITE - LICENCE 79513 (APPROXIMATE)
- LAND PERMITTED TO OUTFITTER C. HOUSE (APPROXIMATE)



figure 2
 SITE OVERVIEW
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Site 212 - Border Beacon, Labrador, NL



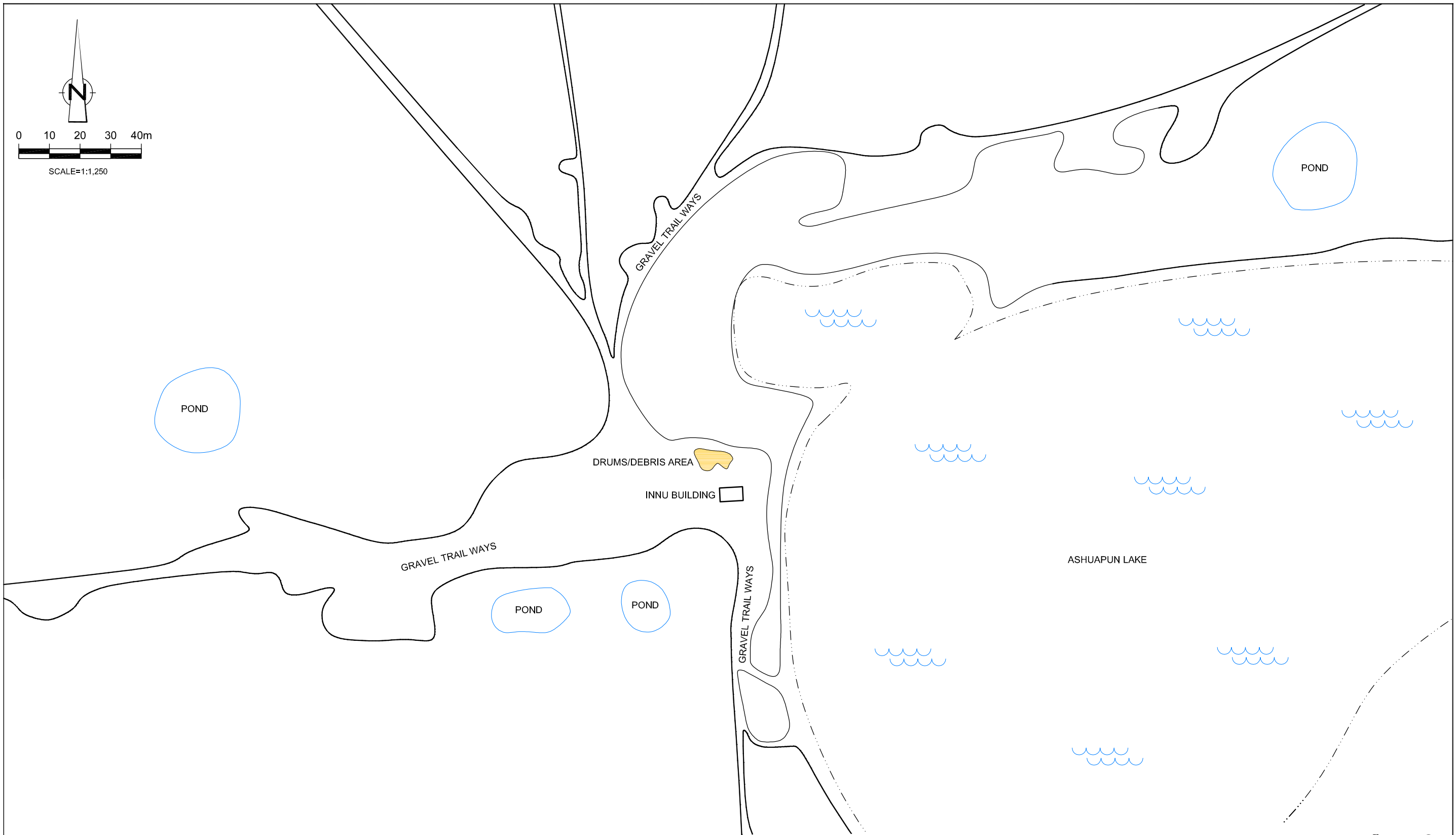




LEGEND:
 - - - - - SHORELINE
 - - - - - FORMER STRUCTURE LOCATION (APPROX.)

figure 5
 SITE PLAN - LOWER SITE (INNU CAMP)
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Site 212 - Border Beacon, Labrador, NL

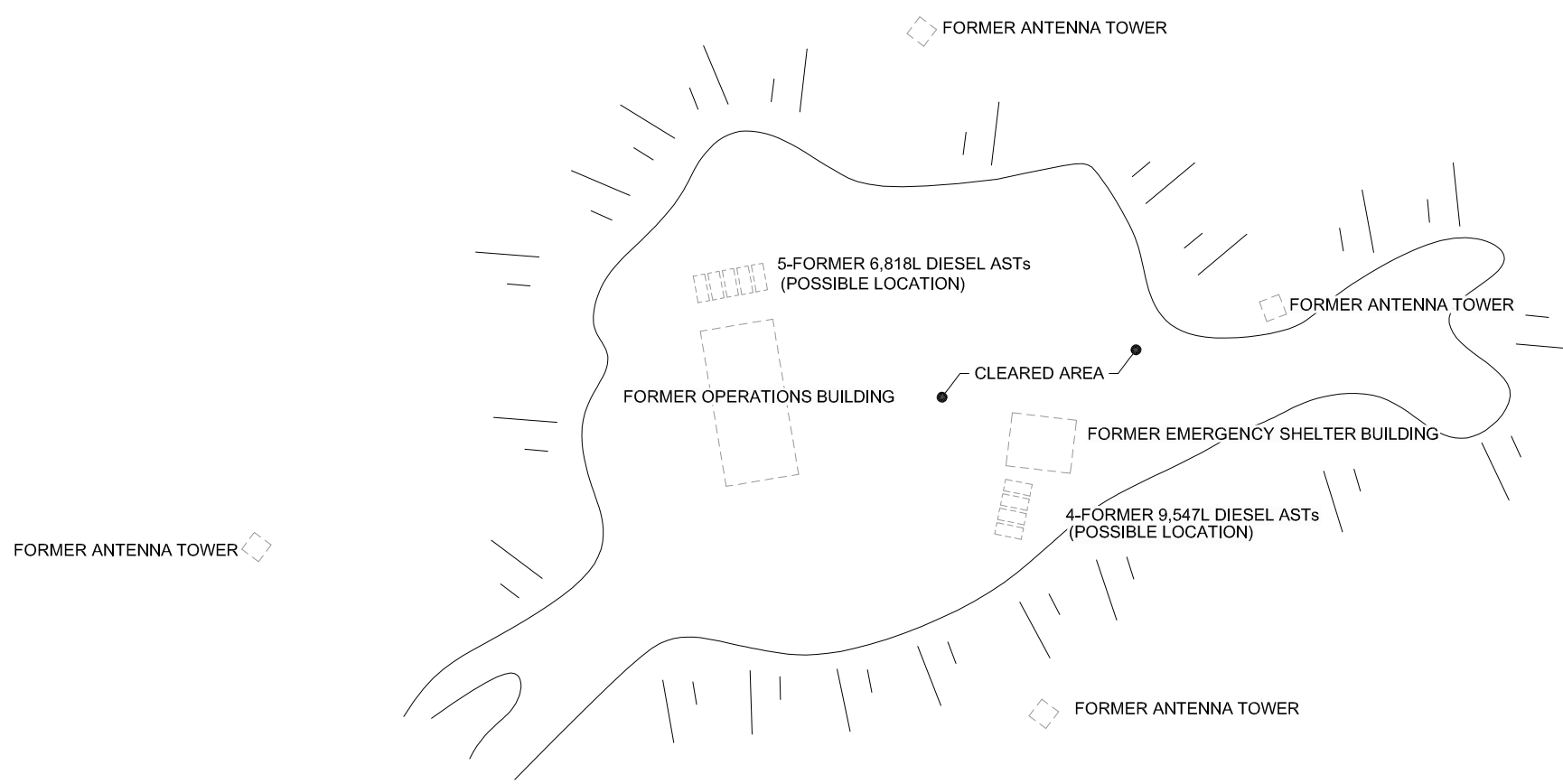
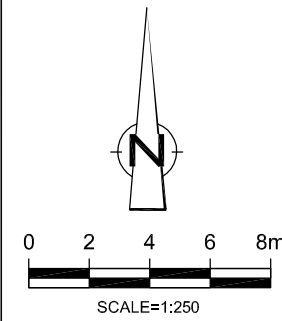




LEGEND:
 - - - - - SHORELINE
 ■ DISPOSAL AREA

figure 6
 SITE PLAN - LOWER SITE
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Site 212 - Border Beacon, Labrador, NL





LEGEND:
 ----- FORMER FEATURES

NOTE:
 LOCATION OF TOWERS, ASTs AND EMERGENCY SHELTER BASED ON LAYOUTS FROM OTHER U.S. MILITARY MCL DOPPLER SITES.

figure 7
 SITE PLAN - UPPER SITE
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 FORMER UNITED STATES MILITARY SITE
 Site 212 - Border Beacon, 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

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

FROM: Mr. Peter Gillingham

Total Pages (Including Cover Page) 3

Original Will Follow By:

Facsimile is Receiver's Original

Mail
 Overnight Courier
 E-mail

**Re: Phase I Environmental Site Assessment, Former United States Military Site
212 - Doppler Detection Station, (Boarder Beacon), NL**

MESSAGE

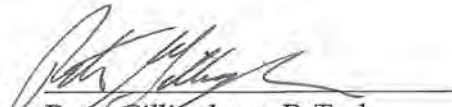
Conestoga-Rovers & Associates Ltd. (CRA) is currently conducting a Phase I Environmental Site Assessment of the former United States Military Site 212 - Doppler Detection Station (Border Beacon), NL.

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 212 – Doppler Detection Station, (BORDER BEACON), NL**

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 as part of the Mid-Canada Line, a network of communication posts across Canada funded by the United States Air Force. Border Beacon acted as a supply area for the communication equipment located at the nearby high elevation site. The Site was activated in the late 1950's and continued to operate until 1964 when the high elevation site burned down and the site was deactivated. In the 1970's the site was reactivated as a weather station and shortly thereafter became an unmanned site.

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 1964 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° 19.5' North Latitude and 63° 13' 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

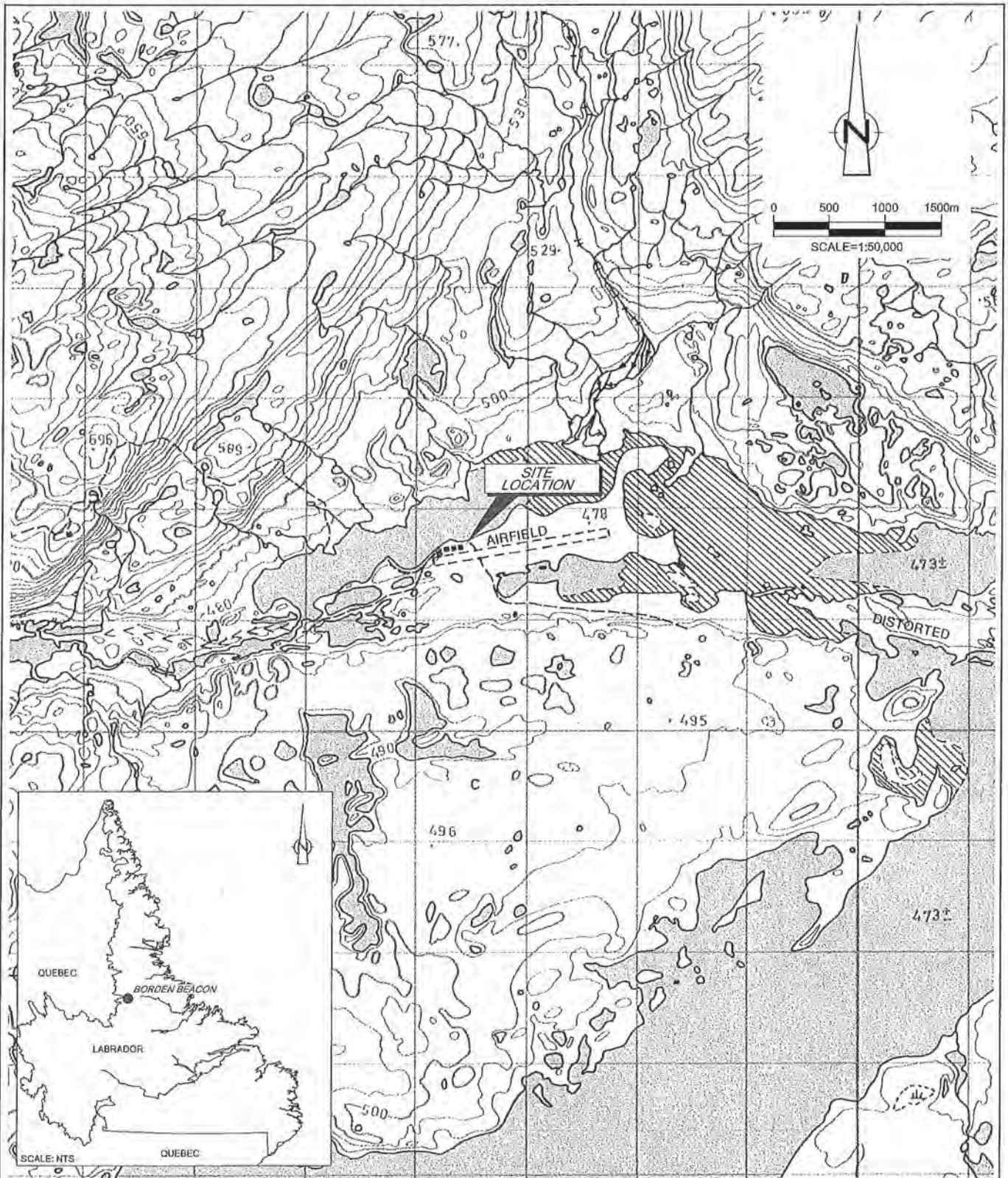


figure 1

SITE LOCATION MAP
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Border Beacon (Site 212), 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 212 (Border Beacon), NL

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

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

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

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

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

Sincerely,

George Blackwood
Environmental Protection Officer

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

III. THE 1980 LABRADOR SITE SURVEY

Between June 23, 1980 and July 7, 1980 federal environment officials undertook a complete survey of all known ex-military installations in Labrador. During the week of June 23, 1980 the EPS inspected sites in the Southern Coastal Labrador region while the following week EPS and Consumer Affairs and Environment together reviewed the Northern Labrador sites. The inspection was supposed to identify environmental conditions at all of the sites in Labrador which had been used for military purposes.

On following pages is a summary of the inventory of all dangerous chemicals and environmental damage which was identified in the separate reports filed by Consumer Affairs and Environment and by the EPS. The first eight sites were inspected by the EPS whilst the remaining sites represent the joint inspection.

Long Point-Eskimo Paps: - Located on the south side of Lake Melville, this site possessed no electrical equipment, chemicals or oils. The disused communications building is in bad disrepair and the tower is lying on the ground.

Porcupine Strand: - On the coast just to the south of the entrance to Hamilton Inlet, this site was used as a training area for troops. No buildings are left. There is no evidence of chemicals, oils or electrical equipment although a clearing and garbage dump was found.

Cartwright: - On the south east coast at Sandwich Bay, the PCBs contaminated building is in the same condition as last year and the doors are still intact. In addition to the PCBs, there are approximately 30 barrels of lube oil on site. The buildings which are left are rapidly disappearing, presumably taken for parts or scrap by local residents.

Spotted Islands: - At this site to the north of Hawke Harbour, no electrical equipment, oils or chemicals remain. Several large storage tanks are empty.

Fox Harbour: - First to the east of the Straits, this site possesses no electrical equipment, oils or chemicals. Several large storage tanks are empty.

Rigolet: - Apparently local residents of Rigolet told the EPS of a small radio station which was located at the entrance of Lake Melville just west of the community, but the site could not be found.

Opposite the helicopter pad is an old USAF drum dump. Many hundreds of rusted 45-gal. drums are exposed and the area is saturated with oils, lubes and greases.

A bulk fuel storage facility including warehouse and two 1 million gallon storage tanks with associated piping to dock gate valves and to TACAN site is located in an area between the main dock and upper site. A gravel road extends from the dock to the upper site. Apparently the million gallon tanks contain diesel.

The BMEWS site on the west of the TACAN area is comprised of four dish antennae (90 ft. by 120 ft. each) and three buildings, one of which contains four transformers plus a large quantity of radio and electrical equipment.

Contaminants at the BMEWS site include:

- 260 gallons of PCB oils in the four transformers,
- 24 gallons of PCB fluid in 24 capacitors,
- 65 gallons of cyclohexalamine in 45-gal. drums located outside the warehouse near the power plant. Some have spilled on the ground and have contaminated a 10 ft. by 15 ft. area
- 7, 2 lb. tins of rat poison in open but on north side of TACAN site
- 40 (estimated) 100 lb. cylinders of fire extinguisher chemical in loading docks of power plant,
- 4, 100 lb. cylinders of Nitrogen (full) in
- 6, 80 lb. cylinders of Difluoremethane (full) in
- 3, 100 lb. cylinders of Difluoremethane (part-full) in
- 3, 100 lb. cylinders of Difluoremethane (full) in
- 6, 80 lb. cylinders of Acetylene (empty) in
- 9, 100 lb. cylinders of Oxygen (empty) in
- 50, 45-gal. drums of lube oil and waste oil mixed marked "H" on plateau side of helicopter pad drum storage area on northside of TACAN site

Comment: - The contents of the bulk storage tanks (quantity and type) at TACAN are unknown. The area containing PCBs has been secured, but a small quantity of PCB fluid has leaked through the floor of the structure and is on the ground below the building (covering 12 ft. by 12 ft.). The ground surface is covered with marginal amount of moss and soil cover. The chemical has not migrated from the area.

The PCB chemicals are a hazard, but other chemicals, including compressed gas cylinders, present an equal or greater hazard to the public. During the inspection period (July 1 and 2, 1980) a number of people frequented the upper site area aside from PetroCan personnel.

A definite hazard exists where buildings are in various stages of demolition. Parts of roofing structures, twisted metals, oils in lumber debris, partially-removed floor, etc. are obvious traps for anyone who might enter the area.

Hunt River - Border Beacon (The Doppler Sites): - There are four Doppler locations each possessing an upper and a lower site. They run inland from Hopedale at approximately 30 mile intervals. The last site visit by environment officials was in 1978.

The lower site is situated on the lake shore. One building remains standing with the roof removed. The area is littered with approximately 500 empty 45-gal. drums which are rusted. Contaminants include:

- 22, 45-gal. drums which are full of fuel (type unknown) possible Jet B (Total is estimated at 990 gals.)
- 5, 2100-gal. tanks of diesel each 1/2 full (Total is estimated at 5250 gals)
- 2, 2100-gal. (approx.) tanks, some 100 feet from shore which are empty

It was noted that a gate valve on one of the bulk tanks is closed but it leaks badly when opened.

Site 212 - Border Beacon: - The upper site is located a few miles away from the border beacon airport facilities, and it is completely burned out.

The lower site was unmanned on the day of inspection (July 2, 1980). There are a number of buildings in excellent structural condition which made up a gravel airport facility when it was operative.

In a maintenance garage building is a John Deere tractor plus a smaller tractor with a front scoop for snow removal. Both are in good condition. The building contains miscellaneous parts and equipment in addition to the chemicals and fuel tested below under contaminants. Three large diesel generators and associated electrical equipment are contained within the garage area. Electrical equipment is intact, but the generators have been scrapped.

A main terminal building with two furnaces, kitchen, stainless steel freezer area and living quarters containing dressers, desks, beds, bookcases, chesterfields, etc. is in excellent condition. In an area of this building complex is a radio room and offices containing filing cabinets, radio equipment and spare parts. Transport Canada and the Atmospheric Environment Service's documents litter the office area.

The area is very sandy near the bulk storage tanks and hundreds of 45-gal. drums are strewn across the area. Two other buildings are on this site and contain numerous miscellaneous articles. They are in good shape. All four buildings were unlocked and were accessible to anyone. Contaminants at the lower site include:

In the maintenance garage -

- 5, gallon size airpressed gas cylinders containing propane
- 1, 5-gal drum of transmission fluid
- 1, 45-gal. drum of lubricating oil
- 1, 45-gal. drum of DOWTHERM (a heat transfer agent)
- 6, 5-gal. drums of grease
- 1, 5-gal. drum of Pentox (a wood preservative)
- 2, 45-gal. drums of aviation fuel (full)

Between maintenance garage and terminal building -

- 10, 2000 gal (approx.) bulk tanks in series containing about 1000 gals. in total
- 1, 23,500 gal. bulk tank containing 9,000 gallons of fuel (diesel probably). The tank is metered.

Outside the terminal building -

- 5 propane cylinders of about 100 lb., part-full.

On apron of airstrip -

- 100, 45-gal drums Jet B turbo B fuel, full
- 2, 780-gal. diesel tanks (contents unknown as no access to tanks)
- 45 to 50 propane cylinders (contents unknown)

Saglek: - Saglek site is made up of four sections, the upper site BMEWS area (antennae site), upper site TACAN (main complex), lower site airstrip with associated terminal building and near seashore buildings including bulk fuel storage facilities.

The upper site TACAN and BMEWS have been burned apparently by the disposal contractor. Only the four dish antennae remain standing. The upper site TACAN is covered by twisted melted steel and protruding concrete footings of buildings which made up a large complex.

Contaminants at Upper Site include:

- 2, 45-gallon drums diesel - BMEWS site
- PCBs and any other chemicals and fuels are assumed removed and/or burned in fire destruction of the upper site

Contaminants at Lower Site include: The airstrip complex presently occupied by Petro Canada was not inspected in detail for hazardous chemicals. The east side of a runway has many hundreds of full and empty 45 gallon drums of a variety of petroleum products. These drums are reportedly the property of Department of National Defense, Brinex, Eastcan, Petro Canada and other agencies unknown to Petro Canada officials.

Thousands of 45 gallon drums are located in a "drum dump" near the edge of the runway (some 200 meters distance). Many of these are full, containing a mixture of tars, greases, and waste oils, others are empty. Some, it is understood are the property of the Department of National Defense, Brinex, Eastcan Exploration, Petro Canada and other agencies not identified.

An airstrip waste drum dump containing many thousands of 45 gallon drum (full) remains exposed (west side of airstrip). This dump contain pitches, tars, waste oils and greases, the majority of which are pitch and tar. Many of the drums in this dump are rusted out and their contents have leaked into the soil in a localized area.

A second drum dump is located some distance away (1/4 mile) toward the shoreline. Many thousands of drums are exposed in this area as well. An old garbage dump is located in this area some 500 meters from the Saglek "harbour" shoreline.

A third drum dump is located on the north east edge of the airstrip apron (empties). Efforts to cover many hundreds of these drums with local fill material is evident, but, however, unsuccessful. Winds and spring runoff have eroded the cover material.

All near-shoreline area buildings, save one, have been demolished, burned or removed to level of footings or concrete slab. A large sheet metal construction warehouse remains standing. The general area of near-shoreline facilities is extensively littered. Numerous pipelines, vehicles, a tractor, plus other all-terrain type vehicles are grouped. The 4 bulk

CLEAN-UP OPERATIONS, 1980

While investigations to determine who should pay total clean-up costs continued into 1980, the EPS was planning the second phase of operations at Hopedale, Cartwright and Goose Bay.

On April 28, 1980, Westinghouse submitted a cost-estimate and proposal for the PCB clean-up at Hopedale and Cartwright. This submission was prepared at the request of the EPS in St. John's. The proposal was broken down into three phases:

- I. Clean-up and containment of all liquids and solids at Cartwright, and preparation for shipment.
- II. Strip equipment from building at Cartwright, dismantle building and move to a safe position to be burnt.
- III. Hopedale clean-up and preparation for shipment.

It was stated that phases I and III included preparing all items for shipment and transportation of materials to the dockside. Total costs (which included some expenditures made during the 1979 containment operation) came to \$84,210.

In addition, the EPS met with Canadian National Marine to discuss how contaminated materials could be transported from the coastal sites to storage. Goose Bay was the planned destination. Apparently, C.N. Marine had little objection to transporting the materials by coastal boat so long as certain conditions were met.

Consumer Affairs and Environment and Intergovernmental Affairs officials were told of these discussions and arrangements. The importance of them is to emphasize that at no time did the EPS contact the Province to suggest that C.A. & E. should assume responsibility for the 1980 clean-up operations. On the contrary, given the plans and arrangements by the EPS, the Province was given no reason to think that the federal government was not taking the lead role even if it was decided that it may not ultimately pay costs.

As the summer months approached, the EPS office in St. John's was concerned that it had not received the go-ahead from Ottawa to proceed with the Westinghouse clean-up contract. The Province also wondered at the delay and became particularly concerned by the middle of May as the shortness of the season on the Labrador coast meant that clean-up time became short. It would take Westinghouse at least two-three weeks to mobilize.

By mid-June, the contract still had not been awarded. Local EPS officials could not offer explanations. Consequently, on June 25, 1980, the Minister for Consumer Affairs and Environment wrote to the new Federal Minister for the Environment. She stated:

"I have examined the issue and concluded that since environmental damage occurred as a result of activities at the sites while under the control of Canada, that Canada is responsible for the clean-up operations. I, therefore, request that your Department now proceed to complete the clean-up which it initiated at these sites in 1979. You may regard this letter as implicit provincial permission to proceed with the work at these sites. I trust you will find it possible to have the clean-up completed this year."

Seven weeks later, August 15, 1980, the Federal Minister's letter was received by Consumer Affairs and Environment. Actually, the letter was dated July 3, 1980

and the delay cannot be accounted for. The delay was important, however, for by mid-August, the time needed for an orderly clean-up operation to be organized on the Labrador coast was slowly filtering away. Provincial officials did consider the possibility of organizing its own clean-up operations in the event that a federal directive did not come by the end of August. Local EPS officials appeared to be frustrated at the delay in Ottawa particularly given the efforts they had expended on preliminary scheduling.

The Federal Minister's letter was lengthy and stated:

"When these spills were detected in the fall of last year, it was our expectation that the Province of Newfoundland would deal with them directly. When this did not occur, officials of my Environment Protection Service took direct action by declaring an "environmental emergency, ... and by exercising a mandate given it by Cabinet to "assume operational leadership to deal with environmental emergencies where not assigned to other agencies or in specific situations where the environment is not being adequately protected". Our normal procedure in these cases is to recover costs for such action directly from the polluter."

The Federal Minister suggested that the federal government has no statutory powers to order or to effect the disposal of hazardous materials on provincial properties. Therefore, as he determined that the lands in question had been transferred back to the Province;

"I find it difficult to accept the conclusion that the environmental damage occurred as a result of activities at the sites while under the control of Canada; the damage to the environment occurred well after the transfer to Newfoundland."

The letter asked what action Newfoundland proposed to take regarding clean-up and also reimbursement of costs to Environment Canada for the 1979 operation. Reference is made to the October 22, 1979 telex which established the "polluter-pays" principle.

Shifting from the defensive to the offensive, the Federal Minister pointed out that six small intact capacitors had been located at Hunt River 209 and that they should be removed (by the Province) to safe storage.

In concluding, the letter stated

"My main concern, however, is the final clean-up work that should be done this year at Cartwright and Hopedale I would be grateful if you could advise me on your plans for the final clean-up on these properties."

The Federal Minister's letter came as an unpleasant surprise to provincial officials. It meant that if clean-up was to be performed during the 1980 summer, alternative arrangements would have to be made, and they would have to be made fast. A memorandum to the Executive Council (C.A. & E. 35-'80) on August 27, 1980 by the Minister for Consumer Affairs and Environment recommended

"Regardless of final responsibility for clean-up, we feel that immediate action is required to complete the removal of all PCB contaminated materials before the onset of winter I seek the concurrence of my Colleagues in approving the expenditure of up to \$84,000 for clean-up and removal of PCB contaminated material from the Hopedale and Cartwright facilities."

M.C. 1090-'80 issued on the same day approved the expenditure and ordered Consumer Affairs and Environment to continue its endeavours of resolving the jurisdictional dispute over responsibility for PCB clean-up and removals.

It took two weeks for Consumer Affairs and Environment to award the clean-up contract to Westinghouse. The Minister felt that, as the contaminants were contained, an environmental emergency could not be declared. Therefore, the Department was forced to follow the procedures outlined in the Public Tendering Act and invite tenders from several environmental clean-up companies. Luckily, the shipping season on coastal Labrador did not close on October 16 as originally anticipated

so, although time was short, a complete removal of contaminants from both sites was still possible.

The clean-up at Hopedale and Cartwright took place between October 2, 1980 and October 29, 1980 at a total cost to the Province of \$148,440. Despite weather difficulties, all contaminants and contaminated materials were placed in sealed drums and shipped to Goose Bay. They were stored in an old disused bunker on the fringe of Goose Bay air base. This bunker was leased to the Province by the Department of National Defense for a nominal sum. Some preliminary work had to be done to the bunker (caulking, etc.) and the Province is responsible for the security of the stored materials.

While it was assured through 1980 that the Melville had been cleaned up in 1979, in September 1980 the Consumer Affairs and Environment environmental officer for Labrador found a potentially dangerous PCB's situation on the federally-owned site. This occurred in the building originally described in the 1979 EPS report. This building was once owned by the Newfoundland Telephone Company but was burned down in 1977. Only the footings of the building remained amidst the rubble of twisted metal and sheet siding. The building had no roof for the remains were contained in the rubble piled 4-5 feet high on the floor.

Inside the building's shell, four transformers were found, each one with a 22-30 gallon capacity. One was intact, two were empty and the fourth lay open, upside down. The label ASKEREL oil, a PCB fluid used in transformers, was readily identifiable. On the bare earth where the floor used to be were the contents of the cannister or cannisters. The consistency of the spilled fluid was like pitch tar and the oil had permeated the rubble pile. The quantity of oils spilled amounted to several gallons.

In 1979, the building had been cordoned off by the EPS and Westinghouse for the crew left oils in the transformer rather than transferring them to steel drums. However, the rope and sign no longer existed and the site was easily accessible to local residents. Although Westinghouse had planned to perform a final clean-up of the remaining transformers in 1980, the fact that Environment Canada refused to authorize the 1980 contract meant that this clean-up was never carried out.

The immediate problem with this PCBs spill at Melville was that the building is located on a slope perilously close to the watershed area for Spring Gulch - the main water supply for Goose Bay. The Gulch supplies approximately 1 million gallons of water to the community and in times of heavy demand it feeds into the Happy Valley Water supply system. The obvious fear was that run-off could mobilize the PCBs fluids towards Spring Gulch. The oils were sticky and chances of mobilization were, perhaps, quite low. However, water samples have been taken continuously as a safety precaution.

Officials of the EPS and Department of National Defense were notified by Consumer Affairs and Environment immediately. As the land is managed by the federal government these agencies would initiate corrective measures themselves. As far as it can be ascertained, clean-up work has been done by these two agencies. A follow-up inspection by provincial officials has not been carried out and probably will not be as the land is under federal jurisdiction.

Consumer Affairs and Environment still has some concerns as it is believed that there are quantities of PCB oils identified in 1979 which cannot now be accounted for at Melville. Follow-up inquiries may determine if this problem has been resolved.

PROVINCIAL RESOLUTION/THE LAND OWNERSHIP PROBLEM

On March 31, 1980, M.C. 347-'80 (C.A.&E. 9-'80, I.G.A. 4-80, and S.P.C. 21-'80) ordered that:

"With respect to the apparant improper storage and disposition of dangerous chemicals and general environmental mismanagement at former USAF installations in Labrador, the Intergovernmental Affairs Secretariat, with the assistance of the Departments of Consumer Affairs and Environment, Justice and Forest Resources and Lands, co-ordinate the resolution of the problem.

While initial attention was to be focused on Saglek, Hopedale, Cartwright and Goose Bay as the situation at these sites required urgent consideration, the departments involved were also ordered to document all land transfers between the two levels of government, conduct a thorough legal and environmental review of those lands, compile an inventory of all dangerous substances used on the sites, determine who has responsibility for any environmental damage which has occurred and initiate measures for remedial action.

Part of the key to resolving the who issue lies in the ownership status of the parcels of land which were once transferred to and occupied by either the federal government or the USAF for communications purposes. However, records of land transfers are scanty even though some have been discussed earlier in this report. Some lands have been transferred at various times as several small tracts, so keeping a record of who owns any one parcel of land at any one time is quite difficult. Moreover, conditions of the transfers often varied depending on the precise purpose proposed for the land.

On the following pages is a summary of the land transfers discovered and analyzed so far. It covers the details of the transfers to and from the Province, plus any additional information such as conditions for return which may be relevant. The format follows that of Table 1.

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.



CANADA

PRIVY COUNCIL

APPROVED

Robertson

Deputy Governor - General

AT THE GOVERNMENT HOUSE AT OTTAWA

JUN 18 1965

FRIDAY, the 18th day of JUNE, 1965.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by Provincial Newfoundland Order in Council 20-1957 of February 1, 1957 five parcels of Provincial land containing 77.87 acres situated at Labrador, Newfoundland were set aside for use by the Department of National Defence in connection with their Doppler Detection Site 203 and Lake-head Resupply Sites 203, 206, 209 and 212, located in the Province, subject to the condition that if the said land ceased to be used for the purpose they were required they would revert to the Government of Newfoundland;

AND WHEREAS the Department of National Defence has declared surplus their installations at the aforementioned sites and have requested that the necessary action be taken to return to the Province of Newfoundland the lands involved;

AND WHEREAS the facilities at Site 212 are now under the control and administration of the Department of Transport and the continued use of the lands at that site is consequently required;

AND WHEREAS the Province of Newfoundland has agreed to the said lands at Site 212 being excepted from the lands to be returned to the Province.

THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of Transport, is pleased hereby to transfer to Her Majesty in Right of the Province of Newfoundland the administration and control of the lands more particularly described in the schedule hereto.

Watson
Judy
...

5 Trans. (a) 22-6-65

four hundred and sixty-nine feet and eight-tenths of a foot to a point marked by a wooden post; thence north seventy-four degrees thirteen minutes east six hundred and ninety-one feet and eight-tenths of a foot to a point marked by a wooden post; thence south twenty-one degrees ten minutes east five hundred and twenty-three feet and seven-tenths of a foot; thence south fifty-one degrees twenty-four minutes west nine hundred and eighty-nine feet and six-tenths of a foot more or less to the point of beginning and containing an area of fourteen point eight nine acres, all bearings being astronomic.

AND ALSO all that piece or parcel of land situate about four miles north of the river which flows into Ujutok Bay and about eighty miles northwest of the mouth of the said river in the District of Labrador North. Beginning at a point on the southeastern shore of a small lake marked by an iron post one-half inch in diameter the said point being in Latitude fifty-five degrees twenty-eight minutes north and Longitude sixty-two degrees thirty-five minutes west; thence running south forty-four degrees twenty-six minutes west four hundred and ninety-one feet and six-tenths of a foot to a point marked by an iron post inscribed No. 2; thence south twenty-one degrees forty-one minutes west three hundred and eighty-nine feet and three-tenths of a foot to a point marked by an iron post; thence south five degrees thirty-one minutes east five hundred and thirty-feet and three tenths of a foot to a point marked by an iron post; thence north seventy-one degrees eleven minutes east two hundred and eighty feet and nine-tenths of a foot to a point marked by an iron post; thence north forty-three degrees forty-five minutes east four hundred and eighty-three feet and three-tenths of a foot to a point marked by an iron post; thence north seventy-seven degrees forty-nine minutes east three hundred and forty-eight feet and one-tenth of a foot to a point marked by an iron post; thence north thirty-four degrees forty minutes west eight hundred and eighty-four feet and three-tenths of a foot more or less to the point of beginning; reserving nevertheless out of the above described area the portion of the lake which is included in the area above described together with a

space thirty-three feet wide extending along the shoreline thereof, the said lot containing an area of fourteen point four six acres, all bearings being astronomic.

ALSO ALL that piece or parcel of land situate on the eastern shore of a lake about 55 miles northwest of the mouth of the river flowing into Ujutok Bay in the District of Labrador North. Beginning at a point marked by a wooden post about six hundred feet south of a lake the said point being in latitude $55^{\circ} 27'$ north and longitude $61^{\circ} 47'$ west; thence running north thirty three degrees fifty six minutes west five hundred and twenty one feet and five tenths of a foot to a point marked by a wooden post; thence north nineteen degrees fifty one minutes west six hundred and ninety nine feet and four tenths of a foot to a point marked by a wooden post; thence running north forty degrees thirty eight minutes east nine hundred feet and two tenths of a foot to a point marked by a wooden post; thence north eighty eight degrees forty nine minutes east four hundred and ninety one feet and eight tenths of a foot to a point marked by a wooden post, thence south seventeen degrees seven minutes west one thousand eight hundred and sixty six feet and three tenths of a foot more or less to the point of beginning; all bearings being astronomic.

SCHEDULE

ALL THAT piece or parcel of land situate near the southern side of a lake on Hunt's River about 12 miles southwest of Jack Lane Bay in the District of Labrador North. Beginning at a point marked by an iron post one-half inch in diameter and to which is attached a metal tag inscribed Stat. No. 1, the said point having a latitude of fifty-five degrees twenty-six minutes fifty-seven seconds north and longitude of sixty degrees fifty-eight minutes thirty-two seconds west; thence running north thirty-four degrees twenty-five minutes east seven hundred and forty-seven feet and four-tenths of a foot to a point marked by an iron post to which is attached a metal tag inscribed station No. 2; thence north seventy degrees forty-one minutes east four hundred and ten feet to a point marked by an iron post to which is attached a metal tag inscribed station No. 3; thence south forty-six degrees twenty-five minutes east two hundred and twenty feet and five-tenths of a foot to a point marked by an iron post to which is attached a metal tag inscribed station No. 4; thence south thirty-six degrees fifty-two minutes west two hundred and three feet and nine-tenths of a foot to a point marked by an iron post to which is attached a metal tag inscribed station No. 5; thence south thirty-nine degrees forty-six minutes west nine hundred and thirty-nine feet and seven-tenths of a foot to an iron post to which is attached a metal tag inscribed station No. 6; thence north forty degrees forty-three minutes west three hundred and seventy-six feet and three-tenths of a foot more or less to the point of beginning and containing an area of nine point eight five acres, all bearings being astronomic.

AND ALSO all that piece or parcel of land situate near the southern side of a lake on Hunt's River at a point about 12 miles southwest of Jack Lane Bay in the District of Labrador North. Beginning at a point about six hundred feet south of a lake, the said point being marked by a wooden post set in the ground at latitude fifty-five degrees twenty-eight minutes north and longitude sixty degrees fifty-eight minutes west; thence running north twenty-six degrees twenty-one minutes west five hundred and twenty-eight feet and two-tenths of a foot to a point marked by a wooden post; thence north nineteen degrees one minute east

160.16.19.



INTERGOVERNMENTAL AFFAIRS SECRETARIAT
EXECUTIVE COUNCIL
NEWFOUNDLAND AND LABRADOR

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

January 28, 1986

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.

Re: C. W. House
Border of St. A
Goose Bay.

BILL OF SALE made at St. John's, in the Province of Newfoundland, this 6th day of November, A.D., 1986

BETWEEN: THE HONOURABLE THE MINISTER OF PUBLIC WORKS AND SERVICES for and on behalf of Her Majesty in right of Newfoundland (hereinafter called the "Minister") of the one part;

AND: CLYDE W. HOUSE of Goose Bay, Labrador in the Province of Newfoundland (hereinafter called the "Purchaser") of the other part;

NOW THEREFORE THIS INDENTURE WITNESSETH that for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration paid by the Purchaser to the Minister on or before the execution of these presents (the mutual receipt of which is hereby acknowledged) the Minister bargains and sells to the Purchaser the following buildings situate at Border Beacon in Labrador and located sixty kilometres south of Mistastin Lake and being part of AES's former weather station and located on the apron of the airstrip from east to west

1. A combined electronics and bunkhouse building.
2. A combined bunkhouse and cookhouse building.
3. A combined garage and repair shop.
4. A storage building.

(the Minister reserves the rights to a building of metal construction to the west).

The Purchaser agrees to clean up the area surrounding the site from debris and spillage of fuel oil and other fluids SUBJECT TO the provision, the Minister may in writing terminate the Agreement for failure to keep the site in a condition satisfactory to the Minister.

IN WITNESS WHEREOF the parties have hereunto affixed their hands and seals on the day and year first before written.

in the presence of:

Donald C. Peckha
NOTARY PUBLIC

[Signature]
MINISTER OF PUBLIC WORKS
AND SERVICES

In the presence of:

[Signature]

[Signature]
CLYDE W. HOUSE

PERMIT

for

OCCUPANCY OF CROWN LAND

UNDER SECTION 21,

OF

THE CROWN LANDS ACT, Chapter 71 RSN, 1970 as amended.

THIS PERMIT ENTITLES Clyde W. House
of Goose Bay
to occupy CROWN LANDS, comprising approximately 2.0 ha (total)
~~near~~, located ~~at~~ near Misastin Lake
in the District of Naskaupi

being more particularly indicated on a map herein and generally described as follows:

Five parcels of land (main camp and four satellite camps) each containing
an area of approximately 0.405 ha, located near Misastin Lake and being
more particularly located as indicated on the enclosed topographic maps,

for the purpose of erecting and operating a fishing and/or hunting establishment

SUBJECT to the following terms and conditions:

1. A rental of \$900.00 payable on issuance of the Permit ~~with respect to the year ending December 31st~~
~~and a rental of \$xxxxx payable on January 1st each year during the term of the Permit.~~
 2. The Permit holder undertakes to comply with all the relevant provisions of The Crown Lands Act, chapter 71 RSN, 1970 as amended, any other Act and any regulations made thereunder.
 3. The Permit holder agrees not to cut, remove or allow to be cut or removed any timber other than that which is necessary for the purpose designated.
- (a) Renewal of this Permit will be subject to the satisfactory disposal of all garbage resulting from the operation of this facility either prior to or during the term of this Permit. All such garbage must be disposed of prior to the expiration of this Permit. The disposal of garbage on the surface of the ground or under water is not acceptable. Garbage must be either burned or buried in an acceptable manner, or disposed of at an approved waste disposal site.

4. The Permit holder agrees to comply with the following special conditions covering the occupation of Crown Lands for the erection and operation of fishing and/or hunting establishments.

(a) The minimum standards of construction shall be as required by the Tourist Establishment Act and Regulations;

(b) the Permit-holder shall use the land for the purpose of a hunting and/or fishing establishment only;

(c) before July 1st in each year during the term of the Permit, the Permit-holder is required to give notice to the Minister if the establishment is inoperative during that year. Permits for establishments that are inoperative for a period of two (2) consecutive years shall cease and the lands concerned, together with the buildings and appurtenances thereon, shall revert to the Crown.

(d) before the 31st day of December in each year during the term of the Permit, the Permit-holder shall provide the Minister with a return in the form prescribed by him showing the names and addresses of the persons accommodated at the establishment, the number and species of fish taken and such other information as the Minister may require. Returns officially made to the Tourist Development Office shall be deemed to have been made to the Minister;

(e) the Permit holder shall agree to employ not less than two (2) resident licensed guides for a period of two months between June 1st and November 15th in each year during the term of the Permit;

(f) the Permit-holder shall subscribe to such regulations as may be in effect to prevent the start of forest fires and shall provide fire extinguishers and other fire fighting equipment as directed by the Minister.

(g) the Permit holder shall, within reasonable limits, undertake to see that all fishing and/or hunting by himself and his guests, is carried out in accordance with existing laws and regulations. He shall also undertake to report immediately all breaches of the Wildlife Act and Regulations and all breaches of the Fisheries Act and Regulations that may become known to him;

(h) the Permit-holder shall permit access to the land at all times by officers authorized by law or by the Minister;

(i) the Permit-holder shall employ resident guides and labour as required for the operation except that the Minister may authorize the use of non-resident guides and labour for particular reasons if he deems it advisable;

(j) the Permit does not convey any exclusive rights to fishing waters or hunting lands;

5. This Permit shall forthwith cease to be valid if the Permit-holder fails to comply with any of the conditions.

6. The Permit is non-transferable and expires ~~December 31st~~ _____ 1987.

Lyell House
Permit-holder

Theresa House
Witness

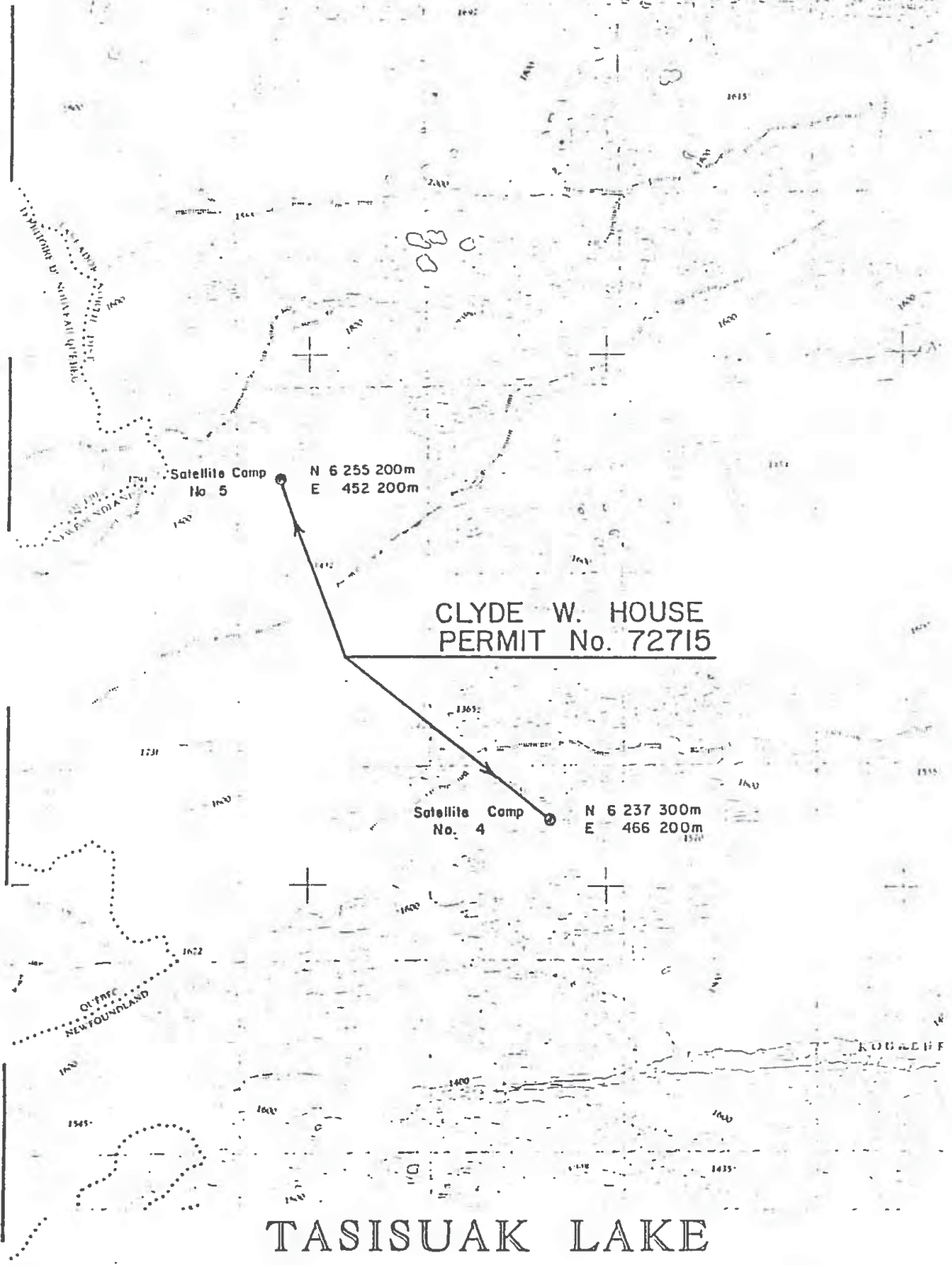
22 August 1986
Date

Len Seaman
Minister of Forest Resources and Lands

Date

SCHEDULE

1. The satellite camps must be of a temporary nature and shall be permitted only during the actual hunting operation. The sites shall be restored to their natural condition when the hunting operation is over;
2. The main camp shall not be situated within 90 m of the entrance or the outlet of the lake within the river in accordance with Section 2(3)(b) of the Newfoundland Fishing Regulations;
3. There shall be a 15 m buffer zone of undisturbed vegetation maintained between the cabins including the satellite camps, and any waterbodies.
4. All facilities must conform to the Tourist Service Regulations.



Satellite Camp
No. 5 N 6 255 200m
E 452 200m

**CLYDE W. HOUSE
PERMIT No. 72715**

Satellite Camp
No. 4 N 6 237 300m
E 466 200m

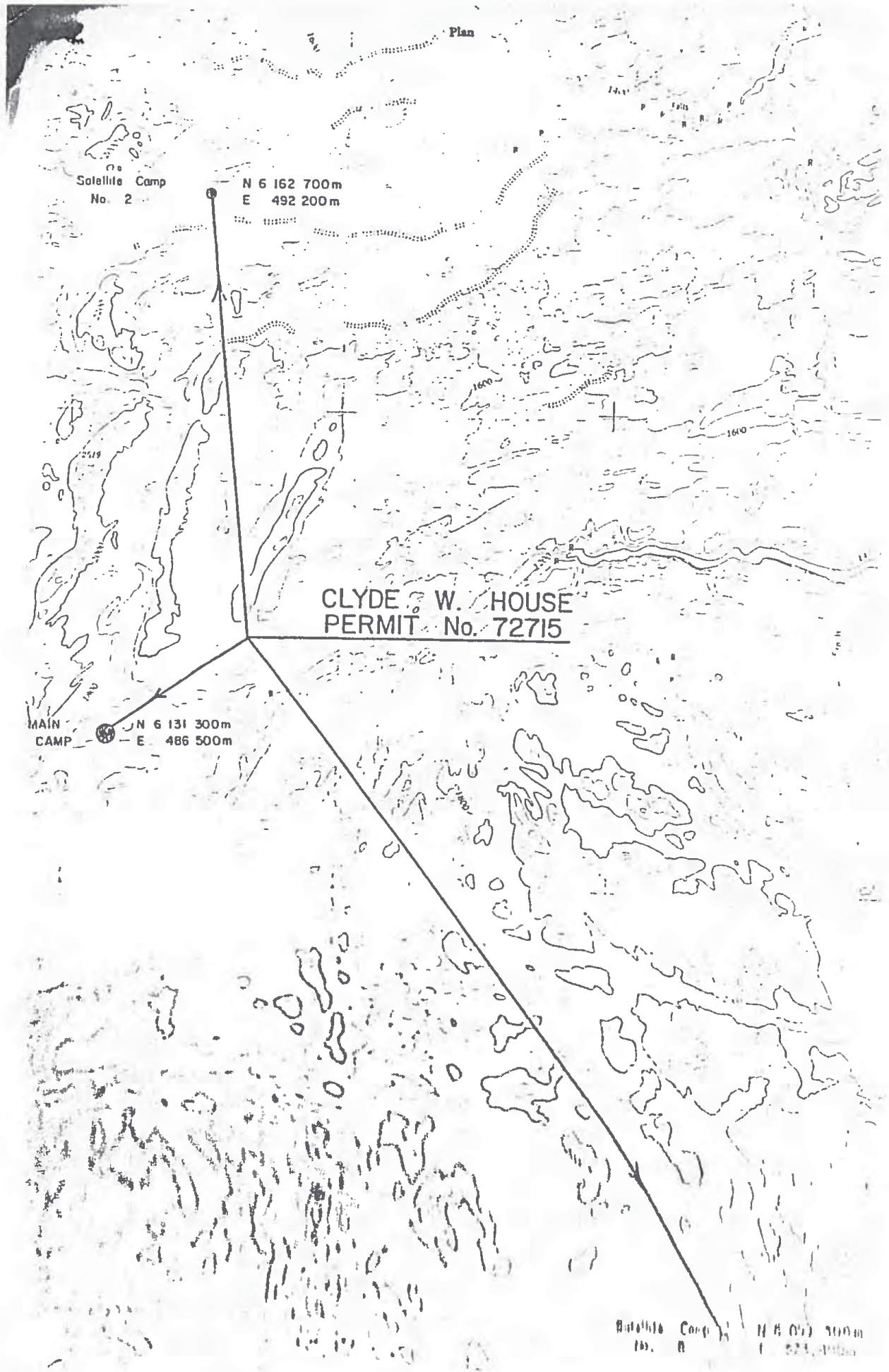
TASISUAK LAKE

14 D

NEWFOUNDLAND - QUÉBEC

Scale 1:250 000 Échelle





Satellite Camp
No. 2

N 6 162 700m
E 492 200m

CLYDE W. HOUSE
PERMIT No. 72715

MAIN
CAMP

N 6 131 300m
E 486 500m

Satellite Camp
No. 1

N 6 053 300m
E 523 100m

PRE-TENDER
SCOPE OF WORK AND LOGISTICS
DEMOLITION AND SITE RESTORATION
FORMER DEW LINE RADAR SITES
LABRADOR

PRE-TENDER
SCOPE OF WORK AND LOGISTICS
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FORMER DEW LINE RADAR SITES
LABRADOR

Prepared for: Department of Environment
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Project No. 86096

Date: October, 1986

PRE-TENDER
SCOPE OF WORK AND LOGISTICS
DEMOLITION AND SITE RESTORATION
FORMER DEW LINE RADAR SITES
LABRADOR

TABLE OF CONTENTS

	<u>Page No.</u>
1.0 INTRODUCTION	1
2.0 MAJOR DEW LINE INSTALLATIONS	
2.1 Work Scope	3
2.2 Work Operations & Logistics Considerations	7
3.0 SECONDARY COASTAL DEW LINE INSTALLATIONS (GAP FILLERS)	
3.1 Work Scope	10
3.2 Work Operations & Logistics Considerations	13
4.0 MID CANADA LINE INSTALLATION SITES	
4.1 Work Scope	14
4.2 Work Operations & Logistics Considerations	16

Appendix A - Site Location Plan

Appendix B - Prime Contractor's Pre-Qualification Data

1.0 INTRODUCTION

The intent of the pre-tender call is to provide prospective prime contractors with an opportunity to view the subject sites to assist in preparation of tenders for the following contract packages:

CP1 - Mid Canada Line Installation Sites

CP2 - Secondary Coastal Dew Line Installation

CP3 - Cartwright - Major Dew Line Installation

CP4 - Hopedale - Major Dew Line Installation

The contents of this pre-tender document represents a general overview of the scope of work and project logistics. This document will in no way relieve the Contractor of responsibility for exact site conditions.

In order to provide qualified prime contractors with a first hand look at the work requirements to restore the radar sites to an environmentally acceptable condition, an airplane charter has been tentatively scheduled for October 22, 1986.

A tentative time frame for the calling of tenders and performance of work is generally summarized as follows:

CP-1:

Tender Call: November 28, 1986
Contract Award: January 15, 1987

CP-2:

Tender Call: January 16, 1987
Contract Award: March 4, 1987

CP-3:

Tender Call: February 13, 1987
Contract Award: April 3, 1987

CP-4:

Tender Call: March 27, 1987
Contract Award: May 15, 1987

The construction season in Labrador for the performance of the subject restoration program is very short. It is envisaged that mobilization may be effected in June, 1987 (weather pending). Performance of work and demobilization at all sites must be completed no later than October, 1987.

2.0 MAJOR DEW LINE INSTALLATIONS

2.1 Work Scope

The two major Dew Line Installations are located at Cartwright and Hopedale. Each installation has an Upper Site containing the BMEWS station (entrance site and building) and TACAN station (the main complex with generator building, warehouses and living quarters). The Lower Site situated near the shoreline generally contains bulk fuel storage facilities to receive fuel delivered by marine transport.

Site clean-up and restoration to an environmentally acceptable standard. When initially constructed these facilities were very elaborate and totally self-contained. Since their abandonment, these installations have been vandalized and destroyed, with the remnants of the facilities strewn over the project site. Burial of all debris with in situ material is the principal objective of the site restoration program. This objective appears feasible in Cartwright. The lack of earth fill at the Hopedale site precludes burial. Therefore, at this site, stockpiling debris in a depression may be the only viable option.

Building structures, radar dishes, antennae towers, oil tanks, utility pipelines and electrical power equipment are to be dismantled. Combustible material is to be burned and the remaining residue covered with earth fill a minimum of 500 mm deep. Fuel drums are to be compacted prior to burial. Pressurized gas cylinders will also have to be disposed of in an acceptable manner.

Concrete foundations for buildings, towers and equipment, and support bases are to remain.

Table 2.1 provides general site demolition and restoration requirements for each of two (2) major Dew Line installations.

TABLE 2.1	
DEW LINE MAJOR INSTALLATION SITES - SITE DEMOLITION/DISPOSAL REQUIREMENTS	
HOPEDALE	CARTWRIGHT
<p>1. <u>Upper Site - TACAN (Main Complex)</u></p> <p>1.1 Radar Operations Building to be dismantled.</p> <p>1.2 Metal clad, structural steel frame building to be dismantled.</p> <p>1.3 Wood framed structures used for living quarters, dining and recreational facilities are extensively cannibalized and vandalized, with building debris strewn over the entire upper site. Control burning of large quantities of combustible materials is contemplated. In excess of 20 buildings are to be disposed. Final disposition of Petrocan renovated facilities to be confirmed.</p> <p>1.4 Large generator building, containing four diesel generators with associated electrical equipment to be removed and disposed.</p> <p>1.5 Bulk storage tanks to be dismantled.</p> <p>1.6 Numerous fuel drums to be compacted.</p> <p>1.7 Compressed gas cylinders to be safely disposed of off site.</p> <p>1.8 Lack of granular fill precludes conventional burial of debris.</p>	<p>1. <u>Upper Site - TACAN & BMEWS Combined at one Location</u></p> <p>1.1 Radar Operations Building constructed of reinforced concrete. Building frame to remain. Interior works to be removed and buried.</p> <p>1.2 Approximately 14 buildings, primarily wood framed structures used for living quarters, dining, recreational facilities, and enclosed connecting links have been cannibalized and vandalized. These structures to be dismantled, with combustible debris to be burned. Non-combustible debris to be buried with fill at approved dump site.</p> <p>1.3 Diesel generators to be disposed of.</p> <p>1.4 Bulk storage tanks to be dismantled, and remnants to be buried.</p> <p>1.5 Small incinerator to be disposed and buried.</p> <p>1.6 Large amount of scattered debris to be stockpiled, burned and residue to be buried.</p> <p>1.7 Fuel drums to be compacted prior to burial.</p> <p>1.8 Tropo scanners (approximately 80'-90' high) to be dismantled and buried. Foundation piers to remain.</p>

TABLE 2.1

DEW LINE MAJOR INSTALLATION SITES - SITE DEMOLITION/DISPOSAL REQUIREMENTS	
HOPEDALE	CARTWRIGHT
<p>2. <u>Upper Site - BMEWS Area (Antenna Site)</u></p> <p>2.1 Tropo scanners, 90' x 120' structural steel frame structures, to be dismantled.</p> <p>2.2 Antenna towers, structural steel frame, to be dismantled.</p> <p>2.3 Buildings to be removed.</p> <p>2.4 All debris from the Upper Site to be disposed of in adjacent ravine, levelled and compacted as best as possible with D-8 dozer. Bury debris with blasted rock fill.</p> <p>3. <u>Lower Site</u></p> <p>3.1 Above ground fuel lines, above bulk storage facility, to be removed, as well as water/sewer lines servicing the Upper Site.</p> <p>3.2 Visible and disgarded fuel drums are to be collected and compacted.</p>	<p>1.9 Above ground utilities (fuel lines, water and sewer lines) to be disassembled and buried.</p> <p>2. <u>Lower Site</u></p> <p>2.1 Above ground fuel lines to the Upper Site are to be removed.</p>

NAME	AREA	CP-1	CP-2	CP-3	CP-4
Rosedale Construction	Glovertown	x	x	x	x
[REDACTED]	Corner Brook	x	-	-	-
J & G Construction	Gander	-	-	x	x
Burin Readymix & Cluet's Construction	Marystown	x	x	x	x
Western Construction	Stephenville	x	x	x	x
H.J. O'Connell Construction	Labrador City	x	x	x	x
Terra Nova Construction Ltd.	Glovertown	-	-	x	x
Hulett's Services	Springdale	x	x	x	x
[REDACTED]	Gander	-	x	-	-
Topsail Construction	Stephenville	x	x	x	x
Olympic Construction	St. John's	x	x	x	x
Romaine Construction	St. John's	x	x	x	x
Northern Contractors & Builders	Glovertown	x	x	x	x
Labrador Construction Ltd.	Goose Bay	x	x	x	x
Ecozone Engineering Ltd.	St. John's	x	x	x	x
Titon Holdings	Goose Bay	x	x	x	x
NF Fabricators Ltd.	St. John's	x	x	x	x
Woodwards Ltd.	Goose Bay	-	x	-	-
Facon Ltd.	Goose Bay	x	x	x	x

2.2 Work Operations & Logistics Considerations

Work operations and logistics considerations for the two major Dew Line installations are summarized in Table 2.2. Hopedale and Cartwright are similar in many respects. Mobilization to site and construction operations can rely on available scheduled transport services to these two Coastal Labrador communities.

The major concerns at the Hopedale site are the rough, rocky terrain, and absence of fill.

TABLE 2.2

DEW LINE MAJOR INSTALLATION SITES		
WORK OPERATIONS LOGISTICS CONSIDERATIONS	HOPEDALE	CARTWRIGHT
1. Marine Docking Facilities	Available at former U.S. Marine dock.	Available, new wharf under construction to accommodate RO-RO service.
2. Marine Transport Service	Regular, once weekly, between mid July to November. Cargo trans-shipment takes place in Goose Bay. Additional freight service from Island approximately every 15 days.	Excellent service from Lewisporte/St. John's, generally two vessels per week.
3. Airstrip	Gravel runway.	Gravel runway.
4. Commercial Air Service	Float equipped aircraft, three times weekly.	Twin Otter aircraft, three times weekly.
5. Helicopter Refueling Facilities	Available.	Available.
6. Fuel Storage and Distribution	Limited facilities, arrangements to be made with coastal distributor.	Readily available.
7. Road access to site	In rough condition. Lack of fill material precludes road repair.	Community roads in good condition. Some road repairs to site may be required. Road borrow sources available.
8. Construction season	July to October.	June to October.
9. Dump sites	Not available, except as may be allowed by environment authorities.	Available.
10. Fill availability	Quarry rock fill only.	Common material readily available.
11. Local labour availability.	Labourers only, principally Native Inuit community.	Labourers and some heavy equipment operators available.

TABLE 2.2

DEW LINE MAJOR INSTALLATION SITES		
WORK OPERATIONS LOGISTICS CONSIDERATIONS	HOPEDALE	CARTWRIGHT
12. Workforce Accommodations	Construction camp will have to be shipped and set up.	Local community facilities may have been used on previous projects.
13. Food supplies	Local retail store has limited supply. Food supplies may have to be shipped in specifically for workforce.	Local supply generally available and satisfactory.
14. Medical services	I.G.A. Nursing Clinic	I.G.A. Nursing Clinic

3.0 SECONDARY COASTAL DEW LINE INSTALLATIONS (GAP FILLERS)

3.1 Work Scope

There are four (4) secondary Dew Line installation sites to be restored, situated at Cut Throat Island, Allik, Cape Harrison and Spotted Islands. In general, these installations consisted of an Upper Site and Lower Site. The Upper Site contains a radar dome operations building, maintenance and accommodations facilities, a large bulk fuel storage tank and utility services such as water, sewer, power and fuel. The Lower Site, located several miles away at sea level, served as a marine transshipment and fuel storage facility.

These sites are to be restored in an "environmentally acceptable" condition. Burial of all debris with native soil is the objective. This appears feasible in Allik, Spotted Islands and, possibly, Cut Throat Island. Where there exists a shortage of fill material, scrap materials are to be neatly stockpiled. Building structures, oil tanks and utility pipelines are to be dismantled and buried or neatly stacked. Fuel drums are to be compacted prior to burial or stockpiled.

Table 3.1 provides general site demolition and restoration work requirements for each of four (4) secondary Dew Line installations under consideration.

TABLE 3.1

SECONDARY DEW LINE INSTALLATIONS - SITE DISPOSAL/RESTORATION REQUIREMENTS

ALLIK	CUT THROAT ISLAND	SPOTTED ISLANDS	CAPE HARRISON
<p>1. <u>Upper Site</u></p>	<p>1. <u>Upper Site</u></p>	<p>1. <u>Upper Site</u></p>	<p>1. <u>Upper Site</u></p>
<p>1.1 Radar Operations Building to be dismantled.</p>	<p>1.1 Radar Operations Building to be dismantled.</p>	<p>1.1 Radar Operations Building to be dismantled.</p>	<p>1.1 Debris is littered around Upper Site and is to be stockpiled and covered with fill.</p>
<p>1.2 Main accommodations and services complex to be dismantled.</p>	<p>1.2 Four unit main complex to be dismantled.</p>	<p>1.2 Main accommodations and services complex to be dismantled.</p>	<p>1.2 Empty fuel drums are to be compacted and covered with fill.</p>
<p>1.3 Steel frame for service building to be dismantled.</p>	<p>1.3 Smaller wood framed shacks to be demolished and burned.</p>	<p>1.3 Smaller wood framed structures to be demolished and burned.</p>	
<p>1.4 Concrete foundations to be covered with fill where feasible.</p>	<p>1.4 Concrete foundations to be covered with fill where feasible.</p>	<p>1.4 Concrete foundations to be covered with fill, where feasible.</p>	
<p>1.5 Combustible debris to be burned on site.</p>	<p>1.5 Non-combustible debris to be buried with a minimum of 0.5 m of fill.</p>	<p>1.5 Non-combustible debris to be placed in ravine and covered with fill.</p>	
<p>1.6 Non-combustible debris to be buried with a minimum of 0.5 m of fill.</p>	<p>1.6 Above ground steel utilities (fuel lines, water and sewer lines, septic tank) to be dismantled and disposed of.</p>	<p>1.6 Above ground steel utilities (fuel lines, water and sewer lines, septic tank) to be disassembled and disposed of.</p>	
<p>1.7 Above ground steel utilities (fuel lines, water and sewer lines, septic tank) to be dismantled and disposed of.</p>	<p>1.7 Fuel drums to be compacted and buried.</p>	<p>1.7 Large bulk fuel storage facility to be dismantled, stored inside concrete dyke and covered with fill.</p>	
<p>1.8 Large bulk fuel storage facility (in excess of 100,000 gallons) to be dismantled, stored inside dyke and covered with fill. Concrete dyke to remain.</p>	<p>1.8 Large bulk fuel storage facility (in excess of 100,000 gallons) to be dismantled, stored inside dyke and covered with fill.</p>		

TABLE 3.1

SECONDARY DEW LINE INSTALLATIONS - SITE DISPOSAL/RESTORATION REQUIREMENTS			
ALLIK	CUT THROAT ISLAND	SPOTTED ISLANDS	CAPE HARRISON
<p>2. Lower Site</p> <p>2.1 Similar sized large bulk fuel storage facility to be dismantled and covered with fill.</p> <p>2.2 Fuel drums in old drum dump to be compacted and covered with fill.</p>	<p>2. Lower Site</p> <p>2.1 Large bulk fuel storage facility (in excess of 200,000 gallons) near coastline to be dismantled and covered with fill.</p>	<p>2. Lower Site</p> <p>2.1 Large bulk fuel storage facility to be dismantled, stored inside concrete dyke and covered with fill.</p>	

3.2 Work Operations and Logistics Considerations

1. There are no marine docking facilities or scheduled marine transport services to these sites, with the exception of the Spotted Islands installation.
2. There is no landing strip for fixed wing aircraft.
3. Equipment would likely have to be barged to the work site. Marine landing at each beach head requires closer examination as to the options available (landing barge, marine unifloats or temporary wharf structure) to offload equipment.
4. Camp accommodations comprised of construction trailers would have to be set up at each site, along with power supply, water and sewer service.
5. There are no helicopter refueling facilities; therefore, aviation fuel will have to be flown in or transported by marine barge.
6. Helicopter support services will be required to transport food supplies, construction tools and parts, and work crew.

4.0 MID CANADA LINE INSTALLATION SITES

4.1 Work Scope

There are four (4) Doppler sites to be restored in an environmentally acceptable condition. Each Doppler location consists of an Upper Site containing radar equipment and ancillary support services and a Lower Site, several miles away, situated on the shores of a lake. The Lower Site is essentially a fuel storage facility from which fuel was hauled in winter to the Upper Site. The sites are remote and accessible only by helicopter at the Upper Site and by fixed wing or helicopter at the lower site.

It is planned that these sites be cleaned and tidied up as much as possible recognizing physical constraints in undertaking the restoration work. Fuel barrels would be compacted and stacked. Building materials, oil tanks, fuel lines and fallen towers would be dismantled and neatly stacked. Combustible debris would be burned.

Table 4.1 provides general site demolition and restoration work requirements for each of the four (4) Doppler locations under consideration.

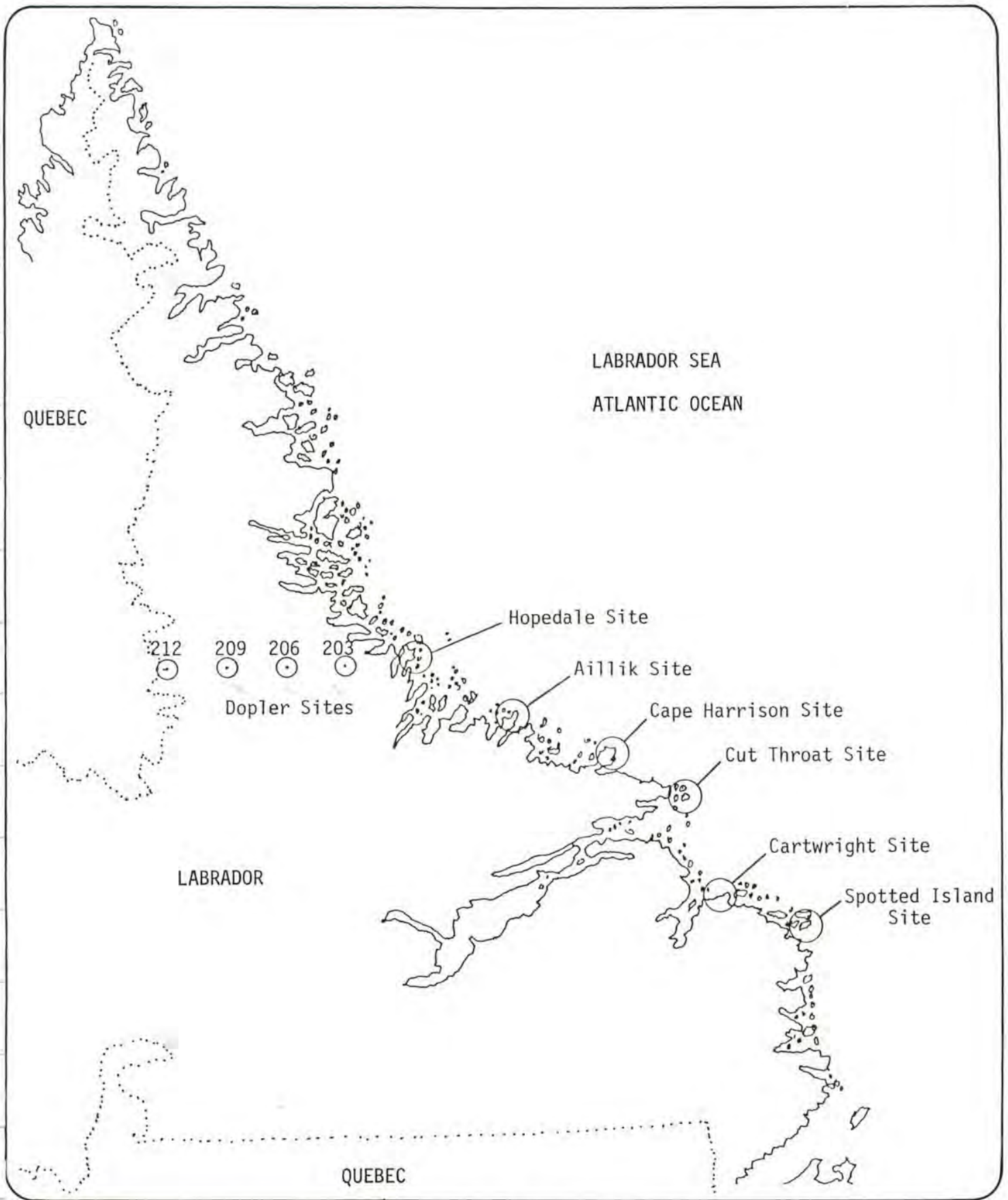
MID CANADA LINE INSTALLATION SITES - SITE DEMOLITION/DISPOSAL REQUIREMENTS

SITE #203	SITE #206	SITE #209	SITE #212
<p><u>1. Upper Site</u></p> <p>1.1 Metal framed buildings to be dismantled.</p> <p>1.2 Fallen antenna towers to be dismantled and stacked.</p> <p>1.3 Fuel lines and oil tanks to be dismantled and stacked.</p> <p>1.4 Fuel drums to be compacted and stockpiled.</p> <p><u>2. Lower Site</u></p> <p>2.1 Fuel drums to be compacted and stockpiled.</p> <p>2.2 Fuel lines and oil tanks to be dismantled and stacked.</p>	<p><u>1. Upper Site</u></p> <p>1.1 Metal framed buildings to be dismantled.</p> <p>1.2 Fallen antenna towers to be dismantled and stacked.</p> <p>1.3 Fuel lines and oil tanks to be dismantled and stacked.</p> <p>1.4 Fuel drums to be compacted and stockpiled.</p> <p><u>2. Lower Site</u></p> <p>2.1 Fuel drums to be compacted and stockpiled.</p> <p>2.2 Fuel lines and oil tanks to be dismantled and stacked.</p> <p>2.3 Small metal frame buildings to be dismantled.</p> <p>2.4 Log cabins to remain.</p>	<p><u>1. Upper Site</u></p> <p>1.1 Metal frames building to be dismantled.</p> <p>1.2 Fallen antenna towers to be dismantled and stacked.</p> <p>1.3 Fuel lines and fuel tanks to be dismantled and stacked.</p> <p>1.4 Fuel drums to be compacted and stockpiled.</p> <p><u>2. Lower Site</u></p> <p>2.1 Fuel drums to be compacted and stockpiled.</p> <p>2.2 Fuel lines and oil tanks to be dismantled and stacked.</p> <p>2.3 Buildings to be dismantled.</p>	<p><u>1. Upper Site</u></p> <p>1.1 Site is completely burned out. Building metal frame and all debris to be dismantled.</p> <p>1.2 Fallen antenna towers to be dismantled and stacked.</p> <p>1.3 Fuel lines to be dismantled and stacked.</p> <p>1.4 Fuel drums to be compacted and stockpiled.</p>

4.2 Work Operations and Logistics Consideratons

1. There are no marine docking facilities or transport services.
2. There is no landing strip for fixed wing aircraft except Site #212.
3. There are no helicopter refueling facilities. All fuel must be flown in along with construction equipment, tools and supplies.
4. Because of site remoteness and inaccessibility, the construction season would be limited to June through September, about four (4) months.

APPENDIX "A"
SITE LOCATION PLAN



PROJECT: Demolition and Site Restoration
 Former Dew Line Radar Sites

JOB No. 86096

TITLE: Site Location Map

SCALE:

DRAWN BY:

DATE: October, 1986

**THE
BAE
GROUP**



APPENDIX "B"

PRIME CONTRACTOR'S PRE-QUALIFICATION DATA

PRIME CONTRACTOR PRE-QUALIFICATION

1. Firm Name: _____

2. Date of Incorporation: _____

3. Bonding Company Name: _____

4. Bonding Capability (Dollars): _____

5. Present Work Volume (Dollars): _____

6. Principle Shareholders: _____

7. Present Work Force: _____

8. List of Heavy Equipment: _____

9. List Major Projects of Past Involvement:

10. Name of Company Representative to Participate in Site Tour: _____

11. Identify Contract Packages of Particular Interest:

	<u>Yes</u>	<u>No</u>
CP1:	—	—
CP2:	—	—
CP3:	—	—
CP4:	—	—

Based on Pre-Qualification Data provided, the Engineer, in consultation with the Department of Environment, will select qualified Prime Contractors to submit tenders for the subject demolition and restoration program included in Pre-Tender Documents.

1.0 INTRODUCTION

The intent of the pre-tender call is to provide prospective prime contractors with an opportunity to view the subject sites to assist in preparation of tenders for the following contract packages:

- CP1 - Mid Canada Line Installation Sites
- CP2 - Secondary Coastal Dew Line Installation
- CP3 - Cartwright - Major Dew Line Installation
- CP4 - Hopedale - Major Dew Line Installation

The contents of this pre-tender document represents a general overview of the scope of work and project logistics. This document will in no way relieve the Contractor of responsibility for exact site conditions.

In order to provide qualified prime contractors with a first hand look at the work requirements to restore the radar sites to an environmentally acceptable condition, an airplane charter has been tentatively scheduled for October 24, 1986.

A tentative time frame for the calling of tenders and performance of work is generally summarized as follows:

CP-1:

Tender Call: November 28, 1986
Contract Award: January 15, 1987

CP-2:

Tender Call: January 16, 1987
Contract Award: March 4, 1987

CP-3:

Tender Call: February 13, 1987
Contract Award: April 3, 1987

DEMOLITION AND SITE RESTORATION
FORMER DEW LINE RADAR SITES
CONTRACT PACKAGE - CP4
DOPLER SITES, LABRADOR
86096 - CP#4

FOR APPROVALS ONLY
NOT FOR CONSTRUCTION

SPECIFICATIONS FOR
DEMOLITION AND SITE RESTORATION
FORMER DEW LINE RADAR SITES
CONTRACT PACKAGE - CP4
DOPLER 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: March 28, 1987

JOB NO.: 86096

Title Page
Project Team
Index
List of Drawings

Instructions to Bidders
Tender Form
Appendices to Tender Form
Agreement Between Owner and Contractor
General Conditions
Supplementary General Conditions

Division 1 - General Requirements

Section 01005 - General Instructions
Section 01380 - Construction Photographs
Section 01500 - Temporary Facilities
Section 01545 - Safety, Security and Communications Requirements
Section 01546 - Fire Safety Requirements
Section 01560 - Environmental Protection

Division 2 - Site Work

Section 02060 - Demolition and Removal of Structures and Site Services

SPECIFICATIONS FOR
DEMOLITION AND SITE RESTORATION
FORMER DEW LINE RADAR SITES
CONTRACT PACKAGE - CP4
DOPLER SITES - LABRADOR

LIST OF DRAWINGS

<u>Project No.</u>	<u>Sheet No.</u>	<u>Description</u>	<u>Date</u>
86096	SK-203-1	Site Location Plan Dopler Site 203	November, 1986
86096	SK-203-2	Operatons Building Dopler Site 203	November, 1986
86096	SK-206-1	Site Location Plan Dopler Site 206	November, 1986
86096	SK-206-2	Operations Building Dopler Site 206	November, 1986
86096	SK-209-1	Site Location Plan Dopler Site 209	November, 1986
86096	SK-209-2	Operations Building Dopler Site 209	November, 1986
86096	SK-212-1	Site Location Plan Dopler Site 212	November, 1986
86096	SK-212-2	Operations Building Dopler Site 212	November, 1986

STIPULATED PRICE CONTRACT

INDEX

INSTRUCTIONS TO BIDDERS

1. Tender
1. Tender Documents
2. Tender Surety and Bonding
3. Completion of Tender Form
4. Unacceptable Tenders
4. Amendments to Tender
4. Withdrawal of Tender
4. Substitution of Materials
5. Use of Bid Depository
5. Acceptance of Tender

INSTRUCTIONS TO BIDDERS

1. TENDERS

- (a) Envelopes containing the Tender are to be clearly marked:—

Tender for Demolition & Site Restoration
Former Dew Line Radar Sites
Contract Package - CP4
Dopler Sites, Labrador

Addressed to: Deputy Minister

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

The name and address of the Bidder and the closing time must be shown on the envelope.

- (b) Tenders must be received in the Registry Office, Department of Environment,
Government of Newfoundland and Labrador on or before
the exact closing time and date indicated in the advertisement. TENDERS
RECEIVED AFTER THAT TIME WILL NOT BE CONSIDERED.
- (c) The Form of Agreement is included in the Contract Documents at the time of
tendering for the purpose of information to Bidders and shall not be completed at
the Time of Tendering.
- (d) Before submitting a Tender, tenderers shall carefully examine the Contract
Documents and the site of the proposed work and fully inform themselves of the
existing conditions and limitations. No subsequent allowance under the
Contract Documents will be considered for any Bidder who had failed to become
familiar with all aspects of the work.
- (e) The Owner will not defray any expenses incurred by the tenderers in the
preparation and submission of their tenders.

2. TENDER DOCUMENTS

- (a) The Tender Documents consist of the Instructions to Bidders, Tender Form,
Agreement, Drawings, Specifications, and any Amendments to the Contract
Documents issued during the tender period.

- (b) Every interpretation of or addition to the Contract Documents to be considered a valid part of the Contract Documents will be issued in the form of a written addendum.
- (c) No addendums will be issued less than seven (7) days prior to the closing date of the Tender.

3. TENDER SURETY AND BONDING

(a) Bidding Security

Every tenderer shall submit with his Tender a bid bond issued by an approved Surety Company licenced to do business in the Province of Newfoundland and made out in favour of the Department of Environment. The bid bond shall be at least ten percent (10%) of the tendered amount. No bidding security will be required for a tendered amount of less than \$25,000 unless specifically called for elsewhere in the tender document. An approved certified cheque may be substituted in lieu of the bid bond. The bidding security will be returned upon receipt of the Performance and Labour and Materials Bonds.

The terms of the bid security will be invoked and the amount retained by the Owner if the Bidder fails to enter into an agreement when notified of the award of the work within the tender validity period; or fails to provide the Performance and Labour and Materials Bonds in the amount and within the period specified.

(b) Performance Bond

A Performance Bond will be required in the amount of fifty percent (50%) of the contract price. The Performance Security is to be received not later than two (2) weeks after the award of the contract by the letter of intent and prior to the formal execution of the agreement. No work is to be undertaken until the Performance Security has been received. Performance Security will not be required for a contract value of less than \$25,000.

In lieu of the Performance Bond, the Minister may accept at his sole discretion an approved certified cheque for ten percent (10%) of the tendered amount. The cheque will be retained until satisfactory completion of the work including the guarantee period, after which this amount will be returned to the Contractor together with the accrued interest thereon at the current bank rate.

(c) Labour and Materials Payment Bond

A Labour and Materials Payment Bond will be required in the amount of fifty percent (50%) of the contract price. The Labour and Materials Payment Bond is to be received not later than two (2) weeks after the award of the contract by the letter of intent and prior to the execution of the formal agreement. No work is to

be undertaken until the Labour and Materials security has been received. Labour and Materials security will not be required for a contract valued at less than \$25,000.

In lieu of the Labour and Materials Bond, the Minister may accept at his sole discretion an approved certified cheque of ten percent (10%) of the tendered amount. The cheque will be retained until substantial completion of the work as defined by the Mechanics Lien Act and upon receipt of a completed and approved Statutory Declaration Form. This security, if in the form of a cheque, will be returned to the Contractor together with the accrued interest thereon at the current bank rate.

4. COMPLETION OF TENDER FORM

- (a) The Tender Form is to be completed in its entirety and submitted in the envelopes provided and the name of the Tenderer entered in the "Name of Bidder" space on the tender envelope. The Tenderer should retain a copy of the tender for his records.
- (b) Type or legibly print the information required on the Tender Form.
- (c) Type or legibly print the Tenderer's full business name and address in the spaces provided on the Tender Form.
- (d) Sign the Tender Form in the space provided as indicated:

In the case of a Sole Proprietorship, signature of Sole Proprietor will sign where indicated in the presence of a witness who will sign where indicated. Insert the words "Sole Proprietor" next to the signature.

In the case of a Partnership, signature of all partners will sign where indicated in the presence of a witness who will sign where indicated. Insert the word "Partner" next to signatures.

In the case of a Limited Company, signatures of authorized signing officers in the presence of a witness who will sign where indicated, and the corporate seal will be affixed. Indicate next to signature the corporate title of each signer.
- (e) Spaces or Appendices will be provided with the Tender Form if required for a list of sub-contractors, use of bid depository, contractor's experience, list of equipment. All such spaces and appendices must be completed in their entirety legibly by typewriter or by printing in ink.

- (f) If it becomes necessary to correct an error made on the Tender Form, such correction must be initialled and dated by the person or persons signing the Tender Form.

5. UNACCEPTABLE TENDERS

- (a) Tenders not submitted on the Tender Form provided will not be considered.
- (b) Telegraphic or telex tenders will not be accepted.
- (c) Tenders received after the Tender Closing time will not be considered.
- (d) Incomplete Tenders will be rejected.
- (e) Tenders not accompanied by an approved security in the correct amount will be rejected.
- (f) Tenders containing qualification or additional clauses to the Tender Form will be rejected.
- (g) Incorrectly prepared tenders may be rejected.

6. AMENDMENTS TO TENDER

Properly documented amendments to the Tender will be permitted up to the Tender closing time. Amendments documented by telegram or telex will be acceptable.

7. WITHDRAWAL OF TENDERS

Bids may be withdrawn without penalty by written telegraphic or telex request if received prior to the time fixed for the opening.

8. SUBSTITUTION OF MATERIALS

- (a) Tenders shall be based upon using the materials or products as specified without substitution. Where two or more brand names are specified the choice shall be left to the Contractor. Where only one brand name is stated there shall be no substitution.
- (b) Where the Specifications include the "or approved equal" clause, substitutions may be proposed provided that:
 - 1. the request for a substitution is made in writing at least fourteen (14) days prior to the bid date;
 - 2. the request shall clearly define and describe the product for which the substitution is requested;

3. the substituted article is equivalent to the specified article with regards to design, function, appearance, durability, operation and quality.

Approval of the substitution by the Architect/Engineer shall be in the form of an addendum to the Specifications issued at least seven (7) days prior to the Tender closing date to all of those contractors listed as having received a copy of the Contract Documents.

9. USE OF EID DEPOSITORY

The attention of the Bidder is drawn to the fact that the Bid Depository of the Newfoundland and Labrador Construction Association will be used for the Trade as listed in Appendix (not applicable).

10. ACCEPTANCE OF TENDER

- (a) The Owner will not necessarily accept the lowest or any tender.
- (b) Upon written acceptance of the tender within the tender validity period, the Tender Form becomes part of the Contract Documents and the successful tenderer becomes the Contractor. The Contractor will be required to execute a formal agreement with the Owner within thirty (30) days of the date of the letter of intent.
- (c) The Contractor shall, within 14 days of receipt of the letter of intent, submit to the Owner a breakdown of the bid to the satisfaction of the Owner.



GOVERNMENT OF NEWFOUNDLAND AND LABRADOR

TENDER FORM
STIPULATED PRICE CONTRACT

Tender for:

To:

Gentlemen,

1. Having carefully examined the site of the proposed work and all conditions affecting such, as well as the Contract Documents including the Specifications, all Drawings listed in the Specifications, (if drawings are not listed in the specifications such a list appears as Appendix "B") all Addenda, and the Instructions to Bidders for this project,

WE, THE UNDERSIGNED, hereby offer to furnish all necessary labour, materials, superintendence, plant, tools and equipment, and everything else required to perform expeditiously and complete in a satisfactory manner the work for the sum of _____

_____ (\$ _____) in lawful

money of Canada which includes all prime costs, allowances and Government sales or excise taxes in force at this date, except as otherwise provided in the tendering documents.

2. The Work will be substantially performed within _____ months from the date of notification of award of contract.

3. WE ENCLOSE HEREWITH if required by the Instructions to Bidders

(a) A Bid Bond in an acceptable form and correct amount issued by a company licenced to carry on such a business in the Province of Newfoundland or

- (b) a certified cheque in the correct amount.

In the event of this tender being accepted within the time stated in Section 4 below and our failure to enter into a contract in the form hereinafter mentioned for the amount of our tender the said security may at the option of the Owner be forfeited. The forfeiting of the security does not limit the right of action of the Owner against us for our failure or refusal to enter into a contract.

4. IF NOTIFIED IN WRITING BY THE OWNER OF THE ACCEPTANCE OF THIS TENDER WITHIN 30 DAYS OF THE TENDER CLOSING DATE SUBJECT TO SUCH OTHER PERIOD AS MAY BE SPECIFIED IN THE TENDERING DOCUMENTS, WE WILL:—

- (a) execute the Standard Form of Construction Contract;
- (b) if specified, furnish the security for the proper completion of the work, the said security, if in the form of bonds, to be issued on an acceptable form;
- (c) complete substantially all the work included in the contract within the time and under conditions specified.

5. WE understand that Performance Bond, Labour and Materials Bond and Insurance as required by the Contract Documents must be provided and in force prior to the commencement of any work and satisfactory proof of such be provided to the Owner.

6. WE confirm that the sums herein tendered include all sales taxes, royalties, custom duties, foreign exchange charges, transportation, travelling costs, all overhead and profit, all coordination fees, insurance premiums, and all other charges.

7. WE understand and agree to list the names of sub-contractors and suppliers whose bids have been used in the preparation of this tender price in Appendix "A". The list will be subject to the approval of the Owner. "By own forces" will be considered valid and satisfactory only if the tenderer is recognized by the Newfoundland and Labrador Construction Association or by the Road builders Association as being a "bona fide" contractor or supplier of that particular trade or item.

WE agree to authorize the Owner to release the names of subcontractors used in our tender where such information is requested from the Owner.

WE reserve to us the right to substitute other sub-contractors for any trades in the event of any sub-contractor becoming bankrupt after the date hereof. Any such substitution shall be subject to the approval of the Owner and contingent upon satisfactory evidence of bankruptcy.

8. WE understand and agree that the Owner may order changes to the work in the form of additions or deletions in accordance with the General Conditions, Supplementary General Conditions and the intent of the Contract Documents.

9. WE hereby acknowledge receipt of the following addenda:
Addendum No.
Addendum No.

10. In order for a Tender to be valid, it must be signed by duly authorized officials as indicated in the Instructions to Bidders.

SIGNATURE OF TENDERER

Firm Name: _____

Address: _____

Signing Officer

Signing Officer

Witnessed by

Corporate Seal

APPENDIX "A"

Herewith is the list of Sub-contractors referred to in Section 7 of the tender submitted by

to _____

dated _____ and which is an integral part of the above noted tender.

IF NOT USED, BAR AND INITIAL THE SPACE BELOW.

Division/Work	Names and Addresses of Sub-Contractors and Suppliers included in our Tender Price

APPENDIX "B"

Hereunder is the list of description of drawings referred to in Section 1 of the tender submitted by _____

to _____

dated _____ and which is an integral part of the above noted tender.

IF NOT USED, BAR AND INITIAL THE SPACE BELOW

APPENDIX C.1 OF TENDER FORM
SCHEDULE OF LUMP SUM PRICES
FOR DOPLER SITE NO. 203 CLEANUP
(REFER TO SPECIFICATION SECTION 01005, 6.1)

1.	Mobilization	\$
2.	Construction Camp	\$
3.	Air Support/Logistics	\$
4.	Upper Site Demolition	\$
5.	Lower Site Demolition	\$
6.	Dumpsite Burial	\$
7.	Demobilization	\$
8.	Balance of Unallocated Project Costs	\$
		<hr/>
	TOTAL LUMP SUM PRICE	\$ <hr/>

APPENDIX C.2 OF TENDER FORM
SCHEDULE OF LUMP SUM PRICES
FOR DOPLER SITE NO. 206 CLEANUP
(REFER TO SPECIFICATION SECTION 01005, 6.1)

1. Mobilization	\$
2. Air Support/Logistics	\$
3. Upper Site Demolition	\$
4. Lower Site Demolition	\$
5. Dumpsite Burial	\$
6. Demobilization	\$
7. Balance of Unallocated Project Costs	\$
	<hr/>
TOTAL LUMP SUM PRICE	\$ <hr/>

APPENDIX C.3 OF TENDER FORM
SCHEDULE OF LUMP SUM PRICES
FOR DOPLER SITE NO. 209 CLEANUP
(REFER TO SPECIFICATION SECTION 01005, 6.1)

1. Mobilization	\$
2. Air Support/Logistics	\$
3. Upper Site Demolition	\$
4. Lower Site Demolition	\$
5. Dumpsite Burial	\$
6. Demobilization	\$
7. Balance of Unallocated Project Costs	\$
	<hr/>
TOTAL LUMP SUM PRICE	\$
	<hr/>

APPENDIX C.4 OF TENDER FORM
SCHEDULE OF LUMP SUM PRICES
FOR DOPLER SITE NO. 212 CLEANUP
(REFER TO SPECIFICATION SECTION 01005, 6.1)

1. Mobilization	\$
2. Air Support/Logistics	\$
3. Upper Site Demolition	\$
4. Dumpsite Burial	\$
5. Demobilization	\$
6. Balance of Unallocated Project Costs	\$
	<hr/>
TOTAL LUMP SUM PRICE	\$ <hr/>

APPENDIX D.1 OF TENDER FORM

CASH FLOW FORECAST STATEMENT - DOPLER SITE NO. 203 CLEANUP

(REFER TO SPECIFICATION SECTION 01005, 6.2)

Description	June	July	August	September	October	November	Totals
1. Mobilization Costs							
2. Transportation Costs							
3. Equipment Costs							
4. Material Costs							
5. Labour Costs							
6. Subcontractor's Costs							
7. Demobilization							
8. Project Management & Administration Costs							
TOTALS							

APPENDIX D.2 OF TENDER FORM

CASH FLOW FORECAST STATEMENT - DOPLER SITE NO. 206 CLEANUP

(REFER TO SPECIFICATION SECTION 01005, 6.2)

Description	June	July	August	September	October	November	Totals
1. Mobilization Costs							
2. Transportation Costs							
3. Equipment Costs							
4. Material Costs							
5. Labour Costs							
6. Subcontractor's Costs							
7. Demobilization							
8. Project Management & Administration Costs							
TOTALS							

AGREEMENT BETWEEN OWNER AND CONTRACTOR
for use when a stipulated price forms
the basis of payment and to be used only
with the General Conditions of the Contract.

THIS AGREEMENT made in duplicate the _____ day of _____
in the year Ninteen hundred and _____

BY AND BETWEEN

hereinafter called the "Owner"

AND

hereinafter called the "Contractor"

WITNESSETH: that the Owner and Contractor undertake and agree as
follows:

ARTICLE A-1 THE WORK

The Contractor shall:

- (a) perform all the Work required by the Contract Documents for
_____ (insert here
the title of the Work and the Project) which have been signed in duplicate by both the parties.
- (b) do and fulfill everything indicated by this Agreement, and
- (c) commence the Work by the _____ day of _____ 19 _____
and substantially perform the Work of this Contract as certified by the Engineer/ Architect by
the _____ day of _____ 19 _____
- (d) The "Engineer/Architect" is the person designated as such from time to time by the Owner.

ARTICLE A-2 CONTRACT DOCUMENTS

The following is an exact list of the Contract Documents referred to in Article A-1:

Insert here, attaching additional pages if required, a list identifying all Contract Documents including: Drawings, giving drawing number, title, date, revision date or mark, and Specifications, giving a list of contents with section numbers and titles, number of pages, and date or revision marks if any. clearly identify any modifications to the Contract Documents.

ARTICLE A-3 CONTRACT PRICE

The Contract Price is _____

_____ Dollars

(\$ _____) in Canadian funds, which price shall be subject to adjustments as may be required in accordance with the General Conditions of the Contract.

ARTICLE A-4 PAYMENT

- (a) Subject to applicable legislation and, in accordance with prescribed regulations and in accordance with the provisions of the General Conditions of the Contract, the owner shall:
 - (1) make monthly payments to the Contractor on account of the Contract Price. The amounts of such payments shall be as certified by the Engineer/ Architect; and
 - (2) upon Substantial Performance of the work as certified by the Engineer/ Architect pay to the Contractor any unpaid balance of holdback monies then due; and
 - (3) upon Total Performance of the Work as certified by the Engineer/ Architect pay to the Contractor any unpaid balance of the Contract Price then due.
- (b) If the Owner fails to make payments to the Contractor as they become due under the terms of this Contract or in any award by a court, interest at the rate and in the manner specified in GC 21 - Certificates and Payments, shall become due and payable until payment. Such interest shall be calculated and added to any unpaid amounts monthly.

ARTICLE A-5 ADDRESSES FOR NOTICES

All communications in writing between the parties or between them and the Engineer/ Architect shall be deemed to have been received by the addressee if delivered to the individual or to a member of the firm or to an officer of the Corporation for whom they are intended or if sent by post or by telegram addressed as follows:

The Owner at _____
street and number and postal box number if applicable

_____ *post office or district, province, postal code*

The Contractor at _____
street and number and postal box number if applicable

_____ *post office or district, province, postal code*

The Engineer/ Architect at _____
street and number and postal box number if applicable

_____ *post office or district, province, postal code*

ARTICLE A-6 SUCCESSION

The General Conditions of the Contract hereto annexed, and all other aforesaid Contract Documents, are all to be read into and form part of this Agreement and the whole shall constitute the Contract between the parties and subject to law and the provisions of the Contract Documents shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, legal representatives, successors and assigns.

IN WITNESS WHEREOF the parties hereto have executed this Agreement under their respective corporate seals and by the hands of their proper officers thereunto duly authorized.

SIGNED, SEALED AND DELIVERED
in the presence of:

OWNER

CONTRACTOR

name

name

signed

signed

name and title

name and title

signed

signed

name and title

name and title

N.B. Where any legal jurisdiction, local practice or client requirement calls for proof of authority to execute this document, proof of such authority in the form of a certified copy of a resolution naming the person or persons in question as authorized to sign the Agreement for and on behalf of the Corporation or Partnership, should be attached.

APPENDIX D.3 OF TENDER FORM

CASH FLOW FORECAST STATEMENT - DOPLER SITE NO. 209 CLEANUP

(REFER TO SPECIFICATION SECTION 01005, 6.2)

Description	June	July	August	September	October	November	Totals
1. Mobilization Costs							
2. Transportation Costs							
3. Equipment Costs							
4. Material Costs							
5. Labour Costs							
6. Subcontractor's Costs							
7. Demobilization							
8. Project Management & Administration Costs							
TOTALS							

APPENDIX D.4 OF TENDER FORM

CASH FLOW FORECAST STATEMENT - DOPLER SITE NO. 212 CLEANUP

(REFER TO SPECIFICATION SECTION 01005, 6.2)

Description	June	July	August	September	October	November	Totals
1. Mobilization Costs							
2. Transportation Costs							
3. Equipment Costs							
4. Material Costs							
5. Labour Costs							
6. Subcontractor's Costs							
7. Demobilization							
8. Project Management & Administration Costs							
TOTALS							

APPENDIX G OF TENDER FORM

MANPOWER SCHEDULE

(REFER TO SPECIFICATION SECTION 01005, PARAGRAPH 9.1)

Description of Manpower	June	July	August	September	October	November

APPENDIX H OF TENDER FORM
SCHEDULE OF CONSTRUCTION EQUIPMENT AND MACHINERY
(REFER TO SPECIFICATION SECTION 01005, PARAGRAPH 10.1)

Make, Type, Model, Size, Capacity	Number of Units	Age	Ownership	Present Location

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR

SUPPLEMENTARY GENERAL CONDITIONS

SGC1 CONTRACTOR'S LIABILITY FOR ENGINEERING SUPERVISION COSTS

Should the Contractor fail to meet his date to substantially perform the Work as indicated in the Agreement between Owner and Contractor, then the Contractor will be held liable for payment to the Owner for the additional costs for engineering inspection and administration as occasioned by the Contractor's delay, and as calculated by the Engineer/Architect in accordance with Per Diem Fee Schedule recommended by the Association of Professional Engineers of Newfoundland.

SGC2 LIABILITY INSURANCE

3.1.1 The Contractor shall provide and maintain Comprehensive General Liability Insurance for a minimum limit of \$1,000,000.00 inclusive per occurrence for bodily injury, death and damage to property including loss of use thereof. A deductible of \$2,500.00 will be permitted on blasting and demolition with the Contractor paying the first \$2,500.00 of each claim.

3.1.2 The Contractor shall provide and maintain liability insurance in respect of owned licensed vehicles subject to limits as follows:

- (a) A minimum limit of \$1,000,000.00 inclusive per occurrence for bodily injury, death and damage to property including loss of use thereof.
- (b) Schedule of vehicles or a statement taken from the policy that all vehicles are covered.
- (c) The Owner added as an additional name insured and the Cross Liability Clause included.

SGC3 LETTER OF INSURANCE

Before proceeding with any work under the Contract, the Contractor must provide the Engineer with a letter of confirmation from his Insurance Company that all insurance policies specified in the Contract have been provided. In addition other requirements respecting insurance as specified in the General Conditions and Supplementary General Conditions shall be complied with.

SGC4 TAXES AND DUTIES

Referring to GC22 of the General Conditions, any increases or decreases in taxes, only refers to products, materials and equipment incorporated in the Completed Work.

SGC5 WORKMEN'S COMPENSATION BOARD CERTIFICATE

Before entering into a Contract, the successful bidder shall provide to the Owner a certificate from the Workmen's Compensation Board stating that the Contractor is in good standing, and also before approval of the Final Payment, the Contractor is required to provide the Owner with a similar certificate.

SGC6 PROVINCIAL PREFERENCE POLICY

Tenderers are advised that the Owner will be evaluating and awarding this tender on the basis of the Provincial Preference Policy for Newfoundland and Labrador.

1 Description
of Work

- .1 The work under this contract covers the complete demolition, burial of debris, site cleanup and restoration of the former Distance Early Warning (DEW) facilities and site utilities at Dopler Sites No. 203, 206, 209 and 212.
- .2 The cleanup work area incorporates both the upper and lower sites, described in the performance specifications.

2 Documents
Required

- .1 Maintain at job site, one copy each of the following:
 - .1 Contract drawings.
 - .2 Specifications.
 - .3 Addenda.
 - .4 Change orders.
 - .5 Other modifications to contract.
 - .6 Copy of approved work schedule.
 - .7 Standards listed in Part 1 of specification sections under Reference Standards.
 - .8 All permits and requirements of regulatory agencies having jurisdiction.

3 Codes and
Standards

- .1 Perform work in accordance with National Building Code of Canada (NBC) 1985 and any other code of provincial or local application provided that in any case of conflict or discrepancy, the more stringent requirements shall apply.
- .2 Meet or exceed requirements of contract documents, specified standards, codes and referenced documents.

4 Contractor's
Use of Site

- .1 The Contractor has complete use of the site.
- .2 Do not unreasonably encumber site with materials or equipment.
- .3 The Contractor is to provide control of the site to prohibit access by unauthorized persons.

-
- 5 Project Meetings .1 Contractor will arrange monthly project meetings and assume responsibility for setting times and recording and distributing minutes.
- 6 Measurement for Payment .1 The contract price is a Stipulated Lump Sum Fixed Price. Progress payments will be certified on a monthly basis, based on the percent of work completed for each pay item at each work site as identified in the Summary of Lump Sum Prices given in Appendix C.1 through C.4 of the Tender Form.
- .2 A cash flow statement for each work site will be completed at time of tender as per Appendix D.1 through D.4 of the Tender Form. The cash flow statement will be used as a guide by the Engineer to assess the progress of work with respect to the construction schedule and the value of work completed at the end of each month.
- 7 Work Methodology .1 The Contractor shall provide at time of tender as per Appendix E of the Tender Form, a general statement of the methodology he intends to follow to successfully undertake this work and complete the contract within the project milestones dates identified. The methodology should address planning for air transportation services, temporary facilities (i.e. proposed burial sites). The methodology is to address the sites on an individual basis.
- 8 Construction Schedule .1 The Contractor shall complete a Construction Schedule Bar Chart for each work site as per Appendix F.1 through F.4 of the Tender Form, showing as a minimum the following activities, with relevant starting dates and finishing dates:
- .1 Mobilization to site.
 - .2 Upper site cleanup.
 - .3 Lower site cleanup.
 - .4 Debris burial.
 - .5 Demobilization from site.

- .2 The following project milestones are to be incorporated in the Contractor's Construction Schedule.
 - .1 Start cleanup work - Before July 15/87
 - .2 Substantially complete
Upper and lower site cleanup - Sept. 30/87 - all sites
 - .3 Final contract completion - Oct. 15/87
- all sites

- 9 Manpower Schedule .1 The Contractor shall complete Manpower Schedule given in Appendix G of the Tender Form at time of tender. The Manpower Schedule is to reflect the number of workmen and supervisory personnel for each trade to be engaged by the Contractor and those of his subcontractors. For each month during the period of construction, the hours of work, number of shifts, working days per week is to be described in his Construction Methodology. Complete Appendix G on a site specific basis.

- 10 Equipment Schedule .1 The Contractor is to complete the Construction Equipment Schedule as per Appendix H of the Tender Form providing a complete list of major construction equipment and machinery that he intends to dedicate to the project site to carry out the work. Complete Appendix H on a site specific basis.

- 11 Contractor's Prequalifications .1 Only contractors which have been prequalified by the Owner will be invited to tender on this work.
 - .2 Contractors submitting bids must be thoroughly familiar and knowledgeable of existing site conditions, scope of work and requirements of the Contract Documents.

- 12 Site Information .1 The Engineer has prepared a "Site Information Manual" which is available for viewing upon request. This manual contains and consolidates all the information which the Engineer has obtained through his visits and data research with respect to the project description and scope of work.

- .2 The Contractor is obliged to carry out any further site investigations which he deems necessary to properly evaluate the risks and cost of the work, and execute the site cleanup and restoration programme in accordance with performance specifications described herein and the contract completion date.
- .3 No claims for additional costs will be entertained, nor will an extension of time to complete the work be granted, as the result of the Contractor's failure to properly examine and evaluate existing site conditions.

13 Period of
Acceptance of Tender

- .1 Amend paragraph 4 of the Tender Form for acceptance of the tender by the Owner to a period within 45 days of the tender closing date.

1 General

- .1 Provide construction photographs in accordance with procedures and submission requirements specified in this Section.

2 Construction Photographs

- .1 Sizes: 100 x 125 mm.
- .2 Finish: semi-matt colour with binding margin at one end.
- .3 Paper: single weight, mounted.
- .4 Number of prints required: 3 sets.
- .5 Identification: typewritten name and number of project and date of exposure on reverse side.
- .6 Number of viewpoints: Six for each work site, 24 total. Locations of viewpoints determined by Engineer. A minimum of two (2) viewpoints from the air.
- .7 Frequency: Submitted monthly with progress claim. Submit final photographs at completion of work at the project site.
- .8 Submit a short descriptive text for all photographs submitted.

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- | | |
|---|---|
| <u>1 Access</u> | <ul style="list-style-type: none">.1 Provide and maintain adequate access to construction site, camp and offices..2 Maintain and repair roads for duration of contract and make good damage resulting from Contractors' use of roads. |
| <u>2 Storage Sheds</u> | <ul style="list-style-type: none">.1 Provide adequate weathertight sheds with raised floors, for storage of materials, tools and equipment which are subject to damage by weather. |
| <u>3 Sanitary Facilities</u> | <ul style="list-style-type: none">.1 Provide sanitary facilities for work force in accordance with governing regulations and ordinances..2 Post notices and take such precautions as required by local health authorities. Keep area and premises in sanitary condition. |
| <u>4 Temporary Light and Power Supply</u> | <ul style="list-style-type: none">.1 Operate and maintain a temporary 120V/3Ø/60 Hz electrical power supply required to service site users of power..2 Install temporary facilities for power such as pole lines and underground cables to approval of Engineer..3 Provide temporary light for use during construction by Contractor. |
| <u>5 Heating and Ventilating</u> | <ul style="list-style-type: none">.1 Provide temporary heat and ventilation used during construction, including costs of installation, fuel, operation, maintenance and removal of equipment..2 Provide adequate ventilation under the following work conditions:<ul style="list-style-type: none">.1 Prevent hazardous accumulations of dust, fumes, mists, vapours or gases in areas occupied during construction..2 Provide local exhaust ventilation to prevent harmful accumulation of hazardous substances into atmosphere of occupied areas. |

- .3 Dispose of exhaust materials in manner that will not result in harmful exposure to persons.
- .4 Ventilate storage spaces containing hazardous or volatile materials.
- .5 Ventilate temporary sanitary facilities.

- .3 Maintain strict supervision of operation of temporary heating and ventilating equipment to:
 - .1 Conform with applicable codes and standards.
 - .2 Enforce safe practices.
 - .3 Prevent abuse of services.
 - .4 Vent direct-fired combustion units to outside.

6 Scaffolding

- .1 Construct and maintain scaffolding in rigid, secure and safe manner.
- .2 Erect scaffolding independent of walls. Remove promptly when no longer required. Refer to the safety requirements of the Canadian Construction Safety Code and the Occupational Health & Safety Regulations of the Provincial Department of Labour.

7 Construction Camp

- .1 Provide camp facilities in accordance with governing regulations and meeting the requirements of the authorities having jurisdiction.

8 Removal of
Temporary
Facilities

- .1 Remove all temporary facilities from the project site upon completion of work. The ground surface is to be restored to a condition consistent with that of the undisturbed area of the project.
- .2 All equipment, tools and appliances used during the work shall be removed from the project site.
- .3 All garbage and debris on the project generated by work activities shall be collected and disposed of by burial.

9 Engineer Camp
and Board

- .1 Provide camp room and board for representatives of the Engineer for a maximum of four (4) mandays per month per work site.

1 General

- .1 Due to the remoteness of the project site, personnel safety, and communications are considered important issues. The Contractor must stringently comply and enforce the requirements of this section.
- .2 The Contractor must establish a safety program to the satisfaction of the Engineer and regulatory authorities. The safety program is to be made known to all site personnel and is to have detailed instructions on measures to be taken in the event of safety violations, accidents and emergencies.
- .3 All incidents regarding safety to the public or workmen on site shall be reported without delay to the Engineer.
- .4 All personnel employed on the project site will have obtained medical certificates certifying that the individual is able to work in an isolated location with limited or no medical facilities within close proximity to the work area.

2 Construction
Safety Measures

- .1 Observe and enforce construction safety measures required by National Building Code (1985) Part 8, Occupational Health and Safety Division of the Provincial Department of Labour, and Workmen's Compensation Board.
- .2 In event of conflict between any provisions of above authorities the most stringent provision governs.
- .3 For remote work sites, Occupational Health and Safety Division requires a minimum of two (2) workers to have attained Emergency First Aid Certification.
- .4 Occupational Health and Safety regulations also stipulate standard equipment applicable to construction sites such as safety hats and boots, gloves, eye and breathing protection.
- .5 Provide and maintain first aid equipment, supplies and medications appropriate to the work and its remote location. Obtain and implement recommendations from Occupational Health and Safety Division specific to the project work site.

3 Communications

- .1 The Contractor is to provide a voice communications system for the safety of his workcrew and administration of the project. If a telephone service operated by the utility company is not available for the project site, the Contractor is to provide and maintain a HF radio which is to have sufficient range and reliability to contact Goose Bay on a regular basis.
- .2 The Contractor is to establish a plan for voice contact on a daily basis between the project site and Goose Bay, or the nearest coastal community to ensure the personal safety of work crews in the event of an emergency is not compromised.
- .3 Where the principal means of communications is by radio, the Contractor shall employ on site a qualified radio operator with a valid MOT radio license.

4 Security

- .1 The Contractor shall provide sufficient security personnel on site to ensure that all activities on site are carried out in a secure, orderly environment and to restrict access to the work area by the general public.

5 Overloading

- .1 Ensure no part of work is subjected to a load or procedure which will endanger its safety or the safety of project personnel.

6 Falsework

- .1 Design and construct falsework in accordance with CSA S269.1-1975.

7 Scaffolding

- .1 Design and construct scaffolding in accordance with CSA S269.2-M1980.

-
- 1 Fire Safety Plan .1 Prior to the commencement of demolition, a fire safety plan conforming to Section 2.14 of the National Fire Code 1985 shall be prepared for the demolition site.
- 2 Reporting Fires .1 Report immediately all fire incidents to the following:
.1 Where applicable, Community Volunteer Fire Chief.
.2 Provincial Fire Commissioner - St. John's
.3 Local Detachment of the R.C.M.P.
- 3 Fire Extinguishers .1 The Contractor shall supply and maintain portable fire extinguishers in conformance with NFC 1985, Part 6 as necessary to protect, in an emergency, the work in progress and the contractor's physical plant on site.
- 4 Smoking Precautions .1 Although smoking is not permitted in hazardous areas, care must still be exercised in the use of smoking materials in non-restricted areas.
.2 Smoking shall be permitted only in conformance with Subsection 2.4.3 of the NFC 1985 Code.
- 5 Fire Fighting Equipment .1 Supply and maintain required fire pumps, fire hose, back pack pumps, shovels and other ancillary equipment stipulated by permit from the Provincial Department of Forest Resources & Lands. Equipment Specifications is dependent upon number of workers at the work site.
- 6 Flammable Liquids .1 The handling, storage and use of flammable liquids are to be governed by the current National Fire Code of Canada.
.2 Flammable liquids such as gasoline, kerosene and naphtha may be kept for ready use in quantities not exceeding 45 litres provided they are stored in approved safety cans bearing the Underwriter's Laboratory of Canada or

Factory Mutual seal of approval. Storage of quantities of flammable liquids exceeding 45 litres for work purposes, requires the permission of the authorities having jurisdiction.

- .3 Transfer of flammable liquids shall not be carried out in the vicinity of open flames or any type of heat-producing devices.
- .4 Flammable liquids having a flash point below 38°C such as naptha or gasoline shall not be used as solvents or cleaning agents.
- .5 Flammable waste liquids, for disposal, shall be stored in approved containers located in a safe ventilatd area. Quantities are to be kept to a minimum.

7 Hazardous
Substances

- .1 If the work entails the use of any toxic or hazardous materials, chemicals and/or explosives, or otherwise creates a hazard to life, safety or health, work shall be in accordance with the National Fire Code of Canada.
- .2 The Engineer is to be advised, and a "Hot Work" permit issued in all cases involving welding, burning or the use of blow torches and salamanders, in buildings or facilities. Special precautions are necessary to safeguard life and property from damage by fire or explosions.
- .3 Wherever work is being carried out in dangerous or hazardous areas involving the use of heat, fire watchers, equipped with sufficient fire extinguishers shall be provided. Contractor is responsible for providing fire watch service for the work on a scale established and in conjunction with the Engineer.
- .4 Greasy or oily rags or materials subject to spontaneous combustion shall be kept in an approved receptacle, and disposed safely by incineration.

- .5 Internal combustion engines shall be located so that the exhaust discharges at least 500 mm from combustible materials.

8 Occupancy
Fire Separation

- .1 Where part of a building is to be occupied during demolition, the occupied part shall be separated from that being demolished by a fire separation having a fire resistance rating of at least 1 hour.

1 Construction Camp

- .1 Construction camp shall minimize interference with natural surface drainage. Surface drainage on and around site shall be controlled to minimize ponding and erosion.
- .2 All food wastes shall be burned and/or buried daily in the landfill site as approved by NDOE. All garbage and debris will be stored in a covered metal container until disposed of. Remaining ash and residue shall be disposed of by burial in landfill.
- .3 Food and camp supply areas shall be kept clean.
- .4 Food and camp supplies shall be stored securely to prevent wildlife intrusion.

2 Water/Waste Management

- .1 Camp water used for domestic consumption shall be made safe for human consumption.
- .2 Grey water and sanitary wastewater shall be disposed of in a manner approved by Newfoundland Department of Environment (NDOE). Untreated wastes shall not be permitted to enter water bodies.
- .3 Garbage shall be disposed of daily at a landfill site approved by NDOE and must be incinerated and/or buried daily with a minimum of 150 mm of fill to prevent dispersal of garbage by wind. Non-combustible solid wastes shall also be buried in the landfill site.
- .4 Solid wastes shall be compacted regularly by heavy equipment.
- .5 Upon closure of any waste disposal excavation, surface materials shall be spread and graded to avoid surface ponding.
- .6 Work areas shall be kept clean and free of garbage. Provide acceptable animal-proof garbage containers appropriately distributed throughout the project work area.

3 Work Adjacent to
Waterways

- .1 Do not operate construction equipment in waterways.
- .2 Do not dump excavated fill, waste material or debris in waterways.
- .3 Design and construct temporary crossings to minimize erosion to waterways.
- .4 Do not skid logs or construction materials across waterways.
- .5 Avoid indicated spawning beds when constructing temporary crossings of waterways.
- .6 Do not blast under water or within 100 m of indicated spawning beds.

4 Drainage

- .1 Provide temporary drainage and pumping as necessary to keep excavations and site free from water.
- .2 Do not pump water containing suspended materials into waterways, sewer or drainage systems.
- .3 Control disposal or runoff of water containing suspended materials or other harmful substances in accordance with local authority requirements.

5 Quarry/Borrow Pit
Development

- .1 Drainage discharge will be treated to remove suspended material as required by the Quarry Material Act, Provincial Department of Mines and Energy.
- .2 Water courses shall not be used as a source of borrow material.
- .3 Drainage and erosion associated with each borrow operation shall be controlled to minimize terrain disturbance and siltation of water bodies.
- .4 Any overburden not used shall be stockpiled for re-application following abandonment.

- .5 Equipment movement shall be restricted to access roads and to pit or quarry development areas.
- .6 If archeological artifacts are encountered, the area of the find shall be avoided and activities restricted to other parts of the pit until instructions are received from the Historic Resources Division, Department of Culture, Recreation & Youth.
- .7 Restoration including grading and recontouring, and appropriate drainage and erosion control measures shall be implemented following site use and abandonment to prevent erosion.

6 Explosives

- .1 All necessary permits and licenses shall be obtained prior to drilling and blasting.
- .2 The handling, transporting, storage and use of explosives shall be carried out in accordance with all applicable laws, regulations and orders of regulating authorities.
- .3 Use of explosives shall be restricted to authorized personnel who have been trained in their use.
- .4 Explosives shall be used in a manner that will minimize damage or defacement of the landscape features by controlling the scatter of blasted material beyond the cleared working area.
- .5 Scatter from blasting shall not reach fuel or hazardous substance storage locations.

7 Equipment and Vehicle Movement

- .1 Equipment and vehicles shall not be operated outside of designated project areas or access road right-of-ways. These areas shall be marked prior to construction.
- .2 Vehicle and equipment maintenance shall occur in designated areas at the work site. All maintenance fluids shall be contained, handled and disposed of in accordance with NDOE regulations. Spillage on the ground is prohibited. Spill volumes in excess of 70

litres must be reported immediately to NDOE through the Provincial 24-hour emergency spill number (709) 772-2083.

- .3 All equipment and vehicles shall be equipped with a suitable dry chemical fire extinguisher.
- .4 Equipment and vehicles shall not harass wildlife and shall yield to wildlife.
- .5 Vehicles and equipment shall be fuelled at the worksite in location approved by NDOE.

8 Wildlife

- .1 Project personnel shall not feed, injure or harass wildlife. Project personnel shall be restricted to project work areas.
- .2 Construction activities shall not interfere with wildlife movement through the area.
- .3 Vehicle and personnel travel will avoid all known concentrations of wildlife. Yield to wildlife if encountered.
- .4 No pets, domestic or wild, are allowed in camps.
- .5 Refuse will be controlled and made inaccessible to wildlife.
- .6 Project personnel are not permitted to possess firearms. The only firearms allowed on site shall be for protection against animals exhibiting aberrant behaviour. The firearms shall be controlled by the Construction Superintendent.
- .7 Encounters with troublesome animals or presence of potentially troublesome animals shall be reported to the District Wildlife Biologist in Goose Bay.

9 Heritage Resources

- .1 Relics and antiquities and items of historical or scientific interest such as cornerstones and contents, commemorative plaques, inscribed tablets, and similar objects found on site or

in buildings to be demolished, shall remain property of Owner. Protect such articles and request directives from Engineer.

- .2 Give immediate notice to Engineer if evidence of archeological finds are encountered during construction, and await his written instructions before proceeding with work in this area.
- .3 Any sites identified will be dealt with accordingly, at the direction of the Newfoundland Provincial Archeologist (Newfoundland Museum).

10 Fuel & Other
Hazardous
Substances

- .1 Vehicles transporting fuel shall travel on approved access roads only, at safe operating speeds for the road conditions. Vehicles shall be equipped with suitable dry-chemical portable fire extinguisher.
- .2 Reinforced rubber hoses for fuel transfer shall be in sound, leak-free condition and be equipped with properly functioning nozzles and check valve assemblies.
- .3 Fuel transfers shall be attended by a qualified person for the duration of the operation and performed in a manner that avoids spilling of fuel on the ground.
- .4 All fuel storage systems, stationary or portable, exceeding 2300 litres, must be constructed, maintained, operated and approved in accordance with "The Storage and Handling of Gasoline and Associated Products Regulations" of the Newfoundland Department of Environment.
- .5 Drums of fuel or chemicals shall be tightly sealed against corrosion and rust, and placed within an impermeable dyke unless otherwise approved by permit from the Newfoundland Department of Environment.
- .6 Fuel storage areas shall be equipped with suitable fire fighting equipment. Smoking is not permitted within 10 m of any fuel storage facility.

1.4 Work Included
for Dopler Site 212

- .1 Purpose of clean-up work is to bring the upper and lower sites as close as possible to its original condition within the defined cleanup 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 and equipment within 150 m radius measured from any point of the Operations Building foundation walls located at the upper site.
- .5 Dismantling and disposal of cable trough and wood trestle, linking to the former antenna towers.
- .6 Dismantling and disposal of two antenna towers, approximately 18 m and 77 m in length, including dish antenna affixed to the top of the towers.
- .7 Dismantling and disposal of two smaller antenna towers, approximately 15 m in length.
- .8 Demolition, removal and disposal of all remnants of the structural steel framed Operations Building, which measured approximately 18 m long by 8.4 m wide. This building and its contents have been extensively damaged by fire.
- .9 Removal and burial of all former above ground utilities, power conductors, utility poles, pipe lines and pipe supports.
- .10 Removal and disposal of all wood post foundations. Concrete foundations, if incurred, to remain however, steel baseplates are to be removed and anchor bolts cut flush with top of concrete foundations.
- .11 Complete burial with suitable fill material, suitably graded to facilitate without significant surface erosion, of all debris and rubbish gathered for disposal from the defined cleanup zones.

- 1.5 Work Excluded
- .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.
 - .3 Three (3) log cabins at lower site for Dopler Site No. 206 are to remain as is.
 - .4 No clean-up work is required for the lower site of Dopler Site No. 212, located at Border Beacon.
- 1.6 Salvaged Items
- .1 Any salvaged items must be removed from the project work sites no later than September 30, 1987.
- 1.7 Fires
- .1 Fires and burning of combustible rubbish on site is permitted, subject to the requirements and restrictions of the burning permit issued by the Department of Forest Resources and Lands.
 - .2 Provide supervision, attendance and fire protection measures as directed by authorities having jurisdiction.
- 1.8 Environmental Protection
- .1 Provide work in an environmentally acceptable manner. Comply with requirements of Section 01560.
- 1.9 Burial Sites
- .1 Contractor is to propose sites for consideration and approval by the Engineer and authorities having jurisdiction. State proposed burial sites in Contractor's statement of methodology.
 - .2 Development and operations of burial sites, quarries and borrow pits are to be governed by land use permits issued by the authorities having jurisdiction.
 - .3 It is anticipated that burial sites will be remote from the project cleanup sites requiring the support of aircraft for transport of scrap materials for disposal.

- .4 Schedule the work and make provisions for Engineer's designated representative to accompany all airlift flights from the project sites to the designated burial sites.
- .5 Burial sites are not permitted within 50 m from the shores of the lake or other significant waterbodies.
- .6 Burial sites containing wetlands, bogs or high water table conditions are not permitted.

1.10 Blasting
Question Proposal

- .1 Submit to Engineer for approval, schedule of proposed operations for rock borrow by blasting.
- .2 Indicate in proposal, types and quantities of explosives to be used, loading charts and drill hole patterns, type of caps, blasting techniques.
- .3 Indicate blast protection measures for control of flying rock, safety barricades, warning sirens and lights, and other related safety requirements.

1.11 Qualifications

- .1 Retain licensed explosives tradesmen to supervise and program work, and to determine precautions, preparation and blasting techniques.
- .2 Conform with blasting requirements of Canadian Construction Safety Code 1977 and the requirements of provincial authorities having jurisdiction.

1.12 Reference
Standards

- .1 Perform work in accordance with the following standards:
 - .1 Canadian Construction Safety Code 1977, latest edition.
 - .2 NFPA 327-1982 - Cleaning or Safeguarding Small Tanks and Containers.
 - .3 API Publication 2015, September 1985 - Cleaning Petroleum Storage Tanks.

- .4 API Publication 2202, April 1982 - Guidelines for Protecting Against Lead Hazard When Dismantling or Disposing of Steel from Tanks That Have Contained Leaded Gasoline.
 - .5 NBC 1985 Code, Part 8 - Safety Measures at Construction and Demolition Sites.
 - .6 CSA S350 - Code of Practice for Safety in Demolition of Structures.
 - .7 NFC 1985 Code, Part 6 governing installation and maintenance of portable fire extinguishers.
 - .8 NFC 1985 Code, Section 5.17 governing cutting and welding operations.
 - .9 CSA C22.1, "Canadian Electrical Code, Part", governing temporary electrical installations.
 - .10 CAN1-B149.2 "Installation Code for Propane Burning Appliances and Equipment" governing fuel supplies for heating equipment and internal combustion engines.
 - .11 CSA-B139 "Installation Code for Oil Burning Equipment" governing fuel supplies for heating equipment and internal combustion engines.
- .2 Maintain at project site a copy of the above referenced standards, as well as all permits from authorities having jurisdiction.

PART 2 - PRODUCTS

- 2.1 Common Fill .1 Common gravel fill, free of vegetation and organic matter, with a maximum particle size of 300 mm.
- 2.2 Rock Fill .1 Rock from quarry, with a maximum particle size of 300 at finished grade level.

PART 3 - EXECUTION

- 3.1 Preparation .1 Inspect site and verify with Engineer items designated for removal.

3.2 Demolition

- .1 Demolish all structures within limits indicated.
- .2 Remove existing equipment, services, finishes and furnishings from buildings.
- .3 Remove items indicated under scope of work.
- .4 Pump out fuel storage tanks and dispose of contents in accordance with governing regulations.
- .5 Compact empty steel barrels prior to burial. Burn contents when encountered in a safe manner. Because of proximity of heavily wooded area at the lower site of Site 206, provide for controlled burning of any fuel contents from abandoned drums or storage tanks under direction of NDOE personnel.
- .6 Cutting of structural steel and bulk fuel tanks to be carried out in accordance with referenced standards.
- .7 Purge harmful and flammable vapors from fuel storage tanks in accordance with referenced standards prior to cutting tanks.
- .8 Combustible materials are to be disposed by controlled burning on site, followed by burial of residue and ashes.
- .9 Noncombustible materials shall be cut in such shapes and sizes as to minimize voids, and compacted by heavy construction machinery to ensure layers of scrap material do not exceed 1500 mm. Each layer shall be covered with sufficient backfill required for access to dump subsequent layer of scrap material.
- .10 Non-ventilated gas cylinders shall be exploded in a remote and safe area acceptable to the Engineer. Empty and ventilated gas cylinders shall be buried as ordinary scrap material.
- .11 Collect all loose scattered debris and rubbish for disposal within limits of work area.

- .12 At end of each day's work, leave work in safe condition so that no part is in danger of toppling or falling.

3.3 Burial Fill

- .1 Provide final burial cover, comprising rock or common fill, to a minimum depth of 500 mm.
- .2 Fill surface voids at grade level with rock spalls or selected materials to form a compact mass, hiding from view the underlying dumped debris. Do not place rock fragments with dimensions exceeding 300 mm at grade level.
- .3 Supply and place fill materials for intermediate disposal layers to provide sufficient cover and compact mass to facilitate access for heavy construction equipment and next lift of scrap material.
- .4 Supply and place fill materials to provide a minimum 500 mm cover on all embankment slopes of the burial sites.
- .5 Trim embankment slopes to maintain stable slope, against erosion or slide failure, minimum slope H:V - 1.5 to 1.

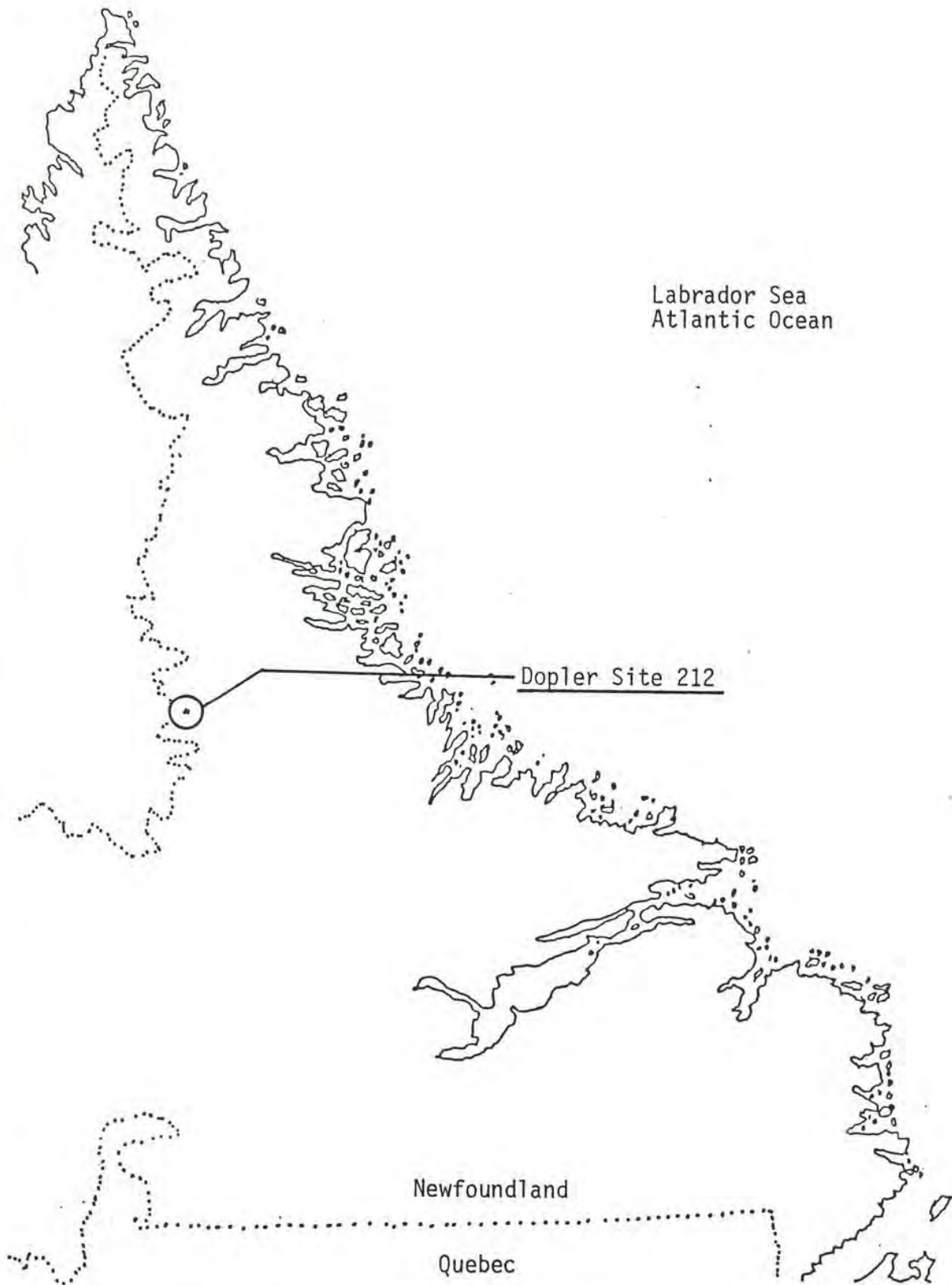
3.4 Borrow Pits and Quarries

- .1 Prior to excavating materials for common borrow or rock production, clear and grub area to be worked and strip unsuitable surface materials.
- .2 Where clearing is required, leave a screen of trees between area and public roadways as directed.
- .3 When excavation is completed dress sides of excavation to a nominal 1.5:1 slope.
- .4 For rock slopes greater than 1:1 scale, scale slope by removing loose fragments.
- .5 Trim off and dress slopes of waste material piles and leave site in a neat condition.
- .6 Provide drains or ditches, and grade site to prevent surface standing water.

- .7 Comply with restoration requirements stipulated in permit issued by the provincial authority having jurisdiction.

3.5 Restoration

- .1 Upon completion of work, remove debris, trim surfaces and leave work sites clean to a condition satisfactory to Engineer.
- .2 Reinstate areas designated for clean-up to match condition of adjacent, undisturbed areas.
- .3 Reinstated areas must be considered safe by the Engineer for access by the general public. Items to be considered are blasting caps, uncapped drill holes, hazardous chemicals, liquids, solids, etc.



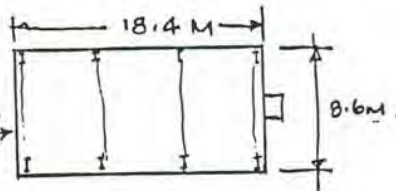
PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Site Location Plan - Dopler Site 212		PAGE SK-212-1	
DIVISION Civil	DRAWN G.L.	CHECKED	DATE November, 1986

THE BAE GROUP



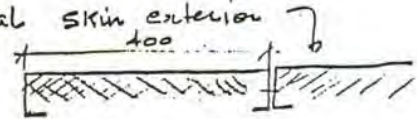
BOND ARCHITECTS and ENGINEERS LIMITED
 BOND STREET P. O. BOX 6900 ST. JOHN'S NF
 A1C 6H3 TLX 016-4676 TEL (709) 722-4822

STRUCTURAL
STEEL FRAME
Building

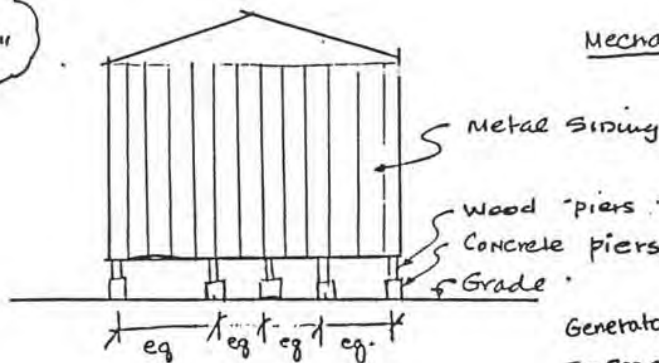


Plan

Insulated
Metal Skin exterior

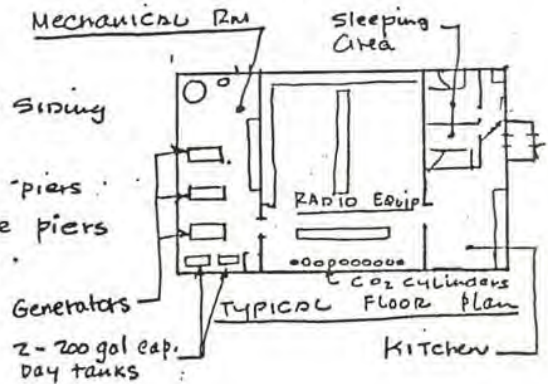


Ceiling height
Approx - 10'-0"

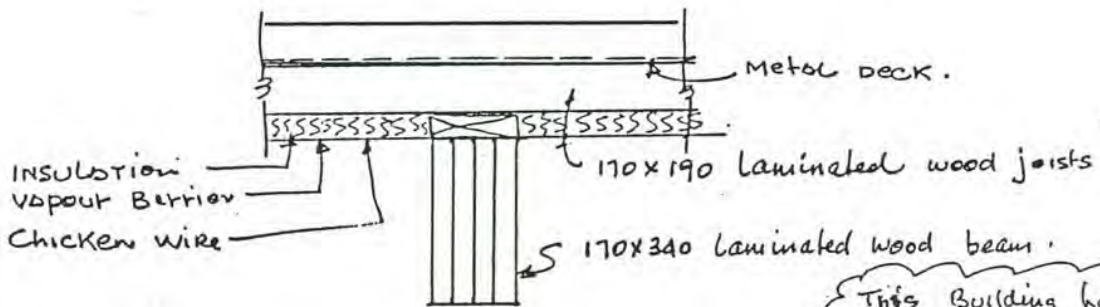


End Elevation

2 - windows / Bldg.

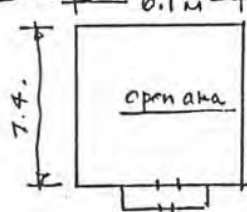


TYPICAL FLOOR PLAN



TYPICAL SECTION THRU FLOOR - NTS.

This Building has been
torn down on site 212.



EMERGENCY
SHELTER Bldg

Building plumbing system was under the floor
Heating system was from heat reclaim system
on the generator exhaust.

NOTE
Operations Building on Site 212
has been burned out

NOTE
This Building is all
Wood frame construction

PROJECT Demolition & Site Restoration of Former Dew Line Radar Sites, Labrador		JOB NO. 86096	
TITLE Doppler Site 212 - Operations Building		PAGE SK-212-2	
DIVISION Civil	DRAWN G	CHECKED	DATE November, 1986

THE BAE GROUP

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



OFFICE OF THE MINISTER

GOVERNMENT OF NEWFOUNDLAND & LABRADOR

Department of Environment

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



1987 05 25

Titan Holdings Limited
P.O. Box 7306
St. John's, NF
A1B 3Y5

Attention: Mr. B. Imhoff, P. Eng.

Dear Sir:

RE: Demolition and Site Restoration
Former Dew Line Radar Sites
Contract Package - CP4
203-Upper & Lower, 206-Upper & Lower, 209-Upper &
Lower, 212-Upper Only.

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 \$667,400.00 has been accepted.

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

cc: The BAE Group

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

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

PROJECT TEAM

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

PREPARED BY: Bond Architects & Engineers Limited
(The BAE Group)
P.O. Box 6900
Third Floor
Baine Johnston Centre
10 Fort William Place
St. John's, Newfoundland
A1C 6H3

DATE: August 17, 1987

PROJECT NO. 86096

INDEX

SECTION I

Monthly Report - Project Cost Summary

SECTION II

Monthly Report - Engineering Costs

SECTION III

Contract No. CP-1
- Hopedale

SECTION IV

Contract No. CP-2
- Cartwright

SECTION V

Contract No. CP-3
- Secondary Coastal Sites

SECTION VI

Contract No. CP-4
- Dopler Sites

SECTION VII

Contract No. CP-5
- St. Anthony

SECTION VIII

Contract No. CP-6
- La Scie/Elliston

SECTION IX

Construction Photographs

SECTION X

Project Schedule

SECTION I

Monthly Project Cost Summary

MONTHLY REPORT - PROJECT COST SUMMARY
PERIOD ENDING JULY 31, 1987

Contract Description	Contractor	Original Contract Amount	Revised Contract Amount To Date	Change Order Allowance (Anticipated)	Engineering Costs This Month	Total Engineering To Month End	Per Cent Const. Complete	Construction Cost This Month	Total Construction Cost To Month End	Amount To Finish		Total Estimated To Completion
										Engineering	Construction	
CP1 - Hopedale	Nfld. Fabric.	\$ 994,170.00	\$ 994,170.00	\$110,000.00 (Ex)			56.6	\$ 609,501.00	\$ 624,501.00	\$ 479,669.00	\$ 1,104,170.00	
CP2 - Cartwright	Titan Holdings	\$ 324,000.00	\$ 324,000.00	\$ 62,999.39 (Ex)			75.9	\$ 215,700.00	\$ 293,900.00	\$ 93,099.39	\$ 386,999.39	
CP3 - Secondary	Labrador Const.	\$ 738,000.00	\$ 738,000.00	-			26.9	\$ 198,500.00	\$ 198,500.00	\$ 539,500.00	\$ 738,000.00	
CP4 - Dopler	Titan Holdings	\$ 667,400.00	\$ 685,884.66	\$ 3,614.30 (Ex)			49.7	\$ 241,464.66	\$ 342,324.66	\$ 347,174.30	\$ 689,498.96	
CP5 - St. Anthony	Romaine Const.	\$ 45,451.00	\$ 45,451.00	-			72.9	\$ 33,115.50	\$ 33,115.50	\$ 12,335.50	\$ 45,451.00	
CP6 - Elliston/La Scie	-	-	-	-			-	-	-	-	-	
Total Construction Costs		\$2,769,021.00	\$2,787,505.66	\$176,613.69 (Ex)			50.4	\$1,298,280.66	\$1,492,341.16	\$1,471,778.19	\$2,964,119.35	
Total Engineering Costs					\$19,497.32	\$ 65,557.72	47.6			\$72,317.50	\$ 137,875.22	

SECTION II

Engineering Costs

PROJECT ENGINEERING COSTS

Description	Costs to March 31/87	March 31 - July 31/87	Remaining To Complete	Expected Total To Completion	Budget	Variance
A. Design	\$26,281.00	\$ 4,855.00	-	\$ 31,136.00	\$ 7,570.00	+\$23,566.00
B. General Contract Administration	-	\$ 4,284.00	\$ 20,000.00	\$ 24,284.00	\$28,592.00	+\$ 4,308.00
C. Resident Supervision	-	\$16,160.00	\$ 40,000.00	\$ 56,160.00	\$76,800.00	-\$20,640.00
D. Supplementary Services	-	\$ 2,182.50	\$ 6,317.50	\$ 8,500.00	\$ 8,500.00	-
E. Expenses	\$ 4,421.32	\$ 7,373.90	\$ 6,000.00	\$ 17,795.22	\$16,525.00	+\$ 1,270.22
TOTAL	\$30,702.32	\$34,855.40	\$ 72,317.50	\$137,875.22	\$137,987.00	-\$ 111.78

SECTION VI

Contract No. CP-4
- Dopler Sites

MONTHLY STATUS REPORT

Project No. 86096
Report No. 1
From: June 22, 1987
To: July 31, 1987

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

Project: Demolition and Site Restoration - Former Dew Line Radar Sites
Dopler Sites, Labrador - Contract Package CP-4

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

A. Tender Data:

Tender Closing Date: <u>April 21, 1987</u>	Contract Award Date: <u>May 25, 1987</u>
Contractor: <u>Titan Holdings Limited</u>	Contract Amount: <u>\$667,400.00</u>
Completion Date: <u>September 30, 1987</u>	Change Order Amount: <u>\$ 18,484.66</u>
	Revised Contract Amount: <u>\$685,884.66</u>
	Revised Completion Date: <u>Sept. 15/87</u>

B. Construction Equipment Resources Deployed During Month:

- Site 212: Complete
- Site 209:
 - (1) 2 - K18 Kobuta
 - (2) 2 - ATV Quad Runners
 - (3) 4 - Trailers
 - (4) Miscellaneous small tools, equipment and pumps.
- Site 206: Not mobilized to date.
- Site 203: Not mobilized to date.

C. Construction Work Force Deployed During Month:

- Site 212: Complete
- Site 209:
 - (1) 1 - Foreman
 - (2) 3 - Labourers
 - (3) 1 - Cook/Labourer

Work Force demobilized on July 28, 1987 awaiting final inspection.
remobilization of work force scheduled for August 5, 1987.

- Site 206: Not mobilized to date.
- Site 203: Not mobilized to date.

D. Summary of CCN/Change Order to Month End

CCN#	C.O.#	Description	Date Issued to Contractor	Amount Quoted	Consultant's Recommendations	Remarks
1	1	Additional site cleanup at Site 212.	N/A	\$12,066.00	Approved	Change Order issued August 3, 1987.
2	2	Disposal of 21 drums and fuel at Site 209 (Lower).	N/A	\$ 4,931.56	Approved	Change Order issued August 3, 1987.
3	3	Additional site cleanup at Site 209 (Upper).	N/A	\$ 1,487.10	Approved	Change Order issued August 3, 1987.
4	4	Disposal of drums and debris at shoreline - Site 209 (Lower).	Aug. 4/87	\$ 3,614.20	Under Review	
		TOTAL TO DATE		\$22,098.86		

E. Summary of Progress

1. Work Progress to July 31, 1987:

.1 Site 212: All work complete.

.2 ● Upper Site 209:

(a) All work as detailed in the specification has been 95% completed.

(b) Burial of a few drums, scattered debris and Emergency Shelter debris remaining to be completed.

● Lower Site 209

(a) All work as detailed in the specification has been 90% completed.

2. Construction Schedule

Total completion of the cleanup for Site 209 is approximately one week late. This is due to the Contractor closing down the project and sending work crews home for a one-week period. Contractor feels confident that they will continue on-schedule for completion of Site 206. There are three (3) days left for Contractor to complete work remaining on both the Upper and Lower Site 209.

3. Instructions Issued to Contractors

- .1 Clean up drums and scattered debris along shoreline within contract boundary on Lower Site 209.
- .2 Hand rake burial sites to ensure proper site restoration for both upper and lower sites.
- .3 Complete burial of garbage and cans located near shorelines on Lower Site 209.
- .4 Contractor to ensure that during ancillary cleanup no surface material is visible.
- .5 Contractor asked to submit cost to supply labour and equipment to dispose of drums and scattered debris along shoreline, and other drums and debris outside contract limits.

F. Project Construction Costs

Contract: Dopler Sites - CP-4

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. Site 212 <i>Water Meter</i>	\$103,020.00	\$12,066.00	-	\$ 12,066.00	\$112,926.00	98.1	\$ 2,160.00	\$115,086.00
2. Site 209 <i>Water Meter</i>	\$195,030.00	\$ 6,418.66	\$3,614.30	\$201,448.66	\$201,448.66	98.2	\$ 3,614.30	\$205,062.96
3. Site 206 <i>Water Meter</i>	\$218,600.00	-	-	\$ 27,950.00	\$ 27,950.00	12.8	\$190,650.00	\$218,600.00
4. Site 203 <i>Water Meter</i>	\$150,750.00	-	-	-	-	0	\$150,750.00	\$150,750.00
TOTAL	\$667,400.00	\$18,484.66	\$3,614.30	\$241,464.66	\$342,324.66	49.7	\$347,174.30	\$689,498.96

SECTION X

Project Schedule

CONSTRUCTION SCHEDULE - CP-4

Dopler Radar Sites

LABRADOR REHABILITATION CONTRACT CP4 SCHEDULE UPDATE

CONSTRUCTION SCHEDULE FOR SITE #212

WORK	JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER			
*****	*****				*****				*****				*****				*****			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MOBILIZATION			X																	
CLEANUP				X																
BURIAL				X																
DEMOBILIZATION					X															

CONSTRUCTION SCHEDULE FOR SITE #209

WORK	JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER			
*****	*****				*****				*****				*****				*****			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MOBILIZATION					X															
CLEANUP						X	X													
BURIAL						X	X													
DEMOBILIZATION											X									

CONSTRUCTION SCHEDULE FOR SITE #206

WORK	JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER			
*****	*****				*****				*****				*****				*****			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MOBILIZATION									X											
CLEANUP										X										
BURIAL										X										
DEMOBILIZATION											X									

CONSTRUCTION SCHEDULE FOR SITE #203

WORK	JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER			
*****	*****				*****				*****				*****				*****			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MOBILIZATION									X											
CLEANUP											X									
BURIAL											X									
DEMOBILIZATION													X							



GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
DEPARTMENT OF ENVIRONMENT AND LANDS

CERTIFICATE OF APPROVAL

Pursuant to **The Storage and Handling of Gasoline and Associated Products Regulations, 1982 (as amended, 1986), Section 14**

Date: 91 11 13

Approval No. GAP 92012814

Proponent: Department of National Defence
Canadian Forces Base Gander
P.O. Box 6000
Gander, NF
A1V 1X1

Attention: Warrant Officer J.F. Allen

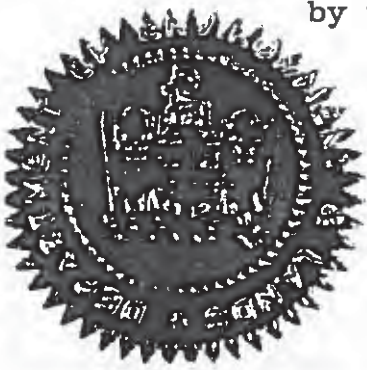
Approval is hereby given for the installation and operation of one 11,365 L steel, self-dyked, aboveground fuel storage tank (Serial No. B106995C) and associated facilities for The Department of National Defence at Border Beacon, Labrador.

This approval does not release the proponent from the obligation to obtain appropriate approvals from other concerned provincial, federal and municipal agencies.

This approval is subject to the terms and conditions indicated in Appendix A (attached).

It should be noted that prior approval of any significant change in design or installation of the proposed works must be obtained from the Department of Environment and Lands.

Failure to comply with the terms and conditions will render this approval null and void, place the proponent and their agent(s) in violation of **The Storage and Handling of Gasoline and Associated Products Regulations (as amended, 1986)**, and make the proponent responsible for taking any remedial measures as may be prescribed by this Department.



Gurman
(for) MINISTER

CERTIFICATE OF APPROVAL

GAP 92012814

APPENDIX A

1. The proponent shall comply with the provisions of The Regulations.
2. The system shall be installed in accordance with Schedule A dated 1991 10 18.
3. The self-contained dyked units shall not be put into operation, and any associated underground piping shall not be backfilled, before being inspected by an official of this Department. This can be arranged by calling 896-5709 and giving advance notice of five working days.
4. Prior to precipitation drainage, the dyked area shall be visually inspected and any oil accumulated shall be collected. Precipitation drainage shall be conducted under constant supervision.
5. The dyke drain valve shall be closed and locked when not in operation.
6. This Approval is valid until 1993 12 31. Installation shall be completed by that date or the application and approval procedure shall be repeated.

811.034.1
GAP 92012814

cc: Fire Commissioner
Fire Commissioner's Office
Pleasantville Fire Station
St. John's, NF

Mr. Brian Power, P. Eng.
Director
Environmental Protection/NF
Conservation and Protection Service
Environment Canada



LICENCE
FOR OCCUPANCY OF CROWN LAND
for the purpose of

Fuel Cache Site

Under the provisions of Section 6 of The Lands Act, Chapter 36 of The Statutes of Newfoundland, 1991, Her Majesty the Queen in right of Newfoundland represented herein by the Honourable the Minister of Environment and Lands for the Province of Newfoundland (hereinafter called the "Crown") doth hereby grant a LICENCE FOR OCCUPANCY unto

"Her Majesty the Queen in Right of Canada represented
by the Minister of National Defence"

in the Province of Newfoundland (hereinafter called the "Licence Holder") the heirs, executors, administrators and assigns to occupy ALL THAT piece or parcel of land delineated in the attached Schedule A, and being situate at Border Beacon, in the Electoral District of Naskaupi, comprising an area not to exceed 0.0900 hectares, TO HAVE AND TO HOLD the said piece or parcel of land unto the Licence holder for the term of 5 year(s) from the 10th day of May A.D. 1994, SUBJECT to the reservation, terms and conditions hereinafter set out;

PROVIDED that the Licence Holder covenants and agrees to comply in all respects to the terms and conditions as outlined in Schedule B and Schedule C of these presents;

AND FURTHER PROVIDED that this Licence shall not be assigned or conveyed without the prior written consent of the Minister and then only on such terms as the Minister may prescribe.

SIGNED by the Licence Holder
on the 22nd day of March A.D. 1994.

SIGNED by the Minister of Environment & Lands
on the 10th day of May A.D. 1994.


Licence Holder


Minister of Environment and Lands



GOVERNMENT OF
NEWFOUNDLAND
AND LABRADOR

Government Service Centre

Department of
Government Services and Lands

Telephone: (709) 896-2661
Facsimile: (709) 896-4340

1998/1005

FACSIMILE COVERPAGE

TO: Toby Matthews, Dept. of Environment & Labour, St. John's, Fax #729-1930
FROM: Darryl Johnson, Reg. Director, GSC, Happy Valley-Goose Bay
DATE: Oct. 5/98
SUBJECT: **BORDER BEACON**

Toby,

I thought you would be interested in this correspondence which I recently found in our GSC files.

This practice, of allowing on-site disposal of waste materials, has not been followed by the GSC.

Regards,


Darryl



GOVERNMENT OF
NEWFOUNDLAND AND LABRADOR

Department of Environment and Lands
Environmental Investigations Division
Labrador Regional Office

FEED FAX THIS END

FAX	
To:	GIL SIMMS
Dept.:	ENVIRO-SAFE FUELS
Fax No.:	896-2034
No. of Pages:	1
From:	DAVE NOSEWORTHY
Date:	94 03 10
Company:	ENVIRONMENT
Fax No.:	896-9566
Comments:	Border Beacon Drum Removal Contract
<small>Post-it</small>	<small>fax pad T903E</small>

File No. 811.034.1

March 10, 1994

Mr. Gil Simms
Enviro-Safe Fuels Ltd.
15 Aspen Road
Goose Bay, Labrador
AOP 1C0

Dear Mr. Simms:

Re: Drum Removal Contract - Border Beacon

Further to our telephone conversation yesterday, the Department of Environment and Lands has no objections to your proposal to dispose of approximately 76 empty fuel drums at Border Beacon by burying them on-site.

The following conditions must be followed prior to burial: (i) the drums must be steam cleaned and all remaining residue removed; (ii) the drums must be reduced in volume, either by crushing or cutting into smaller pieces; (iii) the drums must be buried in stable, well drained soil and backfilled with at least one metre of compacted fill material; (iv) the site must be returned to its natural condition after burial has been completed.

If you should have any further questions, please feel free to call me.

Sincerely

David F. Noseworthy
Regional Environmental Specialist (Labrador)

**ENVIRONMENTAL INSPECTION
ABANDONED MILITARY SITES IN LABRADOR**

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

TABLE OF CONTENTS

Executive Summary

1.0	INTRODUCTION	1
1.1	Purpose	1
1.2	Previous Work in Area	1
1.3	Selected Sites List	1
2.0	INSPECTION	1
2.1	Doppler Sites	
2.1.1	Border Beacon	1
2.1.2	Wild Boar	5
2.1.3	Harbour Lake	5
2.1.4	Hunt River	6
2.2	Hopedale, BMEWS and TACAN	7
2.3	Cape Allik	9
2.4	Cape Harrison	10
2.5	Cutthroat Island	11
2.6	North West Point	13
3.0	DISCUSSION	16
3.1	Comments and Recommendations	16
3.2	Sampling Results	17
3.3	Report Distribution	18
4.0	PRELIMINARY COST ESTIMATES	18
5.0	ATTACHMENTS	19
5.1	Map 1, Goose Bay	
5.2	Map 2, North West Point	
5.3	Map 3, North West Point	
5.4	Plan, Dept. Of Air Force	
5.5	Spreadsheet - Facilities Location	
5.6	List, 13 Sites	
5.7	Photos	
5.8	Sketch, North West Point	

TABLE OF CONTENTS (CONTINUED)

- 5.9 Sampling Results:
 - North West Point # 1
 - North West Point # 2
 - Hopedale # 1
 - Hopedale # 2
- 5.10 Land Ownership
- 5.11 Press Release, August 22, 1996
- 5.12 Site Plan, Hopedale
- 5.13 Summary of Events

EXECUTIVE SUMMARY

In June-July 1996, area residents and national media reported concerns over former Canadian and United States Military sites in Labrador. Soil and water contamination, abandoned facilities and equipment including fuel systems were of primary concern. Initial field response and sampling at Northwest Point in July 1996 by Government Services personnel confirmed public and media concerns.

An expanded investigation conducted in late August and September 1996 included files review, consultations, meetings and inspection of selected former Canadian and United States military sites in Northern Labrador. Doppler, BMEWS, TACAN and Globecom references were used to identify the telecommunication, tropospheric scatter and other systems operations once used by Canada and the United States.

Nine of the thirteen listed sites and areas involved in a January 1986 land reversion agreement between the Government of Canada (DND) and the Province of Newfoundland provided a settlement of \$5.5 million to the Province to undertake demolition and cleanup of the thirteen sites and areas.

These sites, located on an east-west line from the Quebec border to Hopedale and along the coast of Labrador were part of a major government cleanup operation in 1986. Findings of the investigation reveal oil and chemical residuals, debris and some areas of contamination that require more detailed and intrusive environmental site assessment. Border Beacon, Hopedale and North West Point are identified as sites where follow up work is deemed necessary. Preliminary cost estimates for additional site assessment and some cleanup work totalled \$176,509

1.0 INTRODUCTION

1.1 Purpose

To conduct files review and preliminary site assessment at selected former military sites in Labrador. U.S. and Canadian governments formerly operated the sites. The inspection of sites provides an update to 1986 cleanup contracts and to respond to media and public concerns over contamination identified at two of these sites.

1.2 Previous Work in the Area

In January 1986 as part of a Reversion of Land Letter of Agreement, the province accepted a \$5.5 million offer from the Government of Canada for 13 listed sites. The Province in accepting these monies absolved the GOC of any further responsibility and liability for the cleanup of 13 sites identified.

In 1986, the province contracted cleanup of these sites. The BAE Group for the Province provided project management and to oversee two cleanup contractors, Titan and Eastern Demolition.

1.3 Selected Sites List

- (1) Cartwright
- (2) Hopedale
- (3) Spotted Islands
- (4) Hopedale Island
- (5) Cape Makkovik (Allik)
- (6) Cutthroat Island
- (7) Cape Harrison
- (8) North West Point (2 sites)
- (9) BOA (Doppler Site 203, Upper and Lower)
- (10) Harbour Lake (Doppler Site 206, Upper and Lower)
- (11) Wild Boar (Doppler Site 209, Upper and Lower)
- (12) Border Beacon (Doppler Site 212, Upper and Lower)
- (13) St. Anthony

*Border Beacon still active
1) out filter
2) possible by low
level flying ops*

2.0 INSPECTION

2.1 Doppler Sites

The sites located inland Hopedale range from Border Beacon on the west to Hunt River on the east. They were operated as part of the Department of National Defence "Mid Canada Line" sites throughout northern Canada. Changes in frequency of electronic waves generated by the stations enabled Canada (DND) to detect domestic

and foreign aircraft into Canadian airspace. The sites were strategically located on high elevations and made use, of ponds and lakes for bases areas. Each station had an upper and lower area:

Site 212	Border Beacon	(Upper and Lower)
Site 209	Wild Boar	(Upper and Lower)
Site 206	Harbour Lake	(Upper and Lower)
Site 203	Boa	(Upper and Lower)

Doppler sites land transfers are summarized in Attachment. (IGA File 160.16.03 refers).

Doppler sites represent four of the list of thirteen sites and area that reverted to the Province of Newfoundland arising from negotiations with the Government of Canada in 1986. (January 28, 1986 correspondence from H.H. Stanley, DM, Executive Council to D.B. Dewar, DM, Department of National Defence refers).

2.1.1 Doppler Site 212: Border Beacon

Situated 55° 20" 01" (Lat) 63 degrees 16' 15" (Long)

The Government of Canada reportedly deactivated the site part of the Mid Canada Line in 1965. The site was operated as a weather station and had an airstrip (a gravel surface).

(a) Upper 212

TITAN, a cleanup contractor, under supervision of the BAE Group (the project manager) was contracted by the Department of Environment to carry out clean up of the site in 1986. At Upper 212, a wood and metal frame building was burned before the site cleanup contract.

Under the contract, Titan:

- (1) Removed and buried the survival shack.
- (2) Buried all garbage at the area garbage dump site.
- (3) All residual fuel on site was burned off under a controlled burn.
- (4) All fuel barrels were buried.
- (5) Within the defined limits of the contract there were no items or objects left exposed.

In 1987, the BAE Group did a follow up inspection and observed minor soil settling in areas that were backfilled (to cover wastes).

(b) Lower 212

Several thousand drums were buried by TITAN after controlled burn off residual fuels. The disposal area is midway along the airstrip on the side distant from the lake. Ends of fuel drums were cut before disposal. Empty compressed gas cylinders (chlorine, propane) were land filled in the area waste disposal site.

(c) Inspection, September 03, 1996

T. Matthews accompanied by P. Whittle (Minster's Executive Assistant), Wally Anderson, MHA, conducted an aerial review and ground inspection of Site 212.

Observations

Several buildings and antennae towers remain standing at Upper 212. These buildings or some of them, are reportedly the property of Clyde Howse, an outfitter for hunting and fishing. The buildings are in good condition and are secured (door locked).

Building 1

Building 1 is an unpainted structure. Adjacent to the structure are two aboveground steel 620 gallon fuel tanks plus a dilapidated small tractor and eight barrels of fuel products. Nearby, on the edge of the airstrip, is a rubber tired trolley. The 620 gallon tanks are not dyked. Minor fuel stains were observed on the ground in the area of this building.

Building 2

Building 2 is a green, single-story, with 10 aboveground steel tanks situated alongside (2 silver, 8 orange color). Contents of fuel tanks are unknown. Oil stains were noted under these tanks. These tanks are not dyked in any way. A 100 lb. propane cylinder is position next to the wall of the building.

Nearby, a white-orange checkered aboveground steel oil storage tank has a sand dyke surrounding it. It is situated between Building 2 and Building 3. (T-shaped building, brown and light green). Antennae towers surround this area.

Building 3

Building 3 has one 1,000 gallon aboveground steel (silver) oil storage tank situated to west side of the building. It is not dyked and its contents are unknown. Two storage sheds are situated near this T-shaped building.

Building 4

Building 4 is a light green structure and has 1,000 gallon aboveground storage tank situated to the rear of building. Its contents unknown and it is not dyked.

Other Buildings/Facilities

A blue shack and a white shed are situated to the eastern end of the row of structures. They are secured.

On the southwest side of the airstrip is an aboveground self-dyked oil storage tank reportedly owned by Transport Canada (Search and Rescue). Contents unknown.

An exploration company, RAM-X, reportedly owns thirty-nine empty barrels situated on north side of the airstrip. One drum is marked "Cartwright Drilling."

At a midway point to the south of the airstrip is a major drum dump containing 500-600 barrels, many contain residual fuels of unknown products. These drums are mainly colour coded orange-yellow. Clear markings on some drums are "Air Force US Army," "DND" and "Shell and Imperial."

There is evidence of soil staining throughout this drum dump area. All barrels are considered severely corroded.

On the southwest corner of the airstrip is evidence of an active garbage dump. This site borders on the shoreline of a small pond. Oil stains, barrels, bulk storage tank metal frame cabinets, piping, domestic garbage litter the site and shoreline of the small pond (some in the pond).

A snow plough blade and several fuel barrels were sighted in a flyover of the area.

Along the end of a gravel road 3-4 kilometres to the west of the airstrip a fuel cache of 12 barrels was observed (owner unknown). These red and blue barrels are situated above high water mark on the shoreline of a lake. In the same vicinity, there is evidence of a native encampment (a tent site). The area is generally littered with debris, garbage and a few oil barrels.

The area has abundant ecological resources. The lakes are renowned for large lake trout. Caribou frequent the site regularly, as was observed during a flyover.

Recommendation

1. Determine the lessees or owners of land (and the conditions of the leases) and buildings in the area through Government Services and Lands, Goose Bay and St. John's.
2. Consider another cleanup project at this site. A site assessment should include soil sampling at the major drum dump site, the oil stained areas near the airstrip, and at buildings near the lakeshore.

The cleanup should include burn off residual fuels at the drum dump site. Burial of all garbage, bulk tanks, oil drums from the drum dump site and those near the site. Removal of debris from the shoreline of a small pond and backfill in the waste disposal site.

Note: There was no indication of human occupancy or recent activity at the site.

2.1.2 Doppler 209 - Wild Boar Situated 55° 24' 28", 62 ° 25' 00"

Site 209 on the Mid Canada Line was closed in 1965 by the Government of Canada. In 1986, the buildings, generator, fuel and fuel tank, tower and associated debris were demolished at the upper and lower sites. TITAN, the cleanup contractor in 1986, burned off residual fuel, cut tanks, demolished two buildings and buried all debris in a designated area of the site. Due to lack of soil and rugged terrain, various disposal pits or sites were necessary.

Inspection

Only a concrete slab and foundation footings of buildings and tower remain.

In a flyover of the area, several emptied, rusted barrels were observed over the cliff face. A few single empty rusted barrels were observed on a route to Lower 209.

At Lower Site 209 nothing remains.

Recommendation

No action required.

3.3 Report Distribution

The contents of this report are preliminary. Findings, comments and recommendations are for internal use only. Excerpts or press releases should summarize preliminary findings and may report on any intended future course of action.

4.0 PRELIMINARY COST ESTIMATES

Arising from individual site recommendation and Section 3 of the report in particular, the following cost estimates are provided.

(1)	Hopedale - removal/disposal barrels at water supply	\$ 1,500
(2)	NW Point - removal/disposal barrels near NW Bight	2,000
(3)	Border Beacon - burn off residual fuel at drum dump	60,000
(4)	Border Beacon - Phase II ESA	35,000
(5)	Hopedale Phase II ESA 2 quarry sites and area sampling	50,000
(6)	NW Point - Phase II ESA bulk plant pipeline and selected sampling of the tower site and waste disposal site areas	20,000

General

Government follow up action contract supervision (Travel and other associated costs)	<u>8,000</u>
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Estimated Total	<u>\$176,500</u>
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5.0 ATTACHMENTS

- 5.1 Map 1, Goose Bay
- 5.2 Map 2, North West Point
- 5.3 Map 3, North Wet Point
- 5.4 Plan, Dept. Of the Air Force
- 5.5 Spreadsheet, Facilities Location
- 5.6 List, 13 Sites
- 5.7 Photos
- 5.8 Sketch, North West Point
- 5.9 Sampling Results:
 - North West Point # 1
 - North West Point # 2
 - Hopedale #1
 - Hopedale # 2
- 5.10 Land Ownership
- 5.11 Press Release, August 22, 1996
- 5.12 Site Plan, Hopedale
- 5.13 Summary of Events

ATTACHMENT 5.5
Spreadsheet - Facilities Location

FACILITY LOCATION	SYSTEM	FINANCED & MANNED	DEACTIVATED	DOCUMENTATION	BUYER	CLEAN-UP PROBLEM
Cutthroat Island	NEAC Terminal	USAF	1962	Properties CCE/Prop to CADC 716 dated 8 Jan 62. File No. 10-F26	Buildings sold to Newfoundland Construction and Development Corp. Ltd. This company was to make arrangements with the Newfoundland Gov't for use of buildings on site.	Structures in various states of disrepair, 45 gallon and solid waste fuel dump and large fuel tank. Transformer with possible PCB liquid.
Cape Harrison	Radar & Communications					Felled towers, machinery, thousands of 45 gallon drums (empty) and one half-full drum.
North West Point (Lake Melville) 2 sites		USAF	1966	CADC S.O. 323890 and 333104 (1972)	Land was returned to province by D Prop Letter 7830-066 TD 105P (D Prop 4) 2 May 84. Buildings sold to Lincoln Construction of Happy Valley and Transport Canada.	Single felled tower plus 30 rusted 45 gallon drums (empty).
St. Anthony	Radar & Communications	USAF	1970	CADC S.O. 329148 17 May 72 and CADC S.O. 329898	Ministry of Transport (Canadian National Telecommunications) acquired some of the buildings on the site and the rest were sold by CADC to the Newfoundland Dept. of Public Works. Land transferred to Newfoundland by PC 1971-1932, 14 Sep 71.	
Fox Harbour	NEAC Terminal	USAF	1962	Properties CCE/Prop to CADC 716 dated 8 Jan 62. File No. 10-F26	Buildings sold to Newfoundland Construction and Development Co. This company was to make arrangements with the Newfoundland Gov't for use of the buildings on site.	Debris, sewage tanks, dykes.
2203 Boa 55-25-48 60-38-50	MCL	Canada	1965		Land reverted to Newfoundland. Facilities sold to Newfoundland and Labrador Power Commission.	Buildings, generators, large quantities of fuel in tanks and drums.
2216 Harcourt Lake 55-18-45 61-49-28	MCL	Canada	1965	S.O. 209753 9 Mar 65	Land reverted to Newfoundland. Facilities sold to Newfoundland and Labrador Power Commission.	Buildings, generators, large quantities of fuel in tanks and drums.
2207 Bird Boaf 55-24-28 62-25-06	MCL	Canada	1965	S.O. 209753 9 Mar 65	Land reverted to Newfoundland and Labrador Power Commission.	Buildings, generators, large quantities of fuel in tanks and drums.
2212 Border Beacon 55-20-01 63-16-15	MCL	Canada	1965		Facilities at site transferred to Transport Canada 31 Mar 64. Transport Canada to cancel provincial reservation on land.	Buildings, generators, large quantities of fuel in tanks and drums.

26/12-203
203

2016-2017
2017

Typical supplier Site: - living quarters, equipment room, diesel tank, fuel tank, and diesel fuel in above ground storage tanks.

ATTACHMENT 5.6
List - 13 Selected Sites

5.6 LIST OF 13 SELECTED SITES

1. Cartwright
2. Hopedale
3. Spotted Islands
4. Hopedale Island
5. Cape Makkovik (Allik)
6. Cutthroat Island
7. Cape Harrison
8. North West Point (2 Sites)
9. BOA (Doppler Site 203, Upper and Lower)
10. Harbour Lake (Doppler Site 206, Upper and Lower)
11. Wild Boar (Doppler Site 209, Upper and Lower)
12. Borden Beacon (Doppler Site 212, Upper and Lower)
13. St. Anthony

ATTACHMENT 5.7
Photos



Doppler Site 212 "Drum Dump"

ATTACHMENT 5.10
Land Ownership

PROVINCIAL RESOLUTION/THE LAND OWNERSHIP PROBLEM

On March 31, 1980, M.C. 347-'80 (C.A.&E, 9-'80, I.G.A. 4-80, and S.P.C. 21-'80) ordered that:

"With respect to the apparant improper storage and disposition of dangerous chemicals and general environmental mismanagement at former USAF installations in Labrador, the Intergovernmental Affairs Secretariat, with the assistance of the Departments of Consumer Affairs and Environment, Justice and Forest Resources and Lands, co-ordinate the resolution of the problem.

While initial attention was to be focused on Saglek, Hopedale, Cartwright and Goose Bay as the situation at these sites required urgent consideration, the departments involved were also ordered to document all land transfers between the two levels of government, conduct a thorough legal and environmental review of those lands, compile an inventory of all dangerous substances used on the sites, determine who has responsibility for any environmental damage which has occurred and initiate measures for remedial action.

Part of the key to resolving the who issue lies in the ownership status of the parcels of land which were once transferred to and occupied by either the federal government or the USAF for communications purposes. However, records of land transfers are scanty even though some have been discussed earlier in this report. Some lands have been transferred at various times as several small tracts, so keeping a record of who owns any one parcel of land at any one time is quite difficult. Moreover, conditions of the transfers often varied depending on the precise purpose proposed for the land.

On the following pages is a summary of the land transfers discovered and analyzed so far. It covers the details of the transfers to and from the Province, plus any additional information such as conditions for return which may be relevant. The format follows that of Table 1.

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.

ATTACHMENT 5.11
Press Release - August 22, 1996

5.11 Press Release
Aug. 22, 1996

6/12

*Minister
C.C. Secretary Minister
T. Ryan*

96-08-23

→ G. Norris

Wally ANDERSEN

*J.D.
RTM*

*RTM
960909*

MHA, TORNGAT MOUNTAINS

Government Members Office - 3rd Floor, East Block, Confederation Bldg. - St. John's, NF A1B 4J6 - (709) 729-3400 - Fax: (709) 729-1082/5774

For Immediate Release

Date: August 22, 1996
Contact: David Wells
Phone: (709) 729-3138
Fax: (709) 729-1082

Received

AUG 22 1996

E145/08

NOTICE TO MEDIA

Dept. of Envt. & Heritage
Office of the Minister

GOOSE BAY, LABRADOR—

ANOTHER abandoned dumpsite has been found in Labrador. Wally Andersen, MHA for Torngat Mountains stated today that between 800 and 1000 oil drums have been found near the airstrip at Border Beacon (located in Northern Labrador near the Quebec border.) Andersen has been in contact with Environment Minister, Kevin Aylward, and has been informed that an assessment team will be on sight as soon as possible. Andersen stated, "We will not engage in speculation as to who owns the drums until the assesment team has carried out an on-sight inspection. Many of the drums are deteriorated with rust, so one can only assume that they have been there for a long period of time." The Torngat Mountains MHA has photographs of the area and describes the pollution of the Border Beacon site as "...nothing less than a personal insult to the people of Labrador." Andersen will make sure that every possible step is taken to ensure a clean-up takes place and the abusers prosecuted.



**TRANSFER
ADMINISTRATION & CONTROL OF
CROWN LAND TO HER MAJESTY THE
QUEEN IN RIGHT OF CANADA**

Under the Authority of Section 53 subsection 2 of the *Lands Act*, Chapter 36 of the Statutes of Newfoundland, 1991, as amended, Her Majesty the Queen in Right of Newfoundland represented herein by the Honourable the Minister of Government Services and Lands for the Province of Newfoundland (hereinafter called the "Minister") does hereby **ORDER** THAT the administration and control of land situate at Border Beacon, Labrador, Province of Newfoundland, as more particularly described in the Schedule(s) annexed hereto, are hereby transferred to Her Majesty the Queen in Right of Canada for weather station, landing strip and related uses subject to the following conditions:

- (1) the land shall at all times be used for weather station, landing strip and related uses;
- (2) all minerals, quarry materials, both metallic and non-metallic, limestone, granite, slate, marble, gypsum, marl, clay, sand, gravel, building stone, volcanic ash, peat, coal, salt, natural gas, oil, and related hydrocarbons in and under the said land shall be reserved to Her Majesty the Queen in Right of Newfoundland; and
- (3) if and as soon as the said land ceases to be used for the purpose mentioned in (1) above, the administration and control thereof shall be assumed by Her Majesty the Queen in Right of Newfoundland provided the land has been restored to its original condition or to a condition satisfactory to the Minister of Government Services and Lands and confirmed in writing by the Minister under the authority of Section 55 of the *Lands Act* aforesaid.

IN WITNESS WHEREOF The Minister of Government Services and Lands for the Province of Newfoundland has hereunto subscribed his hand and the Seal of the Department of Government Services and Lands has been hereunto affixed on the 17th day of Feb. A.D., 1998

SIGNED AND SWORN
by the Minister of Government Services and Lands and
the Seal of the Department of Government Services and Lands
hereunto affixed in the presence of:

Ann Marie Bastow
.....
Official Administering Oath

ANN MARIE BASTOW
A Commissioner for Oaths in and for
Newfoundland. My commission
expires the 31st day of December
2000.

This transfer of Administration and
Control of real property is satisfactory
to the Minister of Justice.

K. W. [Signature]
.....
FOR THE MINISTER OF JUSTICE

[Signature]
.....
Minister of Government Services and Lands

99-002

CANADA

**ACCEPTANCE OF A TRANSFER OF ADMINISTRATION AND CONTROL
OF REAL PROPERTY FROM THE PROVINCE OF NEWFOUNDLAND**

WHEREAS:

- A. The real property hereinafter described is the property of Her Majesty in right of the Province of Newfoundland required by the undersigned Minister for the purposes of the Department of Environment
- B. By transfer of administration and control in the form annexed, the entire interest of Her said Majesty in the said real property has been transferred to Her Majesty in right of Canada subject to the conditions as contained therein.
- C. As evidenced by endorsement on the form annexed, the said transfer of administration and control is satisfactory to the Minister of Justice.

THE MINISTER OF ENVIRONMENT, pursuant to subsection 5(2) of the **Federal Real Property Regulations**, hereby accepts, on behalf of Her Majesty in right of Canada, the transfer of administration and control from Her Majesty in right of the Province of Newfoundland in the form annexed dated the 17th day of February, 1998, of the entire interest in the real property described in Schedule "A" attached.

IN WITNESS WHEREOF the said Minister has signed this acceptance of a transfer of administration and control.

DATED as at the 1st day of September, 1998.

SIGNED by:

Name: Jean MacKinnon
(Print Name)

Jean MacKinnon
(Signature)

Title: Regional Manager, Real Estate/Advocacy
PUBLIC WORKS AND SERVICE
GOVERNMENT SERVICES CANADA
ON BEHALF OF THE MINISTER OF ENVIRONMENT

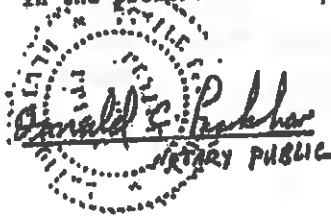
Registered... 21st day October...
A.D. 19... 98... at 3:30 o'clock... m
Roll... 1709... From... 892
Fee Paid... \$51.00... Fee... 177.55


Jean C. [Signature]
Register of Deeds

The Purchaser agrees to clean up the area surrounding the site from debris and spillage of fuel oil and other fluids SUBJECT TO the provision; the Minister may in writing terminate the Agreement for failure to keep the site in a condition satisfactory to the Minister.

IN WITNESS WHEREOF the parties have heretunto affixed their hands and seals on the day and year first before written.

In the presence of:


Ronald C. Parker
NOTARY PUBLIC


[Signature]
MINISTER OF PUBLIC WORKS
AND SERVICES

In the presence of:

Raymond F. Bowers

Clyde W. House
CLYDE W. HOUSE

AFFIDAVIT OF CONFIRMATION

CANADA

NOVA SCOTIA

HALIFAX

I, **JANICE M. ROBAR**, of Dartmouth, in the Halifax Regional Municipality, in the Province of Nova Scotia, hereby make oath and say:

1. **THAT** I am a Legal Administrative Assistant with Public Works and Government Services;
2. **THAT** the document attached hereto is an original of the Acceptance of a Transfer of Administration and Control executed on behalf of the Minister of Environment;
3. **THAT** this Acceptance of a Transfer of Administration and Control has been properly executed by the duly authorized officer of the Crown.

SWORN TO before me at Halifax,
aforesaid, this 1st day of
January, A.D. 1998.


Public In and for the
Province of Nova Scotia


JANICE M. ROBAR

SCHEDULE "A"

Parcel I
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel I on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres from a steel pipe set in concrete;

THENCE S 78°-49'-27" E, 183.026 metres to a survey marker;

THENCE S 78°-49'-27" E, 1175.696 metres to an unmonumented point;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally southeasterly direction 143 metres more or less to an unmonumented point, said point being S 21°-40'-03" E, 142.83 metres from the last mentioned point;

THENCE N 78°-49'-27" W, 1872.139 metres to a survey marker;

THENCE N 78°-49'-27" W, 10.000 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE N 78°-49'-27" W, 54.322 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE N 78°-49'-27" W, 10.000 metres to a survey marker;

THENCE N 78°-49'-27" W, 90.630 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally northwesterly direction 40 metres more or less to a survey marker, said survey marker being N 44°-08'-06" W, 38.834 metres from the last mentioned survey marker;

THENCE N 11°-10'-33" E, 29.704 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally northeasterly direction 180 metres more or less to a survey marker, said survey marker being N 77°-52'-21" E, 172.353 metres from the last mentioned survey marker;

THENCE S 78°-49'-27" E, 474.561 metres to the Point of Beginning.

The above described Parcel I contains an area of 23.789 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

90/08/36
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC

SCHEDULE "A" (CONTINUED)

Parcel II
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel II on Public Works Canada Plan S-2524, signed by Neil E. Farrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at an unmonumented point, said point being S 82°-38'-29" E, 463.405 metres and S 78°-49'-27" E, 183.026 metres and S 78°-49'-27" E, 1175.696 metres from a steel pipe set in concrete;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally southeasterly direction 143 metres more or less to an unmonumented point, said point being S 21°-40'-03" E, 142.830 metres from the last mentioned point;

THENCE S 78°-49'-27" E, 1.902 metres to a witness post;

~~THENCE S 78°-49'-27" E, 10.00 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;~~

THENCE following the ordinary high water mark of Border Beacon Lake in a generally northwesterly direction 143 metres more or less to a survey marker, said survey marker being N 21°-40'-03" W, 142.830 metres from the last mentioned survey marker;

THENCE N 78°-49'-27" W, 10.00 metres to a witness post;

THENCE N 78°-49'-27" W, 1.902 metres to the Point of Beginning.

The above described Parcel II contains an area of 0.143 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

N. E. Farrott
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC
9/1/90

SCHEDULE "A" CONTINUED

Parcel III
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel III on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres and N 78°-49'-27" W, 474.561 metres from a steel pipe set in concrete;

THENCE N 78°-49'-27" W, 25.278 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE following the ordinary high water mark of Border Beacon Lake in a generally westerly direction 150 metres more or less to a survey marker, said survey marker being S 77°-52'-21" W, 144.830 metres from the last mentioned survey marker;

THENCE S 11°-10'-33" W, 10.888 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally easterly direction 180 metres more or less to the Point of Beginning, said Point of Beginning being N 77°-52'-21" E, 172.353 metres from the last mentioned survey marker;

The above described Parcel III contains an area of 0.159 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

[Signature]
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC

SCHEDULE "A" CONTINUED

Parcel IV
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel IV on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres from a steel pipe set in concrete;

THENCE N 03°-51'-29" E, 91.391 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally easterly direction 10 metres more or less to an unmonumented point, said point being S 78°-49'-27" E, 10.000 metres from the last mentioned survey marker;

THENCE S 78°-49'-27" E, 173.026 metres to a survey marker;

THENCE S 03°-51'-29" W, 91.391 metres to a survey marker;

THENCE N 78°-49'-27" W, 183.026 metres to the Point of Beginning.

The above described Parcel IV contains an area of 1.639 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

H1\8-2000\S-2524\sc

N. E. Parrott
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC
90/11/3

SCHEDULE "A" CONTINUED

Parcel VI
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel VI on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres and N 78°-49'-27" W, 474.561 metres and S 77°-52'-21" W, 172.353 metres and S 11°-10'-33" W, 29.704 metres from a steel pipe set in concrete;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally southeasterly direction 40 metres more or less to a survey marker, said survey marker being S 44°-08'-06" E, 38.854 metres from the last mentioned survey marker;

~~THENCE N 78°-49'-27" W, 10.000 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;~~

THENCE following the ordinary high water mark of Border Beacon Lake in a generally northwesterly direction 26 metres more or less to a survey marker, said survey marker being N 49°-55'-48" W, 25.069 metres from the last mentioned survey marker;

THENCE N 11°-10'-53" E, 10.000 metres to the Point of Beginning.

The above described Parcel VI contains an area of .022 hectares more or less.

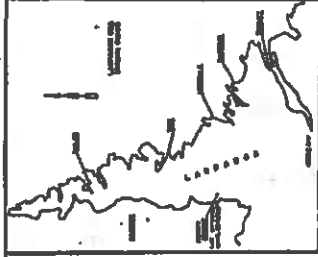
Bearings are referenced to the magnetic meridian for the year 1989.

N. E. Parrott
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC

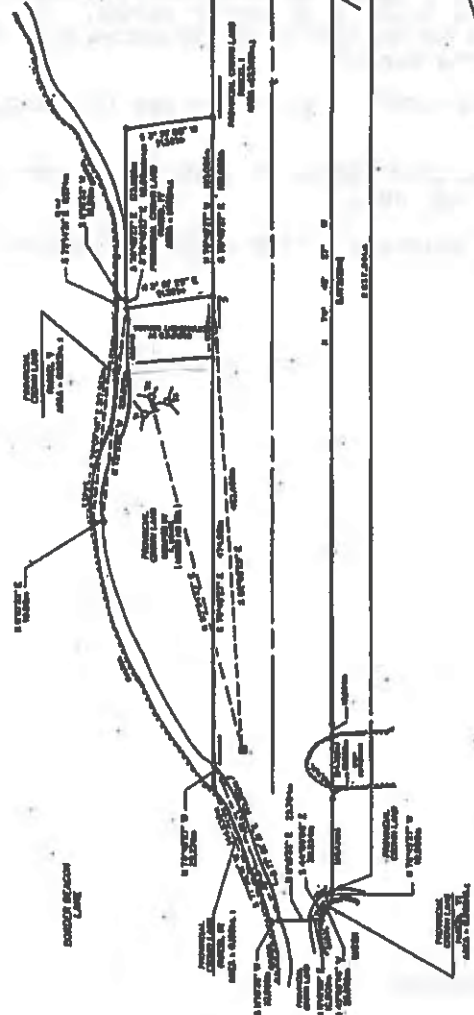
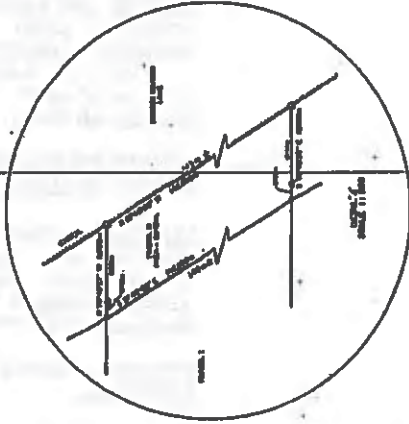
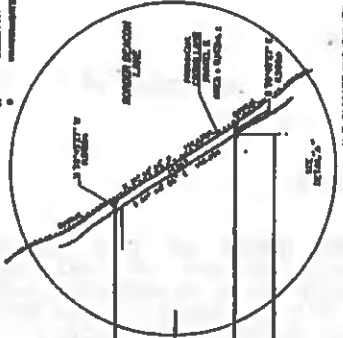
90/09/31

S-2524

S-2524



- LEGEND**
- PROPOSED CONSTRUCTION
 - EXISTING CONSTRUCTION
 - EXISTING ROAD
 - EXISTING RAILROAD
 - EXISTING UTILITY
 - EXISTING PROPERTY
 - EXISTING ADJACENT PROPERTY
 - EXISTING ADJACENT ROAD
 - EXISTING ADJACENT RAILROAD
 - EXISTING ADJACENT UTILITY



APPROVED CONTRACT:
 U.S. Army Corps of Engineers
 Vicksburg District Office
 Vicksburg, Mississippi
 Project No. 67-17-181
 Date of Issue: 10/1/67
 Project Name: LAKE CHARLES
 PROJECT OF MISSISSIPPI

SCALE: 1"=1000'

S-2524



GOVERNMENT OF
NEWFOUNDLAND
AND LABRADOR

Department of
Government Services and Lands

Government Service Centre

Per

RECEIVED AUG 25 1998

Telephone: (709) 896-2661
Facsimile: (709) 896-4340

1998 08 13

Peter T. Reid, M. Eng, P. Eng
Environmental Engineer
607 Torbay Road
St. John's, NF
A1A 4Y6

FAXED

Dear Mr. Reid:

RE: FILE AUDIT - BORDER BEACON, LABRADOR

I have taken the opportunity to review the files at the Government Service Centre on the above property and would like to offer the following comments:

1. Mr Clyde House of Goose Bay, Labrador did own eleven (11) fuel storage tanks at Border Beacon. However, the files at this office do not contain any other details about these tanks. Mr. House owns Air Northland and can be reached by telephoning (709) 896-8049 or (709) 896-3001.
2. I would suggest that you contact the Department of National Defence regarding fuel storage that they may have at this site. It is my understanding that fuel storage for the Department of National Defence in Labrador is normally handled through the base in Gander. However, at the moment contact would have to be made with the base in Greenwich, Nova Scotia by telephoning (902) 765-1494 ext 5032.
3. The above information was obtained from the files at the Government Service Centre in Goose Bay. Additional information may be obtained from the Department of Environment and Labour by telephoning (709) 729-5782.

This, however, does not release the owner/operator of this property of any other environmental concerns that this Department is not aware of and may arise in the future.

If you have any questions or comments do not hesitate to call.

Sincerely yours,

Kenneth Russell, B. Sc.
Environmental Health officer II

FILMED

PROVINCE OF NEWFOUNDLAND

NO. 111

PERMIT

for

OCCUPANCY OF CROWN LAND

UNDER SECTION 21,

OF

THE CROWN LANDS ACT, Chapter 71 RSN, 1970 as amended.

THIS PERMIT ENTITLES Clyde W. Louse
of Goose Bay
to occupy CROWN LANDS, comprising approximately 2.0 ha (total)
located at near Misasin Lake
in the District of Ungava

being more particularly indicated on a map herein and generally described as follows:
Five parcels of land (main camp and four satellite camps) each containing
an area of approximately 0.4 ha, located near Misasin Lake and being
more particularly located as indicated on the enclosed topographic maps.

for the purpose of erecting and operating a fishing and/or hunting establishment

SUBJECT to the following terms and conditions:

1. A rental of ~~200.00~~ 200.00 payable on issuance of the Permit with respect to the year ending December 31, 1971 and a rental of ~~200.00~~ 200.00 per year payable on January 1 in each succeeding year during the tenure of the Permit.
2. The Permit-holder undertakes to comply with all the relevant provisions of The Crown Lands Act, chapter 71 RSN, 1970 as amended, any other Act and any regulations made thereunder.
3. The Permit-holder agrees not to cut, remove or allow to be cut or removed any timber other than that which is necessary for the purpose designated.
 - (a) Renewal of this Permit will be subject to the satisfactory disposal of all garbage resulting from the operation of this facility either prior to or during the term of this Permit. All such garbage must be disposed of prior to the expiration of this Permit. The disposal of garbage on the surface of the ground or under water is not acceptable. Garbage must be either burned or buried in an acceptable manner, or disposed of at an approved waste disposal site.

SCHEDULE C

1. The self-contained dyked units shall not be put into operation and any associated underground piping shall not be backfilled, before being inspected by an official of this Department. This can be arranged by calling 896-5709 and giving advance notice of five working days.
2. Prior to precipitation drainage, the dyked area shall be visually inspected and any oil accumulated shall be collected. Precipitation drainage shall be conducted under constant supervision.
3. The dyke drain valve shall be closed and locked when not in operation.

SCHEDULE B

1. The Licence does not authorize the Licence Holder to enter upon private land, to dispute private claims to land, or to obstruct any public right-of-way.
2. The Licence does not convey the right to extract any minerals including limestone, granite, slate, marble, gypsum, marl, clay, sand, gravel, peat, coal, natural gas, petroleum or salt from or under the said parcel of land.
3. The Licence Holder shall indemnify and save harmless the Minister against any loss, cost or damage resulting directly or indirectly from the Licence Holders use or occupation of the land.
4. The Licence Holder shall display on the site and in a conspicuous manner a sign containing the Licence number.
5. The Licence is subject to the condition that the land shall be holden upon, under and subject to all other regulations and conditions of The Lands Act, Chapter 36, of the Statutes of Newfoundland, 1991, and to such regulations as are now in force or which may at any time hereafter be made by law.
6. Should the Licence Holder, the heirs, executors, administrators and assigns default in the performance of any of the provisions herein contained, the Minister may give thirty (30) days notice for the termination of this Licence, and upon the expiration of the thirty days, this Licence shall cease and the Licence Holder shall forthwith vacate the land.
7. The Crown will not be liable for improvements carried out on the land in the event the Licence is cancelled or not renewed.
8. If for any reason the Licence is cancelled or not renewed, any property remaining on the site 90 days after the expiration or cancellation of the Licence shall become vested with the Minister to be disposed of as the Minister sees fit.
9. The failure of the Crown to insist upon strict performance of any of the covenants and provisos contained in this Licence shall not be deemed a waiver of any rights or remedies that the Crown may have or a waiver of any subsequent breach or default.
10. The Licence Holder shall permit access to the land at all times by Officers authorized by law or by the Minister.

11. This Licence to Occupy is subject to the condition that there is a reservation 10 meters wide adjacent to any waterbody and the Licence Holder covenants and agrees that:
 - (a) this Licence to Occupy does not authorize the Licence Holder to occupy the said reservation;
 - (b) development of any type on this reservation is prohibited unless an application to develop is duly processed and approved by the Minister;
 - (c) the structure must be constructed not less than thirty (30) meters from the highwater mark.
12. The licensee is not permitted to access the site by All-Terrain Vehicles except in accordance with the All-Terrain Vehicle Use Regulations. Contravention of the regulations shall constitute grounds to revoke the licence for occupancy.
13. The issuance of this licence for occupancy does not commit Government to the issuance of a licence for occupancy for purposes of constructing a designated access trail pursuant to the Lands Act and the All-Terrain Vehicle Use Regulations.

SCHEDULE A.

TOPO #13 M 6
SCALE 1:50,000

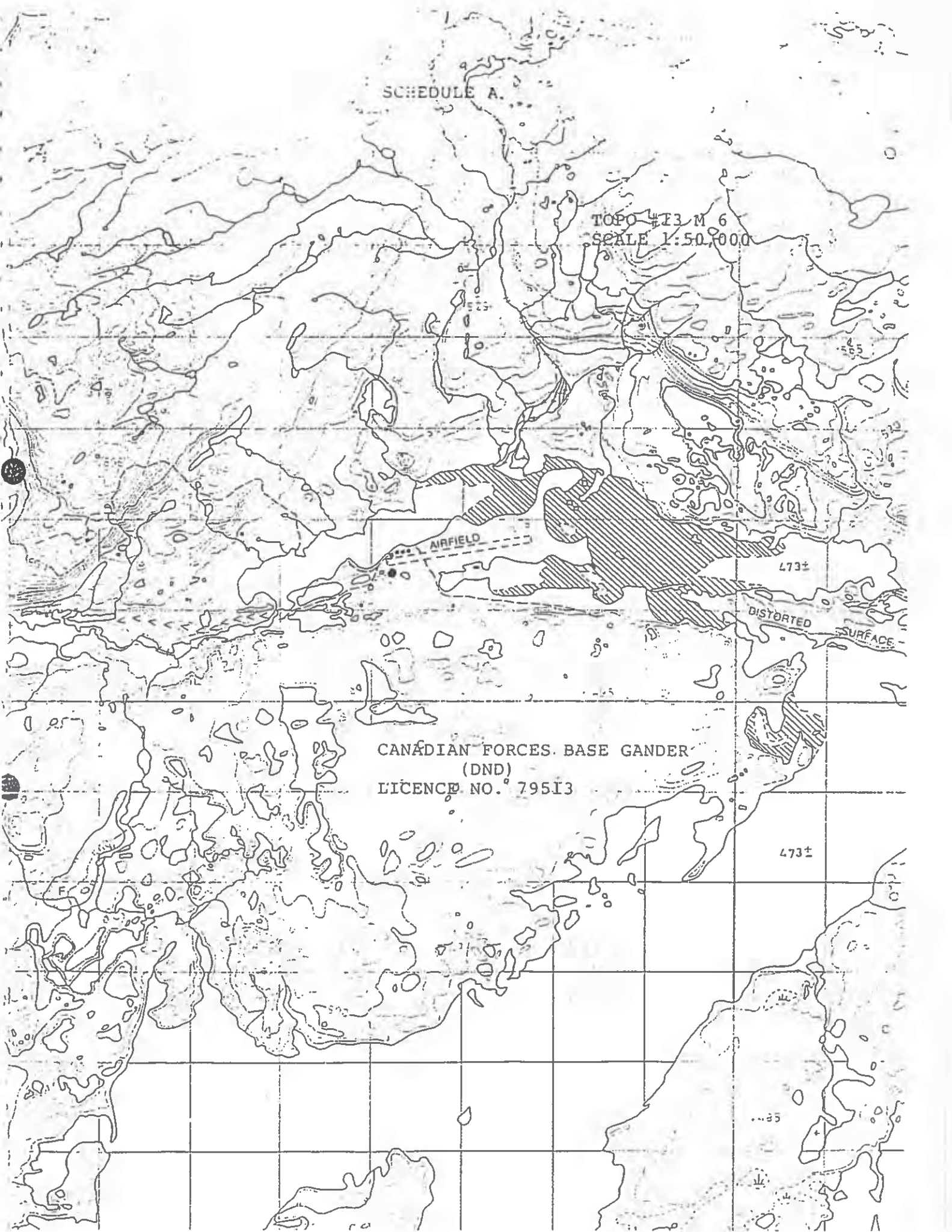
AIRFIELD

473±

DISTORTED SURFACE

CANADIAN FORCES. BASE GANDER
(DND)
LICENCE NO. 79513

473±

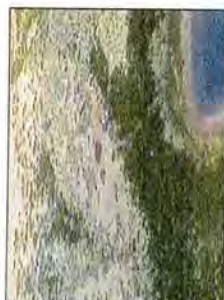




TYPICAL INNU CAMP GROUND



BARRELS AND SNOWMOBILE STORED AT INNU CAMP



AERIAL PHOTOGRAPH OF TYPICAL INNU CAMP



ABANDONED 3,540 LITRE TANK



TYPICAL REFUSE PILE AT INNU CAMP AREA



SEARCH AND RESCUE DYKED TANK

SEE DRAWING # 85482-SK2

SEE DRAWING # 85482-SK3

SEE DRAWING # 85482-SK4

SEE DRAWING # 85482-SK5



REMNANTS OF PREVIOUS HIGH ELEVATION SITE



WESTERN INNU CAMP AREA



WILDLIFE FUEL CACHE



SCALE:	AS SHOWN	DATE:	AUG. 11, 1988
DRWN:	D.K.	CHRS:	PKR
DRAWING NO.:	85482-SK1		

PUBLIC WORKS AND GOVERNMENT SERVICES CANADA
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 BORDER BEACON, LABRADOR
 SITE LOCATION PLAN

85482-1.DWG 11A1.088



DRY TRANSFORMER UNDER CAMP BUILDING #1



TYPICAL INTERIOR CAMP BUILDING #1



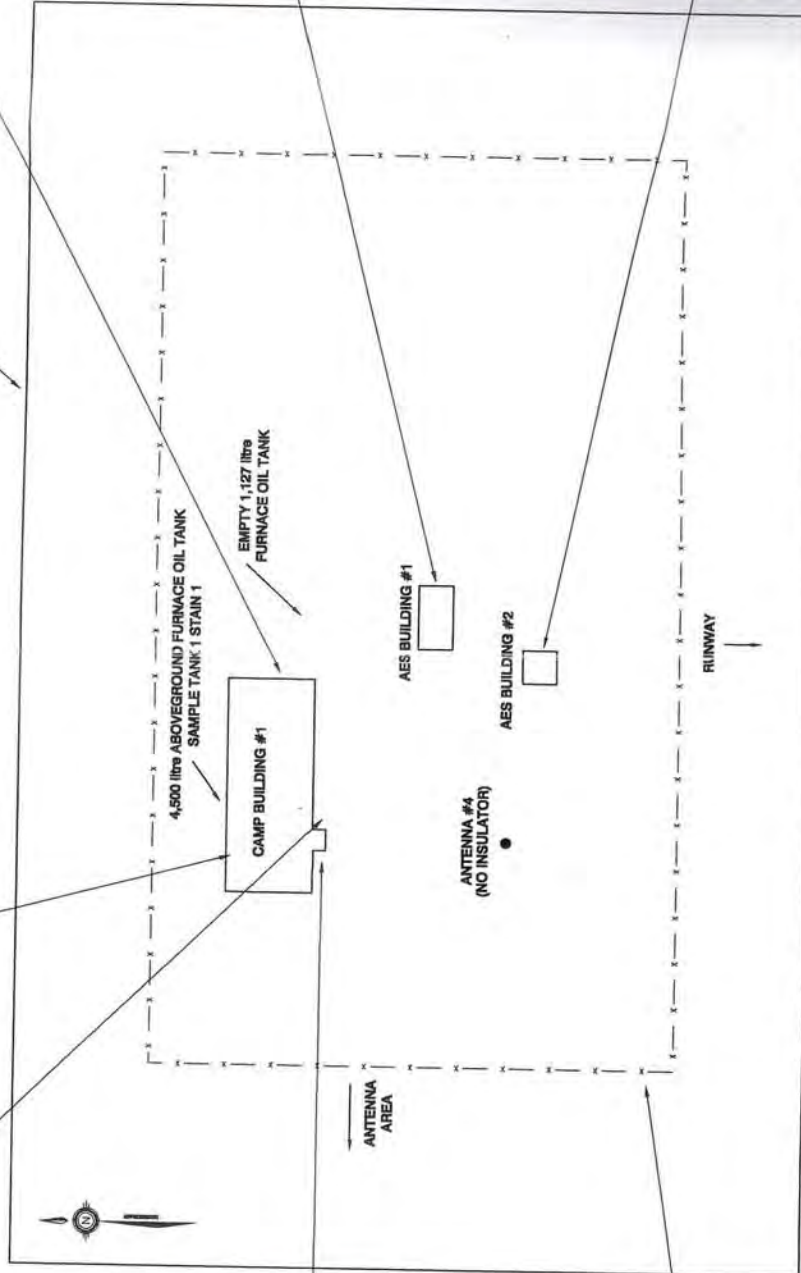
AERIAL PHOTOGRAPH AES COMPOUND



AES COMPOUND CAMP BUILDING #1



FLOURESCENT LIGHT FIXTURE CONTAINING PCB BALLASTS UNDER CAMP BUILDING #1



AES COMPOUND



AES BUILDING #1 STORAGE BUILDING



AES BUILDING #2 EQUIPMENT BUILDING



SCALE:	N.T.S.	DATE:	AUG. 11, 1988
DRWN:	D.K.	CHKD:	PTR
DRAWING NO:		85-482-SK2	
PUBLIC WORKS AND GOVERNMENT SERVICES CANADA			
PHASE I ENVIRONMENTAL SITE ASSESSMENT			
BORDER BEACON, LABRADOR			
SITE LOCATION PLAN - AES COMPOUND			

85-482-2-DWG 11/AUG/88



ANTENNA #3
(NO INSULATOR)

ANTENNA #2
(OIL FILLED INSULATOR)

ANTENNA #4
(NO INSULATOR)

←
MAIN CAMP
AREA

→
AES COMPOUND

→
RUNWAY



AERIAL PHOTOGRAPH
ANTENNA AND CAMP BUILDING #2



OIL FILLED BASE
ANTENNA #2

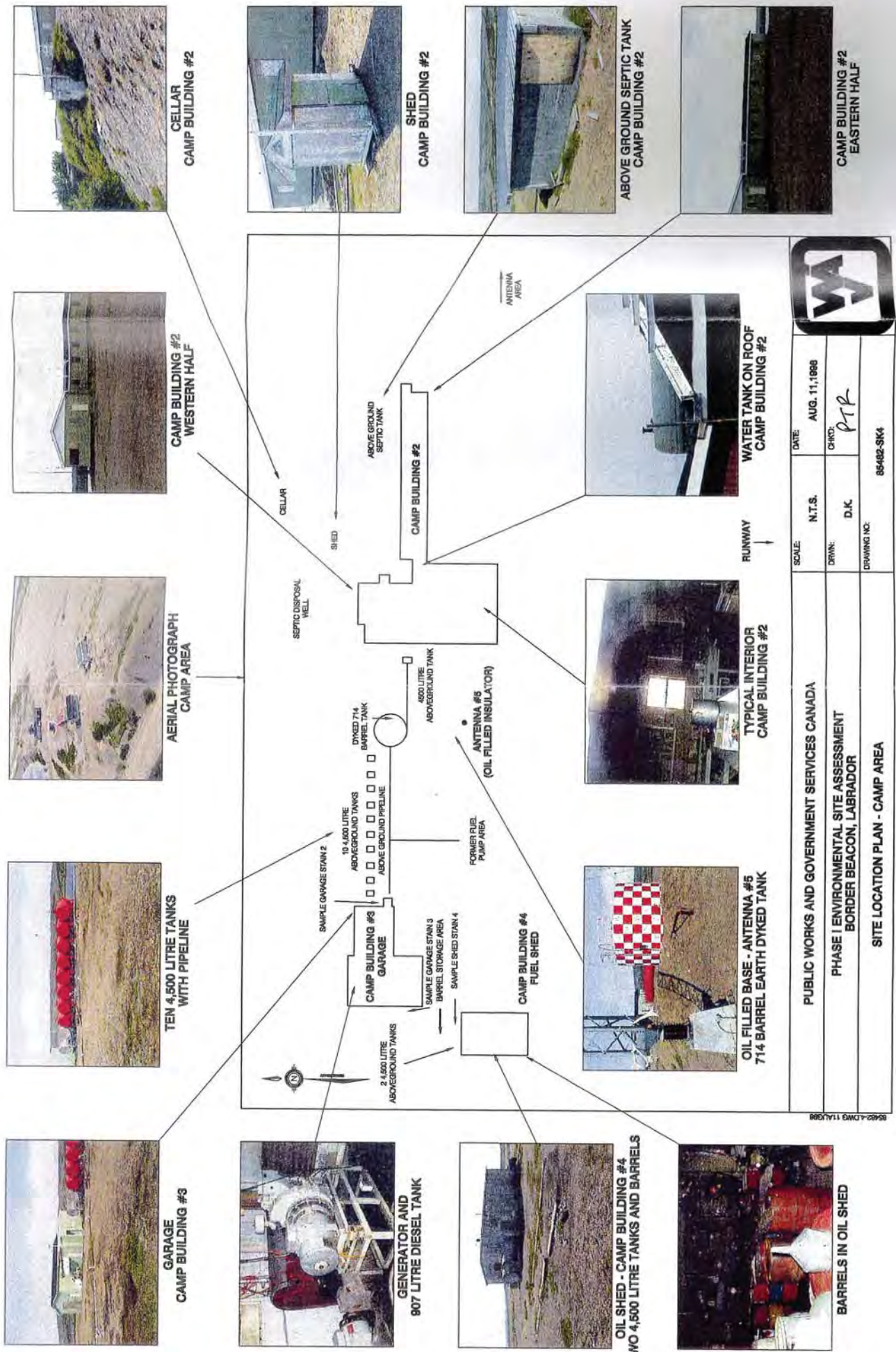


SCALE:	N.T.S.	DATE:	SEPT. 11, 1998
DRWN:	T.Y.	CHKD:	<i>PTR</i>
DRAWING NO:	85482-SK3		

PUBLIC WORKS AND GOVERNMENT SERVICES CANADA

PHASE I ENVIRONMENTAL SITE ASSESSMENT
BORDER BEACON, LABRADOR

SITE LOCATION PLAN - ANTENNA AREA



CELLAR
CAMP BUILDING #2



CAMP BUILDING #2
WESTERN HALF



AERIAL PHOTOGRAPH
CAMP AREA



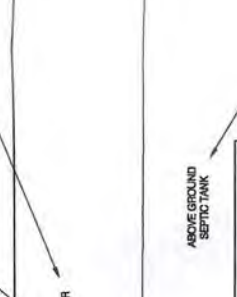
TEN 4,500 LITRE TANKS
WITH PIPELINE



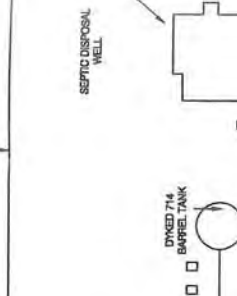
GARAGE
BUILDING #3



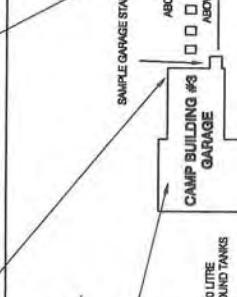
SHED
BUILDING #2



ABOVE GROUND
SEPTIC TANK



CAMP BUILDING #2



CAMP BUILDING #3
GARAGE



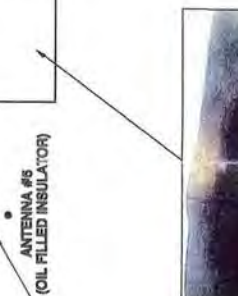
GENERATOR AND
907 LITRE DIESEL TANK



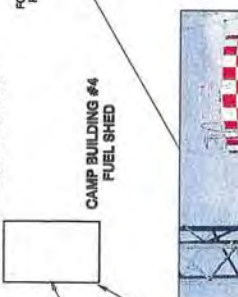
ABOVE GROUND
SEPTIC TANK



CAMP BUILDING #2



TYPICAL INTERIOR
CAMP BUILDING #2



OIL FILLED BASE - ANTENNA #5
714 BARREL EARTH DYKED TANK



OIL SHED - CAMP BUILDING #4
TWO 4,500 LITRE TANKS AND BARRELS



CAMP BUILDING #2
EASTERN HALF



WATER TANK ON ROOF
CAMP BUILDING #2



CAMP BUILDING #2



BARRELS IN OIL SHED



SCALE:	N.T.S.	DATE:	AUG. 11, 1988
DRWN:	D.K.	CHKD:	PTP
DRAWING NO.:	85482-SK4		

PUBLIC WORKS AND GOVERNMENT SERVICES CANADA
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 BORDER BEACON, LABRADOR
 SITE LOCATION PLAN - CAMP AREA

85482-DM3 11A/588



DEBRIS IN BANK OF DISPOSAL AREA, NOTE DRUM



AERIAL PHOTOGRAPH OF DISPOSAL AREA



LEAD ACID BATTERY IN TRENCH DISPOSAL AREA



TRENCH DISPOSAL AREA



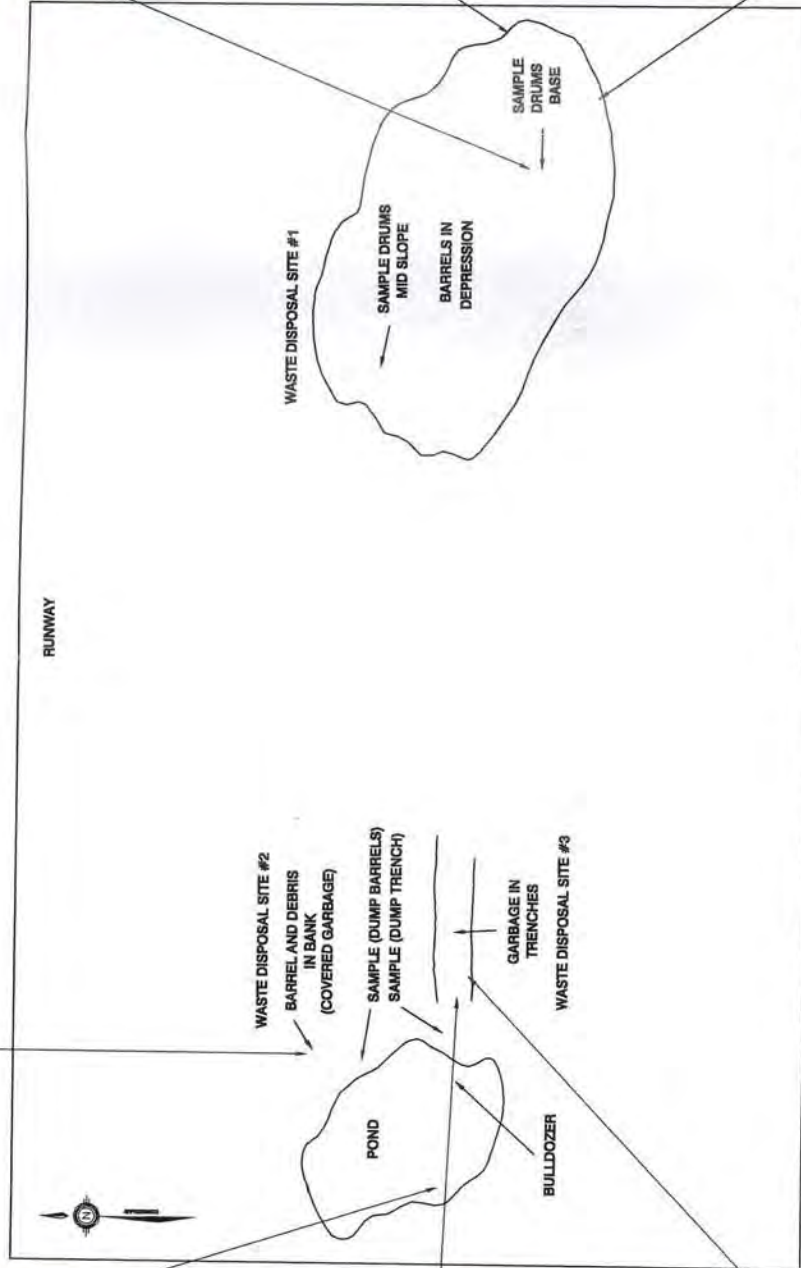
DRUM DISPOSAL AREA




DRUM DISPOSAL AREA



AERIAL PHOTOGRAPH OF DRUM DISPOSAL AREA



	
SCALE: N.T.S.	DATE: SEPT. 11, 1998
DRWN: D.K.	CHKD: PTP
DRAWING NO: 85482-SK5	
PUBLIC WORKS AND GOVERNMENT SERVICES CANADA PHASE I ENVIRONMENTAL SITE ASSESSMENT BORDER BEACON, LABRADOR SITE LOCATION PLAN - WASTE AND DRUM DISPOSAL AREA	

85482-SK5.DWG 11SEP98



GOVERNMENT OF
NEWFOUNDLAND
AND LABRADOR

Government Service Centre

Department of
Government Services and Lands

Telephone: (709) 896-2661
Facsimile: (709) 896-4340

1998 11 05

Sgt. Mel Purchase
103 Search and Rescue Squadron
P.O. Box 6000
Gander, NF
A1V 1X1



**FAXED
COPY**

APh
981117

Dear Sgt. Purchase:

**SUBJECT: CONTROL BURN OF JET B FUEL
BORDER BEACON AND LAC EON**


The Government Service Centre has reviewed your proposal to conduct a control burn of unusable Jet B fuel at Border Beacon and Lac Eon in Labrador. In addition, the Government Service Centre has consulted with the Department of Environment and Labour about your proposal.

Based on the information provided to the Government Service Centre, we have no objections to the proposal. In addition, the Department of Environment and Labour has reviewed your proposal and has informed the Government Service Centre they have no objections to the proposal as presented to them.

Before carrying out the control burn, you should consult with the Innu Band Council of Sheshatshiu and Davis Inlet to determine if residents of those communities might be present at Border Beacon and Lac Eon on the dates you plan to carry out the burn. The control burn should not disturb any of their activities. In addition, the Government Service Centre would like you to provide our office with written notification of the dates of the burn and written confirmation that the burn has been completed.

If you have any questions or comments, please do not hesitate to call.

Sincerely,


DARRYL JOHNSON, B.Sc., C.P.H.I.(C)
Regional Director

DJ/agp

cc Derrick Maddocks, Department of Environment and Labour, P.O. Box 8700, St. John's, NF A1B 4J6

**103 Search and Rescue
Squadron**

P.O. Box 6000
Gander NF
A1V 1X1



Fax: (709) 256-1705
AVN: 622-3705

Tel: (709) 256-1703 Ext 342
AVN: 622-3342

To: Toby Matthews From: Mel Purchase
Fax: (709) 256-1705 Pages: 4
Phone: 256-1703 EXT 375 Date: 18/oct/90
Re: _____ CC: _____

Urgent For Review Please Comment Please Reply Please Recycle

● Comments:

I passed Doyle Johnson. If you think I should
inform anyone else please let me know. Thanks

e-mail: sar103ru@nf.sympatico.ca
Website Address: <http://www.wordplay.com/103/welcome.html>

BORDER BEACON/LAC EON CONTROL BURN PROPOSAL

Submitted by: 103 SAR Sqn, PO Box 6000, Gander, NF A1V 1X1

Fuel storage tanks located at these sites are above ground units. Border Beacon has 6000 litres while Lac Eon has 1000 litres of Jet B fuel. The fuel at these sites hasn't been used for approximately six years and is considered unusable for its intended purpose. Over long periods of time the fuel loses its octane properties and condensation causes water to become present in the fuel, causing harmful bacteria to form. Border Beacon and Lac Eon are isolated sites and only accessible by air. This makes taking the fuel out extremely expensive and a logistic nightmare. Jet B is an aviation fuel with a flash point of -29 which makes it easily burned in a controlled manner. We would like to control burn the fuel as soon as possible in order to avert any environmental problems. The controlled burn at Border Beacon will take five days and Lac Eon will take two days.

We will be bring in all the necessary qualified personnel and equipment to ensure the process is carried out in a professional and safe manner. All departments and personnel that may have an interest in this controlled burn will be contacted before the process commences.

We are looking at burning the fuel at both sites sometime in November. After approval to do the controlled burn I will fax the dates out to all concerned.

M. Purchase
SGT M. PURCHASE
103 SAR Sqn, Box 6000
Gander, NF
A1V 1X1

BORDER BEACON

DATE INSPECTED: FEB 94

POSITION: N55 19.9 W63 13.0

LANDING SITE: 4000' GRAVEL RUNWAY

FUEL: 444 SQN BARRELS

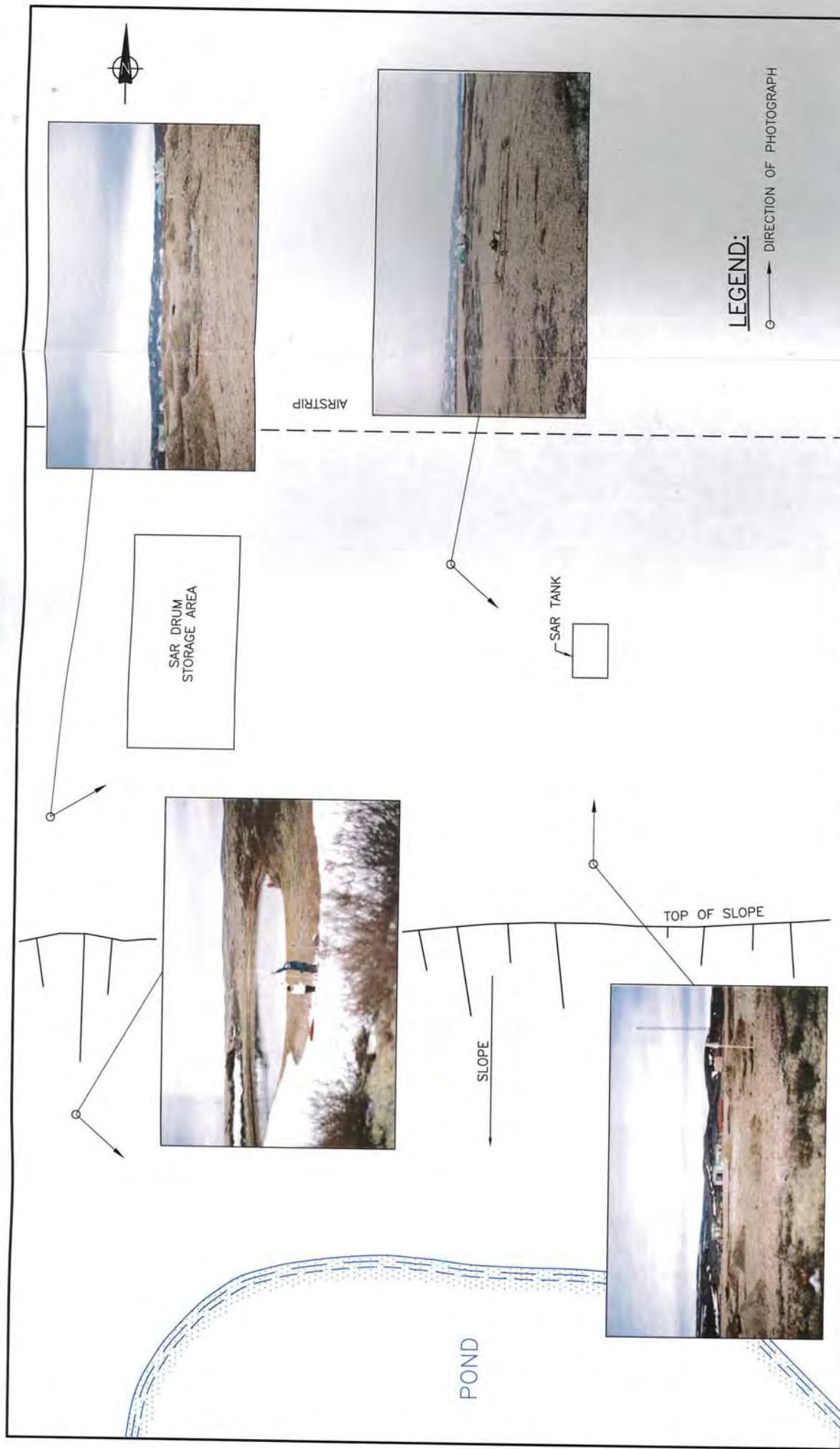
CONTACT: 444 SQN

CONDITION: UNKNOWN

QUANTITY: APPROX. 3

PAYMENT: ADVISE 444 SQN

REMARKS: BE SURE TO CONTACT 444 SQN FOR
STATUS OF THEIR BARRELS BEFORE
RELYING ON THEM . THIS IS THE ONLY
FUEL AT THE SITE.



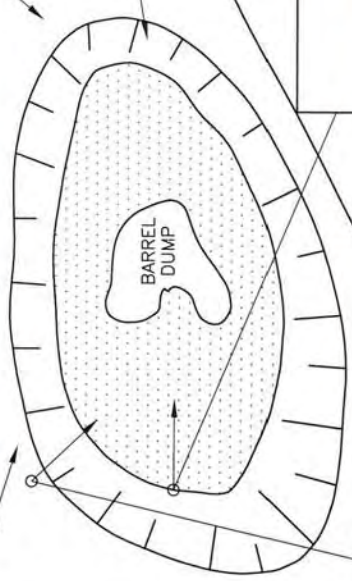
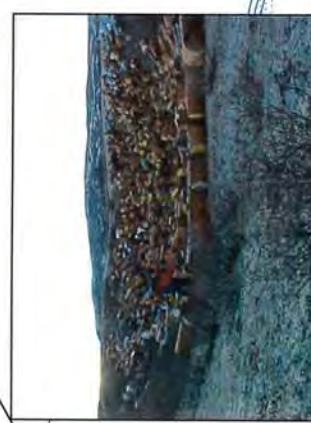
	REFERENCE PWSSC DWG. No. ANNEX C, DRAWING 1 DATED 92/12/14.	SCALE : 1:300 DATE : 01/11/02 DRAWN BY : P.J.SOO APPROVED BY :	DEPARTMENT OF NATIONAL DEFENCE SITE INVESTIGATION & DETAILED QUALITATIVE RISK ASSESSMENT BORDER BEACON, LABRADOR	SITE PLAN	DRAWING NO. 16393-BB1
--	---	---	--	-----------	--------------------------



LEGEND:



DIRECTION OF PHOTOGRAPH



TOP OF SLOPE

POND

SAR DRUM STORAGE AREA

AIRSTRIP

REFERENCE
PWGSC DWG. No. ANNEX C, DRAWING 1
DATED 92/12/14.

SCALE : N.T.S.
DATE : 01/11/02
DRAWN BY : P.J.S00
APPROVED BY : *[Signature]*

DEPARTMENT OF NATIONAL DEFENCE
**SITE INVESTIGATION & DETAILED
QUALITATIVE RISK ASSESSMENT**
BORDER BEACON, LABRADOR

**SITE PLAN
BARREL DUMP**

DRAWING NO.

1 6393-BB2



**Jacques
Whitford**

Toby Matthews - Border Beacon

From: Todd Kent <tkent@nfld.net>
To: <krussell@mail.gov.nf.ca>
Date: 10/8/02 1:21 PM
Subject: Border Beacon

RH 02/11/04
File Labrador - Border Beacon
(site 212, Doppler sites
former transport Canada
and US military site)
AKS

Hello Ken,

Here are few pics I took of Border Beacon.

Take care,
Todd

Received: from mailhub2
(mailhub2.gov.nf.ca [10.3.200.103])
by MAIL.GOV.NF.CA; Tue, 08 Oct 2002 13:17:11 -0230
Received: FROM mailhub1.gov.nf.ca BY mailhub2; Tue Oct 08 13:18:56 2002 -0200
Received: from mail2.nfld.net (mail2.nfld.net [209.128.1.11])
by mailhub1.gov.nf.ca (Build 101 8.9.3/NT-8.9.3) with SMTP id NAA01210
for <krussell@mail.gov.nf.ca>; Tue, 08 Oct 2002 13:17:46 -0230
Received: from nfld.net (lby236.nf.sympatico.ca [142.163.6.100])
by mail2.nfld.net (8.9.3 (PHNE_18546)/8.9.3) with ESMTP id NAA24459
for <krussell@mail.gov.nf.ca>; Tue, 8 Oct 2002 13:08:58 -0230 (NDT)
Message-ID: <3DA30BC1.DC76BD0B@nfld.net>
Date: Tue, 08 Oct 2002 12:45:54 -0400
From: Todd Kent <tkent@nfld.net>
X-Mailer: Mozilla 4.61 [en] (Win98; I)
X-Accept-Language: en
MIME-Version: 1.0
To: krussell@mail.gov.nf.ca
Subject: Border Beacon
Content-Type: multipart/mixed;
boundary="-----1414F027E7B5431B5D2FC150"

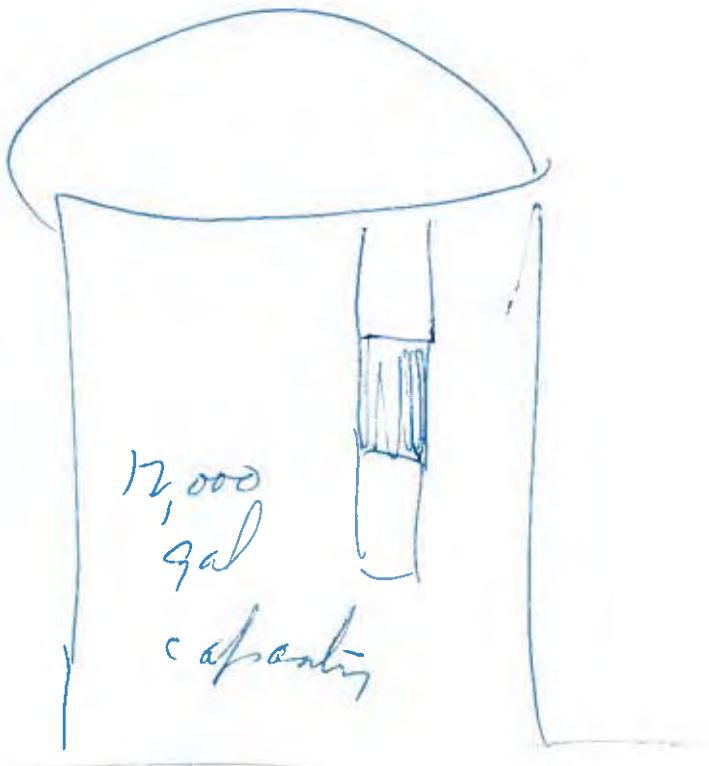
This is a multi-part message in MIME format.
-----1414F027E7B5431B5D2FC150
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hello Ken,

Here are few pics I took of Border Beacon.

Take care,
Todd

-----1414F027E7B5431B5D2FC150
Content-Type: image/x-bmp;
name="Border Beacon I.bmp"
Content-Transfer-Encoding: base64
Content-Disposition: inline;
filename="Border Beacon I.bmp"
[Click to view Base64 Encoded File](#)













**GOVERNMENT OF
NEWFOUNDLAND AND LABRADOR**

DEPARTMENT OF GOVERNMENT SERVICES AND LANDS

**Crown Lands Division
Labrador Regional Office
P.O. Box 3014, Postal Station B
Happy Valley-Goose Bay, NF & LB A0P 1E0
Telephone (709) 896-2488/89 Facsimile (709) 896-9566**

FACSIMILE COVER SHEET

To:	Dan Michealson
From:	Paul Aylward
Receiving Facsimile Number:	709 729-6969
Number of Pages (including cover sheet):	6
Date:	2003-06-18
Subject:	Border Beacon

Attached is as per your request.



Transfer
79044

TRANSFER ADMINISTRATION & CONTROL OF CROWN LAND TO HER MAJESTY THE QUEEN IN RIGHT OF CANADA

Under the Authority of Section 53 subsection 2 of the *Lands Act*, Chapter 36 of the Statutes of Newfoundland, 1991, as amended, Her Majesty the Queen in Right of Newfoundland represented herein by the Honourable the Minister of Government Services and Lands for the Province of Newfoundland (hereinafter called the "Minister") does hereby **ORDER THAT** the administration and control of land situate at **Border Beacon, Labrador, Province of Newfoundland**, as more particularly described in the Schedule(s) annexed hereto, are hereby transferred to Her Majesty the Queen in Right of Canada for weather station, landing strip and related uses subject to the following conditions:

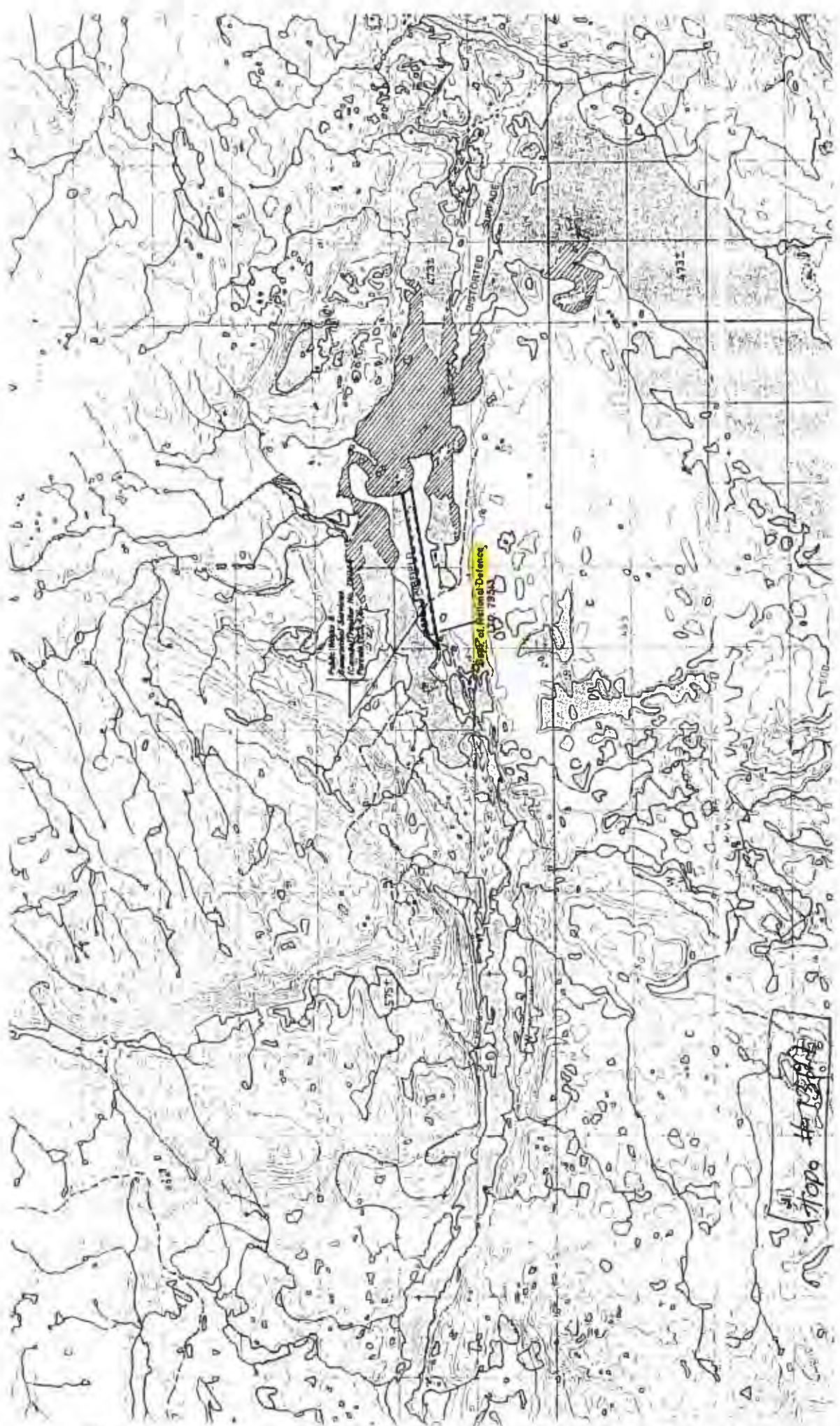
- (1) the land shall at all times be used for weather station, landing strip and related uses.
- (2) all minerals, quarry materials, both metallic and non-metallic, limestone, granite, slate, marble, gypsum, marl, clay, sand, gravel, building stone, volcanic ash, peat, coal, salt, natural gas/oil, and related hydrocarbons in and under the said land shall be reserved to Her Majesty the Queen in Right of Newfoundland, and
- (3) if and as soon as the said land ceases to be used for the purpose mentioned in (1) above, the administration and control thereof shall be assumed by Her Majesty the Queen in Right of Newfoundland provided the land has been restored to its original condition or to a condition satisfactory to the Minister of Government Services and Lands and confirmed in writing by the Minister under the authority of Section 55 of the *Lands Act* aforesaid.

IN WITNESS WHEREOF-The Minister of Government Services and Lands for the Province of Newfoundland has hereunto subscribed his hand and the Seal of the Department of Government Services and Lands has been hereunto affixed on the 17 day of Feb A.D., 1998.

SIGNED AND SWORN
by the Minister of Government Services and Lands and
the Seal of the Department of Government Services and Lands
hereunto affixed in the presence of:

Ann Marie Squires

[Signature]
Minister of Government Services and Lands



BILL OF SALE made at St. John's, in the Province of Newfoundland, this 6th day of *January*, A.D., 1986

BETWEEN: THE HONOURABLE THE MINISTER OF PUBLIC WORKS AND SERVICES for and on behalf of Her Majesty in right of Newfoundland (hereinafter called the "Minister") of the one part;

AND: CLYDE W. HOUSE of Goose Bay, Labrador in the Province of Newfoundland (hereinafter called the "Purchaser") of the other part;

NOW THEREFORE THIS INDENTURE WITNESSETH that for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration paid by the Purchaser to the Minister on or before the execution of these presents (the mutual receipt of which is hereby acknowledged) the Minister bargains and sells to the Purchaser the following buildings situate at Border Beacon in Labrador and located sixty kilometres south of Mistastin Lake and being part of AES's former weather station and located on the apron of the airstrip from east to west

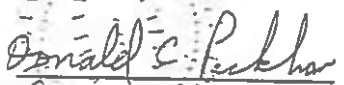
1. A combined electronics and bunkhouse building.
2. A combined bunkhouse and cookhouse building.
3. A combined garage and repair shop.
4. A storage building.

(the Minister reserves the rights to a building of metal construction to the west).


The Purchaser agrees to clean up the area surrounding the site from debris and spillage of fuel oil and other fluids SUBJECT TO the provision, the Minister may in writing terminate the Agreement for failure to keep the site in a condition satisfactory to the Minister.

IN WITNESS WHEREOF the parties have hereunto affixed their hands and seals on the day and year first before written.

in the presence of:

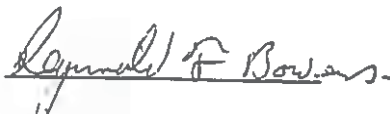


NOTARY PUBLIC

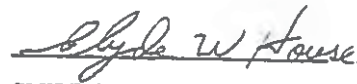


MINISTER OF PUBLIC WORKS
AND SERVICES

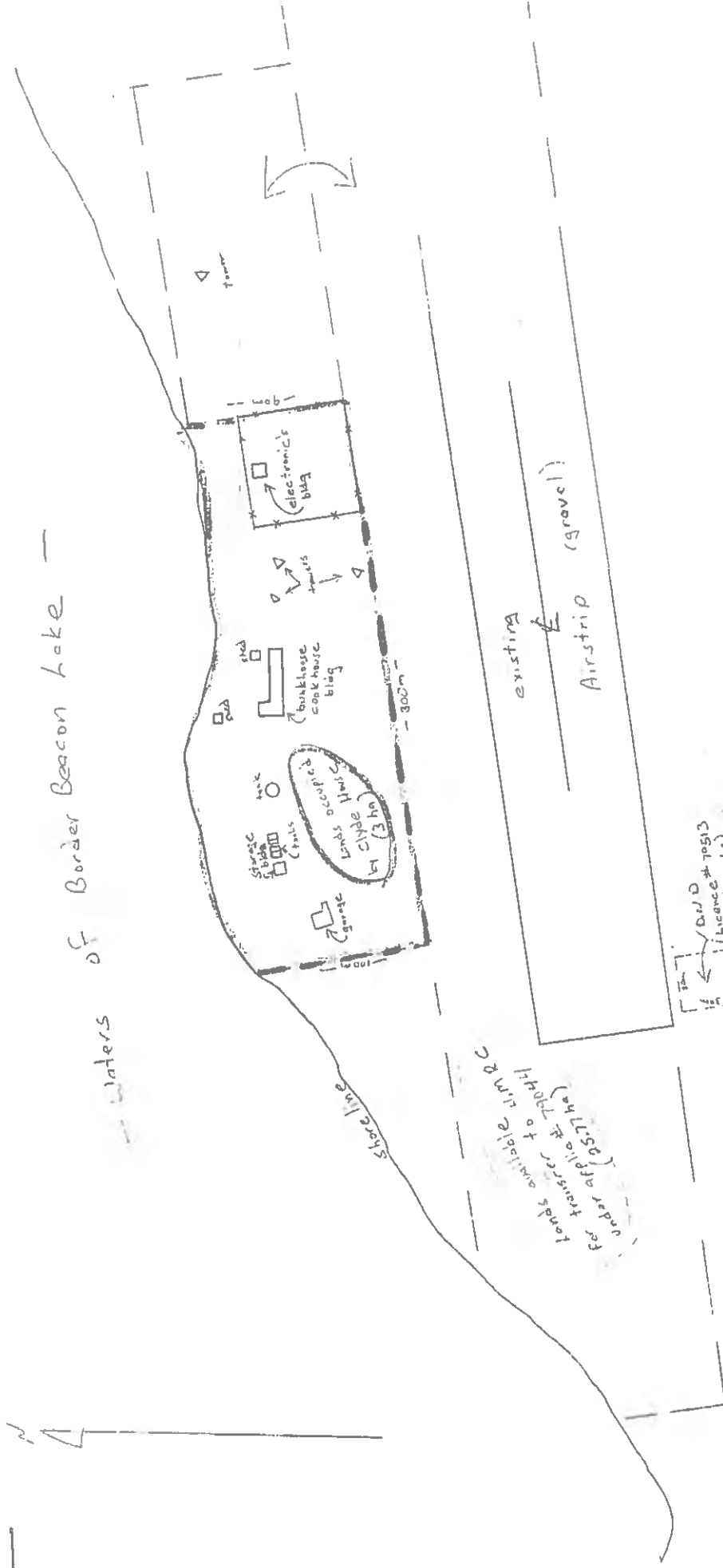
In the presence of:



RAYMOND F. BOWERS



CLYDE W. HOUSE



Waters of Border Beacon Lake

for transfer to a tank (35,77 ha) under approval # 7044H

Border Beacon site (Area 2 on attached map)
 Mapsheet 13M6
 Approx Scale 1:2500

Sketch date 1996-07-02 (PA)



GOVERNMENT OF
NEWFOUNDLAND AND LABRADOR

Department of
Environment and Conservation
Lands Branch
Labrador Regional Lands Office

651.9300.1

(Craig)
cf.
NEW FILE
In Reply Please Quote
File Reference No.

JUN 9, 2005

4006338

EUGENE C. PIKE
WING ENVIRONMENT OFFICER
CANADIAN FORCES BASE
9 WING GANDER
P.O. BOX 6000
GANDER NL A1V 1X1

Dear Sir:

**RE: Former 9 Wing Fuel Cache - Border Beacon, Labrador
Licence #79513**

Licence to Occupy #79513 was cancelled April 30, 1999 pursuant to the request of 9 Wing Gander Officer D.P. Breton. This office has no further requirement pursuant to this Licence. Any requirement of the Pollution Prevention Division of the Department of Environment and Conservation will be presented independently. A copy of your correspondence and attached report has been forwarded to the Department of Government Services for their consideration.

Sincerely


PAUL AYLWARD
REGIONAL LANDS MANAGER

PA/ld

cc Ken Russell
Derrick Maddocks



Canadian Forces Base
9 Wing Gander
P.O. Box 6000
Gander, NL A1V 1X1

1262-1 (WEnvO)

5 May 2005

Mr. Barry Mitchell
Department of Government Services and Lands
Crown Lands Division
Labrador Regional Office
P.O. Box 3014, Station B
Happy Valley, Labrador A0P 1E0

Department of
Environment and Conservation

MAY 17 2005

LABRADOR REGIONAL
LANDS OFFICE

Dear Mr. Mitchell,

**RE: Former 9 Wing Fuel Cache - Border Beacon, Labrador
Licence Number 79513**

Further to the letter from our Wing Construction Engineering Officer dated 20 April 1999 requesting cancellation of the subject lease, 9 Wing Gander has completed a Phase 2 Environmental Site Investigation and Detailed Qualitative Risk Assessment at the subject site.

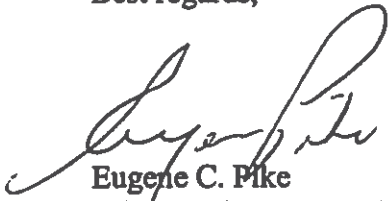
Attached is a copy of the Phase 2 Investigation for your review and records, completed by Jacques Whitford Environment Limited. Results indicate that petroleum hydrocarbons were detected in the surface soil, however concentrations were below Atlantic PIRI Tier 1 criteria for surface soil at a residential site with non-potable groundwater use. Site classification was determined in consultation with the Provincial Department of Environment and Conservation as identified in the report. Our consultant recommends no further action unless land use changes, site being classified as potable groundwater use.

Additionally, southwest of our former cache site, the consultant discovered a barrel dump which contains approximately 1000 drums. These drums were in various states of decomposition and a random survey found that they were either empty or full of rainwater. 9 Wing Gander does not own or operate this site, nor did we dispose of drums at this location. Actually in 1994 the Department of National Defence contracted the removal and disposal of all Search and Rescue fuel drums from Border Beacon.

Please review the report and let us know if you require anything further. By copy of this letter to the Department of Environment and Conservation, we are also requesting that they review the document and determine if this is satisfactory.

If you have any questions or concerns I can be reached at (709) 256-1703 extension 134 or by e-mail at pike.ec@forces.gc.ca.

Best regards,



Eugene C. Pike
Wing Environment Officer
for Wing Commander

Enclosure: 1

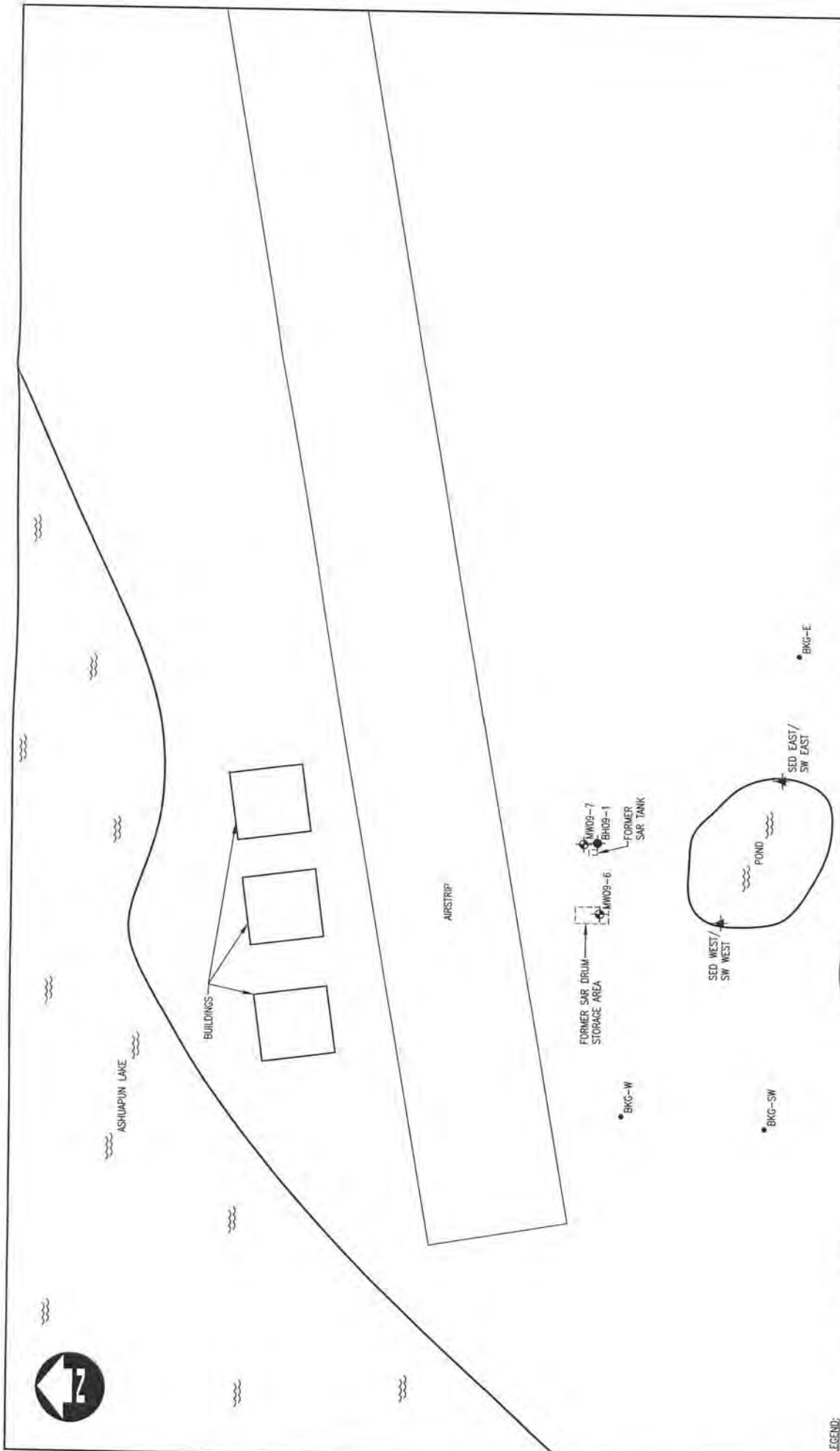
cc:

Mr. Craig Bugden
Pollution Prevention Division
Department of Environment and Conservation
P.O. Box 8700
4th Floor, West Block
Confederation Building
St. John's, NL
A1B 4J6

Mr. Manny Saydeh
DenvP 3
National Defence Headquarters
MGen George R. Pearks Building
101 Colonel Drive
Ottawa, ON K1A 0K2

Mr. Scott Edwards
A4 Env
1 Canadian Air Division
PO Box 17000 Stn Forces
Winnipeg, MB R3J 3Y5

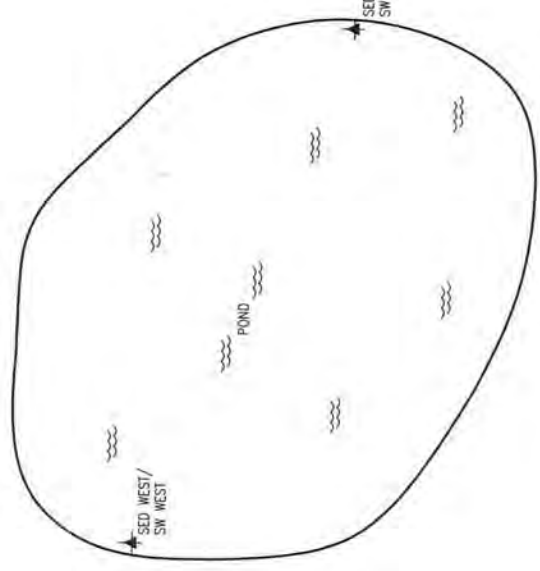
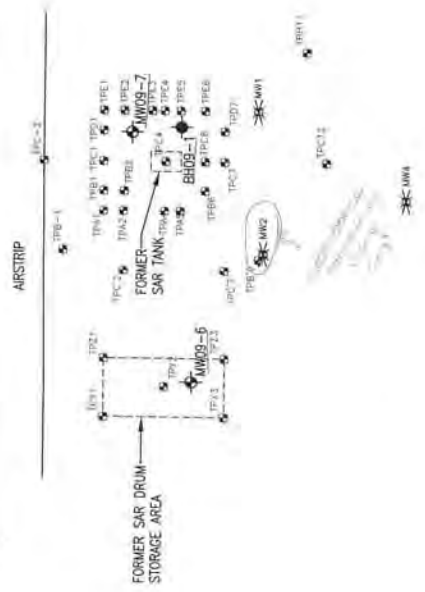
Wing Commander
Wing Logistics Officer
Wing Construction Engineering Officer



- LEGEND:
- MONITOR WELL LOCATION, DILLON 2009
 - ◆ BOREHOLE LOCATION, DILLON 2009
 - SOIL SAMPLE LOCATION, DILLON 2009
 - ✦ SEDIMENT/SURFACE WATER SAMPLE LOCATION, DILLON 2009

APPROXIMATE SCALE: 1:2000

 DILLON CONSULTING	PROJECT	FORMER FUEL CACHE SITE, BORDER BEACON, 9 WING GANDER, NL	PROJECT NO.	09-2516
	TITLE	SITE AND SURROUNDING PROPERTY	FIGURE NO.	2
DATE		FEBRUARY 2010		



- LEGEND:**
- TEST PIT LOCATION, JWEL 2002
 - ☒ DESTROYED MONITOR WELL LOCATION, JWEL 2002
 - ⊕ MONITOR WELL LOCATION, DILLON 2009
 - ⊖ BOREHOLE LOCATION, DILLON 2009
 - ⊙ SOIL SAMPLE LOCATION, DILLON 2009
 - ⊚ SEDIMENT/SURFACE WATER SAMPLE LOCATION, DILLON 2009

APPROXIMATE SCALE: 1:750
PROJECT NO. 09-2516
PROJECT TITLE: FORMER FUEL CACHE SITE, BORDER BEACON, 9 WING GANDER, NL
FIGURE NO. 3



DATE: FEBRUARY 2010

NOTE TO USERS

The information on this map was compiled from land surveys registered in the Crown Lands Registry.

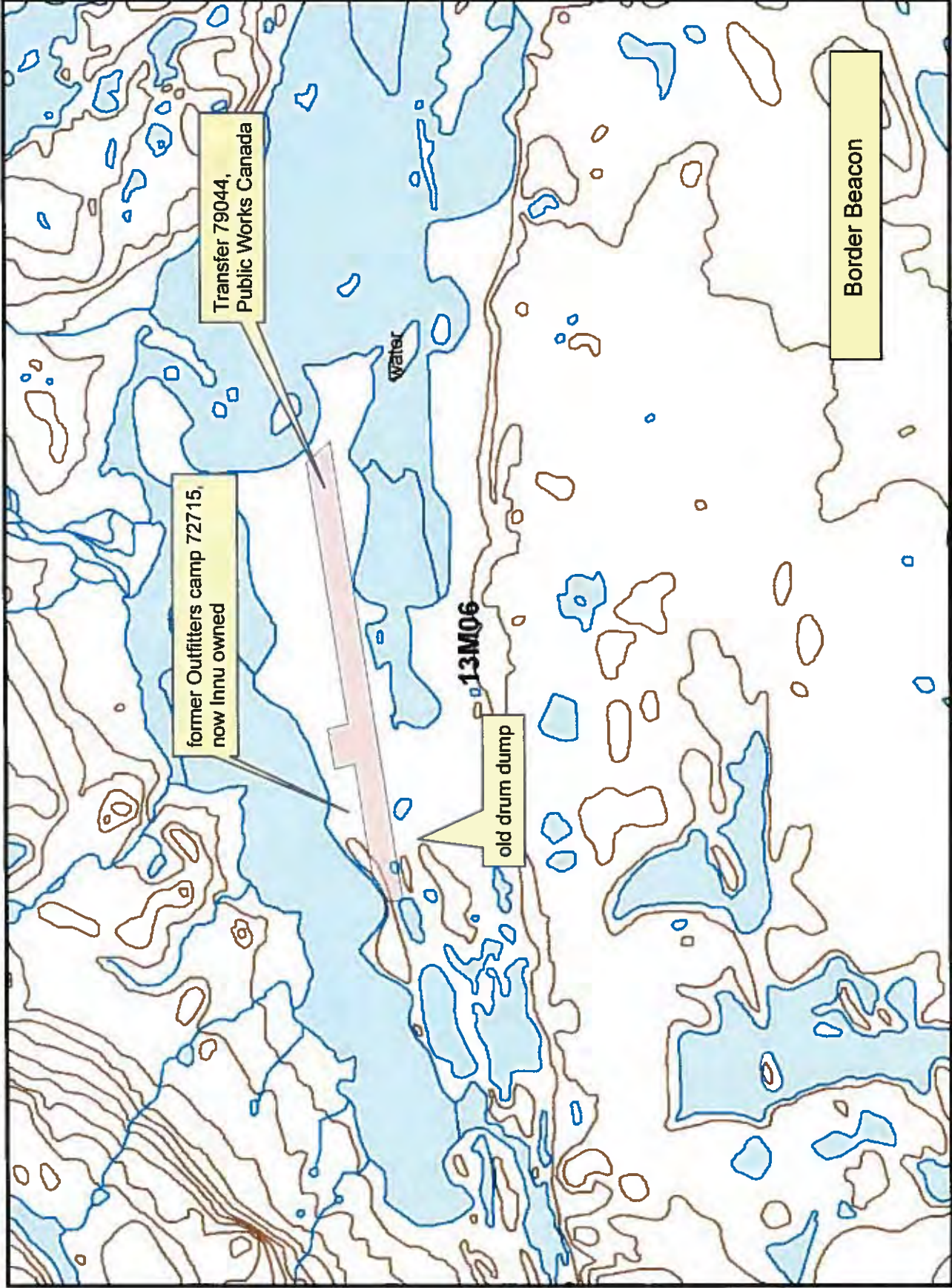
Since the Registry does not contain information on all land ownership within the Province, the information depicted cannot be considered complete.

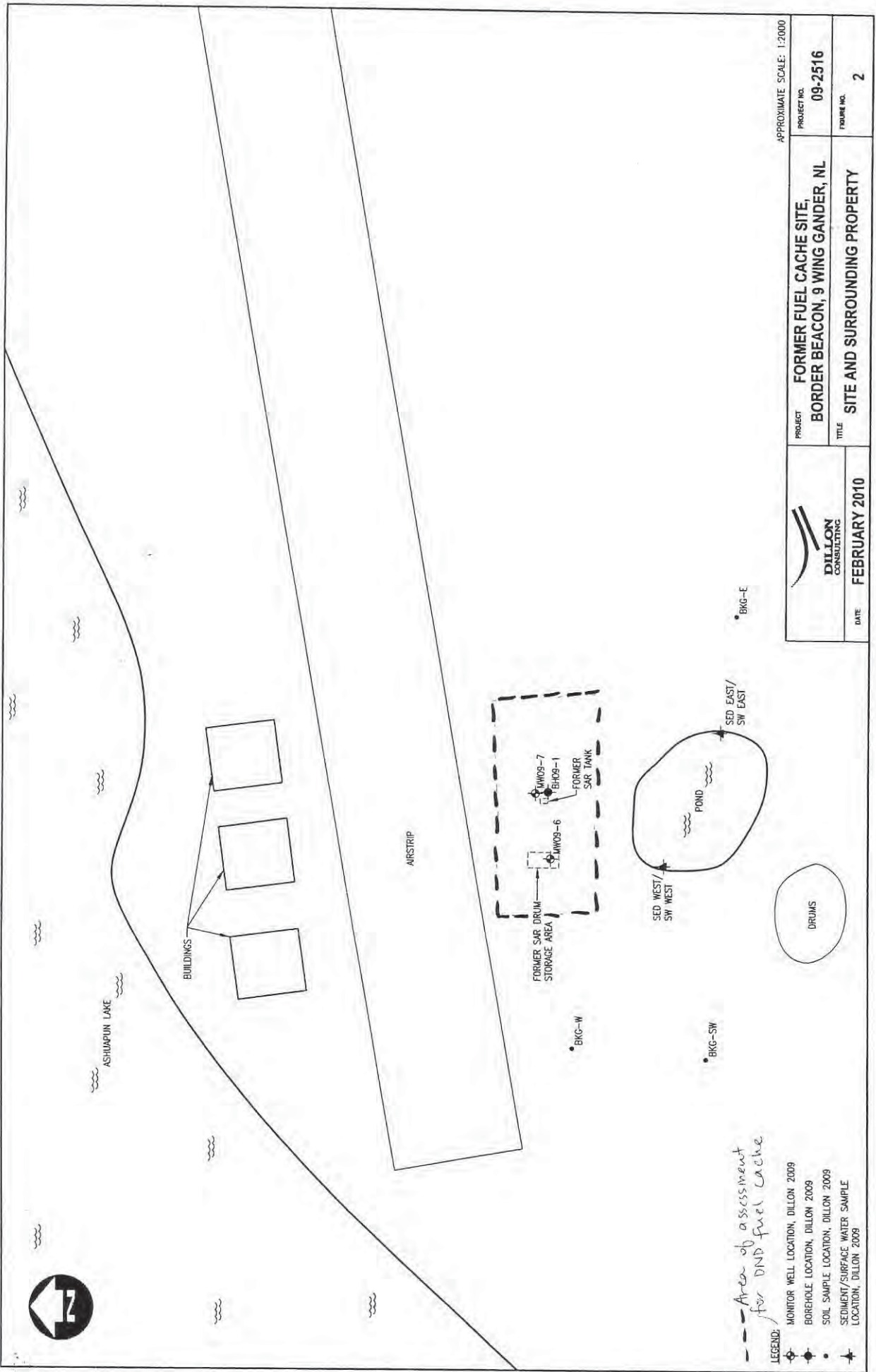
The boundary lines shown are intended to be used as an index to land titles issued by the Crown. The accuracy of the plot is not sufficient for measurement purposes and does not guarantee title.

Users finding any errors or omissions on this map should be advised to contact the Crown Lands Mapping Section, Howley Building, Higgins Lane, St. John's, Newfoundland.

Users finding errors or omissions can contact the Crown Lands Mapping Section by telephone at 709-753-3333. Such users should be advised due to Crown Lands volumes missing from the Crown Lands registry or not plotted due to insufficient survey information.

The User hereby indemnifies and agrees to hold the Crown harmless from and against all claims, demands, liabilities, actions or cause of actions alleging any loss, injury, damages and matter (including claims or demands for any violation of copyright or intellectual property) arising out of any use of this map by the Minister, his or her officers, employees and agents shall not be liable for any loss of profits or contracts or any other loss of any kind as a result.





Area of assessment for DND fuel cache

LEGEND:

- MONITOR WELL LOCATION, DILLON 2009
- BORHOLE LOCATION, DILLON 2009
- SOIL SAMPLE LOCATION, DILLON 2009
- SEDIMENT/SURFACE WATER SAMPLE LOCATION, DILLON 2009

		PROJECT FORMER FUEL CACHE SITE, BORDER BEACON, 9 WING GANDER, NL	APPROXIMATE SCALE: 1:2000 PROJECT NO. 09-2516
DATE FEBRUARY 2010	TITLE SITE AND SURROUNDING PROPERTY	FIGURE NO. 2	

*Jemima
per Ce
Thi*

*u
Walter/Peter
Dk...
please
note: file
JUL 11 2013*

July 8, 2013

Chief Simeon Tshakapesh
Mushuau Innu First Nation
P.O. Box 190
Natuashish, NL
AOP 1A0



Dear Chief Tshakapesh:

Thank you for your emails dated June 28, 2013 and July 1, 2013 to Mr. Brian Harvey, the Government of Newfoundland and Labrador's Director of Aboriginal Affairs, as well as a variety of federal officials and the MHA for Torngat Mountains, Mr. Randy Edmunds. Please accept this letter as the Government of Newfoundland and Labrador's response to both of those recent emails.

As you noted, by letter dated January 28, 1986, the federal government provided \$5 million, plus a contingency allowance of \$500,000 to the Province to assist in the clean-up of 13 contaminated sites in Newfoundland and Labrador. The contingency was paid to the Province in 1988. The sites were:

- Cartwright
- Hopedale
- Spotted Island
- Hopedale Island
- Cape Makkovik
- Cutthroat Island
- Cape Harrison
- Northwest Point (two sites)
- Boa
- Harbour Lake
- Wild Boar
- Border Beacon
- St. Anthony

As noted, Border Beacon was one of those 13 sites.

Work was done in the late 1980s on the Doppler sites [Border Beacon upper and lower site, Wild Boar, Harbour Lake, Hunt Lake ("Boa") upper and lower site], in addition to Hopedale, Makkovik (Cape Allik), Cape Harrison, Cutthroat Island upper and lower sites, and St. Anthony, consisting mostly of debris and infrastructure removal; however, the \$5 million, plus the \$0.5 million contingency, in federal funds was quickly exhausted, leading to a stop in the work at each of the sites. This clean-up initiative did not include remediation of site contamination except at St. Anthony; that is, the clean-up would not have included any sampling or removal of impacted soils or waters. Rather, the money was utilized to clean-up all sites to one degree or another, save Northwest Point.

The \$5.5 million in federal funding was insufficient for the full remediation of all 13 of the sites, several of which were much larger or contained many more environmental hazards than Border Beacon.

In the late 1990s, new provincial funding allowed work to recommence at several of the sites, including completing the outstanding work at St. Anthony, which was remediated to present day standards. Work also commenced at Northwest Point in the late 1990s, and over \$500,000 has been expended on that site alone.

Finally, remediation work at Hopedale has proven to be significant, and in 2011, an additional \$6.29 million in provincial funds over three years was allocated to remediation efforts at Hopedale.

A 1996 Environmental Inspection report indicates that at Border Beacon garbage was buried at the 'area garbage dump site', and that all fuel barrels were buried after performing a controlled burn, leaving no items or objects exposed. It is indicated that in the lower area, several thousand drums were also buried by the cleanup contractor (TITAN) in 1986 in the 'waste disposal area', after a controlled burn-off of residential fuels.

A 1998 Phase I Environmental Site Assessment at Border Beacon identified three separate "waste disposal sites." Waste Disposal Site #1 observed to contain approximately 1,000 empty discarded drums; Waste Disposal Site #2 referred to as a buried disposal area which was reportedly used while the site was an active military installation; and Waste Disposal Site #3 referred to as the trench area which appeared to contain debris from more recent operation of the site.

Further, in 1998 the Province conveyed five parcels of land at Border Beacon to Canada via Transfer 79044 dated February 17, 1998. These lands have not been returned, and any question of environmental remediation of those lands is a question best put to the federal government, as the \$5.5 million provided by the federal government to the Province in the 1980s does not absolve the federal government of its present-day environmental responsibilities for the lands acquired through the 1998 Transfer. In fact, condition #3 of the 1998 Transfer states:

"if and as soon as the said land ceases to be used for the purposes mentioned in (1) above, the administration and control thereof shall be assumed by Her Majesty the Queen in Right of Newfoundland and Labrador provided the land has been restored to its original condition or to a condition satisfactory to the Minister of Government Services and Lands and confirmed in writing by the Minister under the authority of Section 55 of the Lands Act aforesaid."

The letter you received from the Honourable Peter MacKay, dated January 29, 2013 is incorrect if it implies the federal government has been provided unconditional closure of the Border Beacon site from the Province. In February 2012, closure was granted by the provincial Department of Environment and Conservation for the Department of National Defence (DND) Search and Rescue (SAR) fuel cache at the Border Beacon site; however the area that was granted environmental closure was located south of the airstrip and only included a delineated area where DND historically maintained fuel storage. It did not include any portion of the airstrip or any of the other parcels of land transferred from the provincial Crown to Environment Canada in 1998.

The Record of Site Condition (RoSC) upon which basis the Department of Environment and Conservation granted closure was itself based on two environmental investigation reports,

prepared in 2002 and 2010, that focused only on the DND fuel cache area. It was determined that there were no unacceptable environmental or human health impacts as a result of former DND fuel storage and the area was delineated to residential guidelines. Attached to this email is a figure showing the approximate boundary of assessment, as inferred from the site assessment sample locations.

Minister MacKay's letter refers to Part 7 of the RoSC discussing unconditional closure. However, this section also states that this closure is based on information cited in Part 5 of 7 of the RoSC, where it is outlined that the DND fuel cache area is adjacent to the airstrip and Innu camp, not a part of it.

Further, I am aware of discussions taking place at the land claims table regarding the lands at Border Beacon. As you will note, the Innu Land Claims Agreement-in-Principle (AIP) contains Footnote 39, regarding Labrador Innu Lands (LIL), which states:

"To be negotiated. NL agrees that the airstrip at Border Beacon will become LIL, after NL gets the land back from the federal government in a condition that is satisfactory to NL, should the Innu wish to have it as LIL in the condition that it is returned to NL from the federal government. However, any such LIL shall be subject to the right of federal and provincial officials, and public utilities to use the airstrip on notice, but without consent or payment, as long as the airstrip exists. The Innu are under no obligation to maintain it as an airstrip."

My officials have informed me that discussions are on-going at the land claims table on this issue, and I am hopeful a suitable solution will be found that is satisfactory to all parties. NL remains committed to the text noted in Footnote 39 of the AIP.

Thank you for bringing your concerns to the attention of the Government of Newfoundland and Labrador.

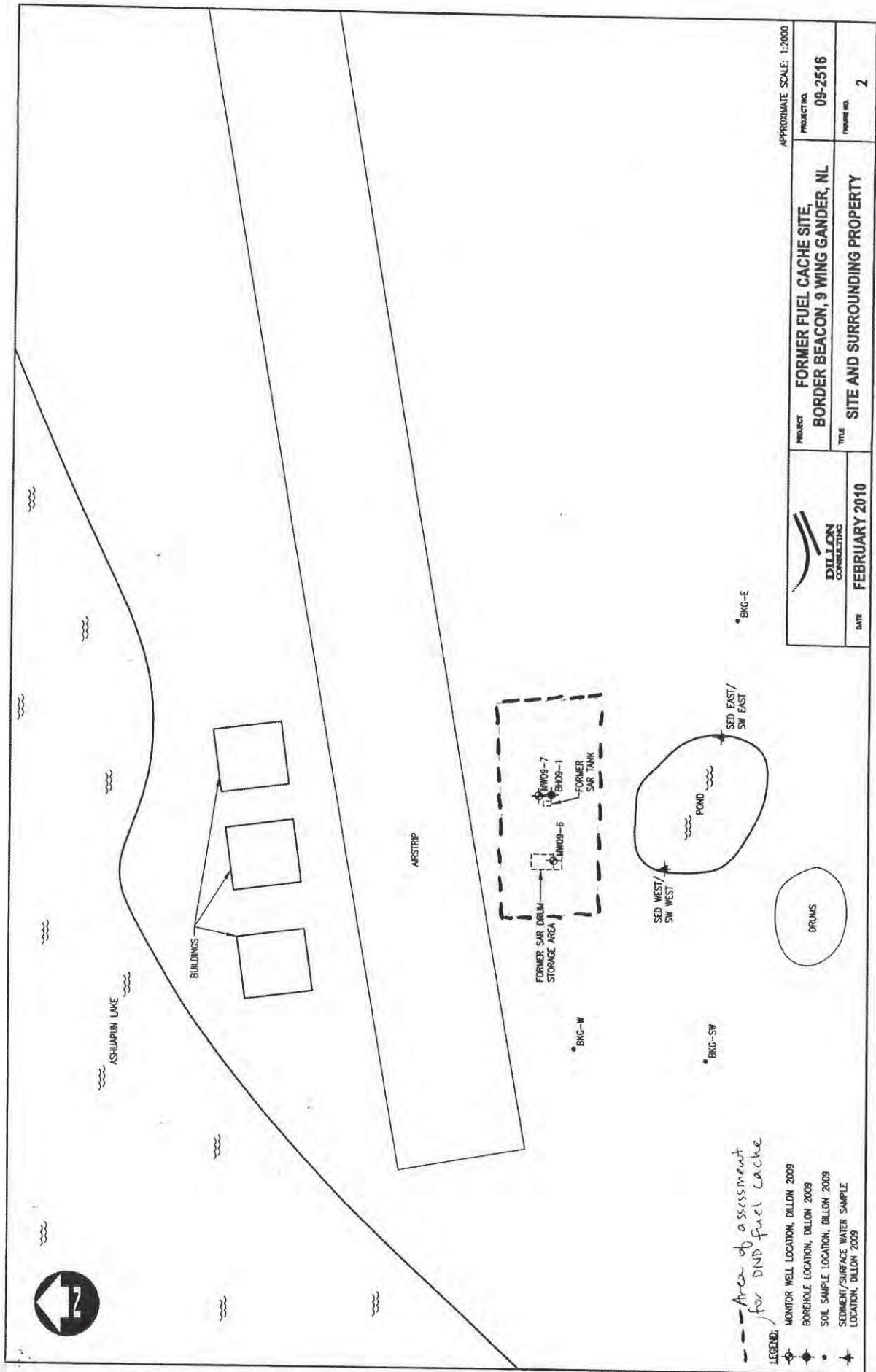
Sincerely,



FELIX COLLINS
Minister

Encl.

c.c. The Honourable Peter MacKay
The Honourable Peter Kent
The Honourable Bernard Valcourt
The Honourable Denis Lebel
The Honourable Nick McGrath
The Honourable Tom Hedderson
Mr. Randy Edmunds, M.H.A, Torngat Mountains



Area of assessment for DND fuel cache

LEGEND:
 ○ MONITOR WELL LOCATION, DILLON 2009
 ⊕ BOREHOLE LOCATION, DILLON 2009
 ● SOIL SAMPLE LOCATION, DILLON 2009
 ⊕ SEDIMENT/SURFACE WATER SAMPLE LOCATION, DILLON 2009

		PROJECT: FORMER FUEL CACHE SITE, BORDER BEACON, 9 WING GANDER, NL		APPROXIMATE SCALE: 1:2000
DATE: FEBRUARY 2010		TITLE: SITE AND SURROUNDING PROPERTY		PROJECT NO. 09-2516
				FRAME NO. 2

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 212 – Doppler Detection Station, (BORDER BEACON), NL**

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 as part of the Mid-Canada Line, a network of communication posts across Canada funded by the United States Air Force. Border Beacon acted as a supply area for the communication equipment located at the nearby high elevation site. The Site was activated in the late 1950's and continued to operate until 1964 when the high elevation site burned down and the site was deactivated. In the 1970's the site was reactivated as a weather station and shortly thereafter became an unmanned site.

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 1964 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° 19.5' North Latitude and 63° 13' 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

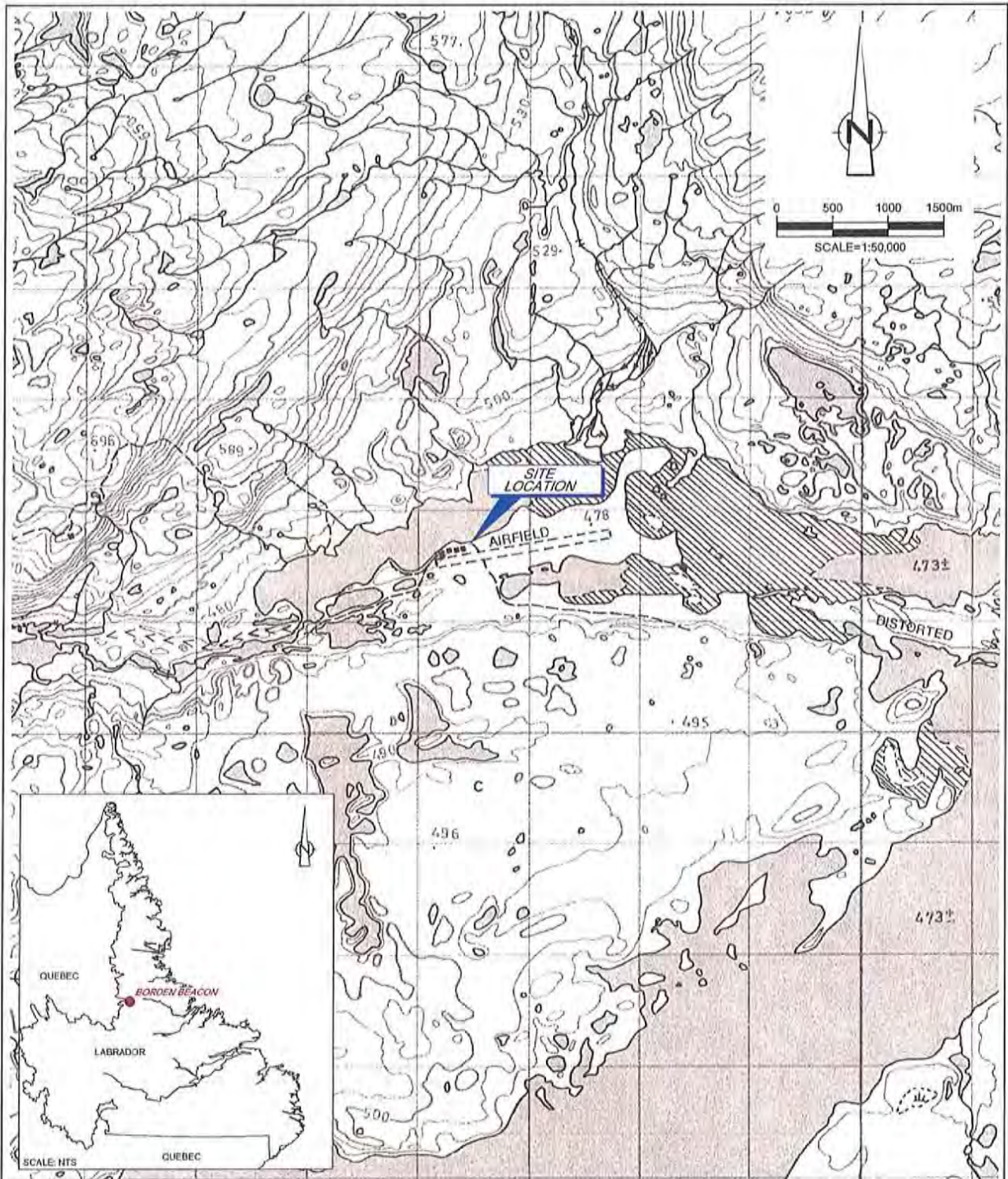


figure 1

SITE LOCATION MAP
 PHASE I ENVIRONMENTAL SITE ASSESSMENT
 DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Border Beacon (Site 212), Labrador, NL





Environment Environnement
Canada Canada

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

File # / Numéro de dossier

Case File / Numéro de dossier
E-2014-01712 / TL

March 9, 2015

Mr. Peter Gillingham
Consonga-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:

Property Owner: Government of Newfoundland and Labrador

Address: The former United States Military Site 212- Doppler Detection Station 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.

Authorisation : { 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 519-953-9390. 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

Rec'd. CRA
APR 14 2015

Your File Votre référence
ID: 252678
Our File Notre référence
E-2014-01712 / 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:

“Property Owner: Government of Newfoundland and Labrador

Address: The former United States Military Site 212 - Doppler Detection Station, NL

Please review you 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.

Authorisation: {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

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

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 (MAKROVIK):

<u>To Canada:</u>	M.C. 697-'57 (M.&R. 39(a)'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.

Solicitor Client Privileged

MEMORANDUM

To: Dexter Pittman, Manager of Industrial Compliance
From: Laura J. Brown Laengle, Solicitor
Re: Environmental Contamination at Border Beacon, Labrador
Date: September 5, 2013

Issue:

You have asked for an opinion on issues related to environmental liability for lands transferred by Canada to Newfoundland and Labrador, in the area of Border Beacon. Specifically, the issues are whether the 1986 'release letter' covers all Border Beacon lands, including portions transferred from Newfoundland and Labrador to Environment Canada in 1998 and who is responsible for clean-up of the Border Beacon site, excluding the lands transferred to Environment Canada in 1998.

Facts:

The site at Border Beacon was one of thirteen properties which reverted from Canada to the Province in the 1960s and 1970s. The properties were originally transferred from Newfoundland and Labrador to Canada in 1957 (M.C. 20-'57). Conditions of the transfer noted in the M.C. were that the property was to be used for purposes in connection with Mid-Canada

Line (defense related radar sites) and transferred back to the Province when no longer used for that purpose.

In 1965 Privy Council (federal cabinet) Order in Council 1965-1125, attached as Annex A, transferred four properties back to Newfoundland and Labrador and retained a fifth property (site 212) for use by the Department of Transportation. The Order transferring the property to the Province acknowledged that the 1957 transfer from the Province to Canada was "subject to the condition that if the said land ceased to be used for the purpose they were required they would revert to the Government of Newfoundland." I have not been advised as to when Border Beacon was transferred from Canada to Newfoundland and Labrador.

You have advised that the Pollution Prevention Division is not aware of the exact geographic extent of the former military site at Border Beacon. The Privy Council Order which transferred the lands from Canada to the Province, contains a Schedule with a survey type description (see Annex B), which may assist in determining the precise borders of the four properties transferred in 1965. The M.C. '20-57 contains a Schedule which appears to include survey type descriptions for all lands transferred to Canada at that time.

In 1986, Canada provided \$5 million to Newfoundland and Labrador to address environmental contamination on these sites with an additional \$500 000 available if further contamination was discovered. These amounts were acknowledged in a 1986 letter from H.H. Stanley, Deputy Minister, NL Department of Intergovernmental Affairs to D.B. Dewar, Deputy Minister of the Department of National Defense ('the 1986 letter', attached as Annex B). The 1986 letter further acknowledged that the Province was accepting responsibility for the clean-up of the sites. On March 8, 1988 Peter Kenney, Deputy Minister, NL Intergovernmental Affairs Secretariat wrote to D.B. Dewar and requested payment of the additional \$500 000 in relation to

further contamination discovered in Cartwright and St. Anthony. In response, the additional \$500 000 was paid from Canada to Newfoundland and Labrador at that time.

Analysis:

I have reviewed a March 24, 2010 legal opinion by Herb Edwards with respect to the issue of liability for all thirteen sites. I am not aware of any facts specific to the site at Border Beacon which would alter the conclusions reached in that opinion. Specifically, the opinion concluded that:

... given that the fundamental contract law principles of offer, acceptance and consideration were present; once the Province accepted the 5.5 million dollars a contract was completed. [...] Canada was to have no further responsibility for the 13 sites.

The extent of the contamination may be greater than anticipated in 1986 but the Province's letter of January 28, 1986 includes reference to \$500, 000 to be paid by Canada "to provide for possible undetected contamination at any site." It would appear therefore, that the parties anticipated that more work may be necessary than originally anticipated and the \$500, 000 would respond to that.

If a paper trail existed which disclosed that Canada knew the sites were contaminated to a much larger extent and did not alert the Province then a challenge could possibly be launched. However, given the information that was provided to me it does not appear such a trail exists and there may also be a strong limitations argument to be made by Canada. I could see no grounds to attack the arrangement on the basis of duress, undue influence, mistake, frustration or unconscionability.

Based on the above, I do not see anything arising from these circumstances which could give rise to a legal challenge by the Province [...]

In land transactions there is a common law duty for the vendor to disclose to the purchaser latent defects of which the vendor is aware. A latent defect is a condition of the land, or a building on the land, which is not discoverable by a purchaser exercising ordinary care in inspecting the premises prior to the purchase. A vendor is not required to disclose patent defects to a purchaser. A patent defect is a defect which is discoverable on careful inspection and inquiry by the purchaser.

Where there has been a failure by a vendor to disclose a latent defect of which it was aware then the purchaser may be able to seek damages as compensation. However, with respect to the Border Beacon site, this would require establishing that the federal government was aware, or ought to have been aware, of the contamination and did not disclose the contamination to the Province. Further, the Province would likely have to demonstrate that it made careful inspection and inquiry to determine the existence or scope of possible patent defects in the property.

One area where there is a possibility that a claim may be viable is if there was environmental contamination connected to non-permitted uses of the land. If Canada used the Border Beacon property for non-Mid-Canada Line related purposes, given that the original transfer did not permit these uses, it may be possible to argue that there would still be some degree of liability remaining with the federal government.

It would likely be very difficult to demonstrate that (1) the contamination was not related to Mid-Canada line activities, (2) Canada was aware or ought to have been aware of the contamination and did not disclose it to the Province, and (3) the contamination would not have been discoverable by the Province if it had exercised ordinary care in inspecting the land prior to accepting the land transfer. For example, the hundreds of fuel drums on site and related pollution/contamination would likely be considered discoverable.

You have advised that in 1998, the Province transferred five parcels of land within the Border Beacon area to Environment Canada. Unless those transfers in some manner exempt or indemnify Environment Canada with respect to their activities on those lands, then Environment Canada would be responsible for the contamination on those lands. The terms of the 1998 land transfer indicate that as soon as the land is no longer "used for [a] weather station, landing strip and related uses" it must be transferred back to Newfoundland and Labrador "provided the land

has been restored to its original condition or to a condition satisfactory to the Minister of Government Services and Lands and confirmed in writing by the Minister.”

In summary, the Province would likely be responsible for all property at the Border Beacon site, excluding those lands transferred to Environment Canada in 1998. The lands transferred to Environment Canada are the responsibility of Environment Canada.

I trust the foregoing is satisfactory.

Laura J. Brown Laengle



CANADA

PRIVY COUNCIL

APPROVED

Robertson

Deputy Governor - General.

AT THE GOVERNMENT HOUSE AT OTTAWA

FRIDAY, the 18th day of JUNE, 1965.

JUN 18 1965

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by Provincial Newfoundland Order in Council 20-1957 of February 1, 1957 five parcels of Provincial land containing 77.87 acres situated at Labrador, Newfoundland were set aside for use by the Department of National Defence in connection with their Doppler Detection Site 203 and Lake-head Resupply Sites 203, 206, 209 and 212, located in the Province, subject to the condition that if the said land ceased to be used for the purpose they were required they would revert to the Government of Newfoundland;

AND WHEREAS the Department of National Defence has declared surplus their installations at the aforementioned sites and have requested that the necessary action be taken to return to the Province of Newfoundland the lands involved;

AND WHEREAS the facilities at Site 212 are now under the control and administration of the Department of Transport and the continued use of the lands at that site is consequently required;

AND WHEREAS the Province of Newfoundland has agreed to the said lands at Site 212 being excepted from the lands to be returned to the Province.

THEREFORE, His Excellency the Governor General in Council, on the recommendation of the Minister of Transport, is pleased hereby to transfer to Her Majesty in Right of the Province of Newfoundland the administration and control of the lands more particularly described in the schedule hereto.

Watson
Judy
...
...

5 Trans. (a) 22-6-65

four hundred and sixty-nine feet and eight-tenths of a foot to a point marked by a wooden post; thence north seventy-four degrees thirteen minutes east six hundred and ninety-one feet and eight-tenths of a foot to a point marked by a wooden post; thence south twenty-one degrees ten minutes east five hundred and twenty-three feet and seven-tenths of a foot; thence south fifty-one degrees twenty-four minutes west nine hundred and eighty-nine feet and six-tenths of a foot more or less to the point of beginning and containing an area of fourteen point eight nine acres, all bearings being astronomic.

AND ALSO all that piece or parcel of land situate about four miles north of the river which flows into Ujutok Bay and about eighty miles northwest of the mouth of the said river in the District of Labrador North. Beginning at a point on the southeastern shore of a small lake marked by an iron post one-half inch in diameter the said point being in Latitude fifty-five degrees twenty-eight minutes north and longitude sixty-two degrees thirty-five minutes west; thence running south forty-four degrees twenty-six minutes west four hundred and ninety-one feet and six-tenths of a foot to a point marked by an iron post inscribed No. 2; thence south twenty-one degrees forty-one minutes west three hundred and eighty-nine feet and three-tenths of a foot to a point marked by an iron post; thence south five degrees thirty-one minutes east five hundred and thirty-feet and three tenths of a foot to a point marked by an iron post; thence north seventy-one degrees eleven minutes east two hundred and eighty feet and nine-tenths of a foot to a point marked by an iron post; thence north forty-three degrees forty-five minutes east four hundred and eighty-three feet and three-tenths of a foot to a point marked by an iron post; thence north seventy-seven degrees forty-nine minutes east three hundred and forty-eight feet and one-tenth of a foot to a point marked by an iron post; thence north thirty-four degrees forty minutes west eight hundred and eighty-four feet and three-tenths of a foot more or less to the point of beginning; reserving nevertheless out of the above described area the portion of the lake which is included in the area above described together with a

space thirty-three feet wide extending along the shoreline thereof, the said lot containing an area of fourteen point four six acres, all bearings being astronomic.

ALSO ALL that piece or parcel of land situate on the eastern shore of a lake about 55 miles northwest of the mouth of the river flowing into Ujutok Bay in the District of Labrador North. Beginning at a point marked by a wooden post about six hundred feet south of a lake the said point being in latitude $55^{\circ} 27'$ north and longitude $61^{\circ} 47'$ west; thence running north thirty three degrees fifty six minutes west five hundred and twenty one feet and five tenths of a foot to a point marked by a wooden post; thence north nineteen degrees fifty one minutes west six hundred and ninety nine feet and four tenths of a foot to a point marked by a wooden post; thence running north forty degrees thirty eight minutes east nine hundred feet and two tenths of a foot to a point marked by a wooden post; thence north eighty eight degrees forty nine minutes east four hundred and ninety one feet and eight tenths of a foot to a point marked by a wooden post, thence south seventeen degrees seven minutes west one thousand eight hundred and sixty six feet and three tenths of a foot more or less to the point of beginning; all bearings being astronomic.

SCHEDULE

ALL THAT piece or parcel of land situate near the southern side of a lake on Hunt's River about 12 miles southwest of Jack Lane Bay in the District of Labrador North. Beginning at a point marked by an iron post one-half inch in diameter and to which is attached a metal tag inscribed Stat. No. 1, the said point having a latitude of fifty-five degrees twenty-six minutes fifty-seven seconds north and longitude of sixty degrees fifty-eight minutes thirty-two seconds west; thence running north thirty-four degrees twenty-five minutes east seven hundred and forty-seven feet and four-tenths of a foot to a point marked by an iron post to which is attached a metal tag inscribed station No. 2; thence north seventy degrees forty-one minutes east four hundred and ten feet to a point marked by an iron post to which is attached a metal tag inscribed station No. 3; thence south forty-six degrees twenty-five minutes east two hundred and twenty feet and five-tenths of a foot to a point marked by an iron post to which is attached a metal tag inscribed station No. 4; thence south thirty-six degrees fifty-two minutes west two hundred and three feet and nine-tenths of a foot to a point marked by an iron post to which is attached a metal tag inscribed station No. 5; thence south thirty-nine degrees forty-six minutes west nine hundred and thirty-nine feet and seven-tenths of a foot to an iron post to which is attached a metal tag inscribed station No. 6; thence north forty degrees forty-three minutes west three hundred and seventy-six feet and three-tenths of a foot more or less to the point of beginning and containing an area of nine point eight five acres, all bearings being astronomic.

AND ALSO all that piece or parcel of land situate near the southern side of a lake on Hunt's River at a point about 12 miles southwest of Jack Lane Bay in the District of Labrador North. Beginning at a point about six hundred feet south of a lake, the said point being marked by a wooden post set in the ground at latitude fifty-five degrees twenty-eight minutes north and longitude sixty degrees fifty-eight minutes west; thence running north twenty-six degrees twenty-one minutes west five hundred and twenty-eight feet and two-tenths of a foot to a point marked by a wooden post; thence north nineteen degrees one minute east

160.16.19.



INTERGOVERNMENTAL AFFAIRS SECRETARIAT
EXECUTIVE COUNCIL
NEWFOUNDLAND AND LABRADOR

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

January 28, 1986

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.



**TRANSFER
ADMINISTRATION & CONTROL OF
CROWN LAND TO HER MAJESTY THE
QUEEN IN RIGHT OF CANADA**

Under the Authority of Section 53 subsection 2 of the *Lands Act*, Chapter 36 of the Statutes of Newfoundland, 1991, as amended, Her Majesty the Queen in Right of Newfoundland represented herein by the Honourable the Minister of Government Services and Lands for the Province of Newfoundland (hereinafter called the "Minister") does hereby **ORDER THAT the administration and control of land situate at Border Beacon, Labrador, Province of Newfoundland, as more particularly described in the Schedule(s) annexed hereto, are hereby transferred to Her Majesty the Queen in Right of Canada for weather station, landing strip and related uses subject to the following conditions**

- (1) the land shall at all times be used for weather station, landing strip and related uses;
- (2) all minerals, quarry materials, both metallic and non-metallic, limestone, granite, slate, marble, gypsum, marl, clay, sand, gravel, building stone, volcanic ash, peat, coal, salt, natural gas, oil, and related hydrocarbons in and under the said land shall be reserved to Her Majesty the Queen in Right of Newfoundland, and
- (3) **if and as soon as the said land ceases to be used for the purpose mentioned in (1) above, the administration and control thereof shall be assumed by Her Majesty the Queen in Right of Newfoundland provided the land has been restored to its original condition or to a condition satisfactory to the Minister of Government Services and Lands and confirmed in writing by the Minister under the authority of Section 55 of the Lands Act aforesaid.**

IN WITNESS WHEREOF The Minister of Government Services and Lands for the Province of Newfoundland has hereto subscribed his hand and the Seal of the Department of Government Services and Lands has been hereto affixed on the 17th day of Feb. A.D., 1998

SIGNED AND SWORN

by the Minister of Government Services and Lands and the Seal of the Department of Government Services and Lands hereto affixed in the presence of:

An Marie Bastow

Official Administering Oath

AN MARIE BASTOW
A Commissioner for Oaths in and for
Newfoundland. My commission
expires the 31st day of December
2000.

This transfer of Administration and Control of real property is satisfactory to the Minister of Justice.

K. W. J. [Signature]
FOR THE MINISTER OF JUSTICE

[Signature]
Minister of Government Services and Lands

SCHEDULE "A" CONTINUED

Parcel VI
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel VI on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres and N 78°-49'-27" W, 474.561 metres and S 77°-52'-21" W, 172.353 metres and S 11°-10'-33" W, 29.704 metres from a steel pipe set in concrete;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally southeasterly direction 40 metres more or less to a survey marker, said survey marker being S 44°-08'-06" E, 38.854 metres from the last mentioned survey marker;

THENCE N 78°-49'-27" W, 10.000 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE following the ordinary high water mark of Border Beacon Lake in a generally northwesterly direction 26 metres more or less to a survey marker, said survey marker being N 49°-55'-48" W, 25.069 metres from the last mentioned survey marker;

THENCE N 11°-10'-53" E, 10.000 metres to the Point of Beginning.

The above described Parcel VI contains an area of .022 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

N. Alford
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC
9/10/89

SCHEDULE "A" CONTINUED

Parcel IV
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel IV on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres from a steel pipe set in concrete;

THENCE N 03°-51'-29" E, 91.391 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally easterly direction 10 metres more or less to an unmonumented point, said point being S 78°-49'-27" E, 10.000 metres from the last mentioned survey marker;

THENCE S 78°-49'-27" E, 173.026 metres to a survey marker;

THENCE S 03°-51'-29" W, 91.391 metres to a survey marker;

THENCE N 78°-49'-27" W, 183.026 metres to the Point of Beginning.

The above described Parcel IV contains an area of 1.659 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

N. E. Parrott
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC

H1\S-2000\S-2524\sc

90/1/30

SCHEDULE 'A' CONTINUED

Parcel III
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel III on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres and N 78°-49'-27" W, 474.561 metres from a steel pipe set in concrete;

THENCE N 78°-49'-27" W, 25.278 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE following the ordinary high water mark of Border Beacon Lake in a generally westerly direction 150 metres more or less to a survey marker, said survey marker being S 77°-52'-21" W, 144.830 metres from the last mentioned survey marker;

THENCE S 11°-10'-33" W, 10.888 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally easterly direction 180 metres more or less to the Point of Beginning, said Point of Beginning being N 77°-52'-21" E, 172.353 metres from the last mentioned survey marker;

The above described Parcel III contains an area of 0.159 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

[Signature]
APPROVED
MANAGER
LAND SURVEYS
PWC ATLANTIC

20/08/90

SCHEDULE "A" (CONTINUED)

Parcel II
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel II on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at an unmonumented point, said point being S 82°-38'-29" E, 463.405 metres and S 78°-49'-27" E, 183.026 metres and S 78°-49'-27" E, 1175.696 metres from a steel pipe set in concrete;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally southeasterly direction 143 metres more or less to an unmonumented point, said point being S 21°-40'-03" E, 142.830 metres from the last mentioned point;

THENCE S 78°-49'-27" E, 1.902 metres to a witness post;

THENCE S 78°-49'-27" E, 10.00 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE following the ordinary high water mark of Border Beacon Lake in a generally northwesterly direction 143 metres more or less to a survey marker, said survey marker being N 21°-40'-03" W, 142.830 metres from the last mentioned survey marker;

THENCE N 78°-49'-27" W, 10.00 metres to a witness post;

THENCE N 78°-49'-27" W, 1.902 metres to the Point of Beginning.

The above described Parcel II contains an area of 0.143 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

N. E. Parrott
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC

9/28/30

SCHEDULE "A"

Parcel I
Plan S-2524
Public Works Canada

All that certain parcel of land situated at Border Beacon, Labrador, Province of Newfoundland shown as Parcel I on Public Works Canada Plan S-2524, signed by Neil E. Parrott, N.L.S., dated October 25, 1989 and being more particularly described as follows:

BEGINNING at a survey marker, said survey marker being S 82°-38'-29" E, 463.405 metres from a steel pipe set in concrete;

THENCE S 78°-49'-27" E, 183.026 metres to a survey marker;

THENCE S 78°-49'-27" E, 1175.696 metres to an unmonumented point;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally southeasterly direction 143 metres more or less to an unmonumented point, said point being S 21°-40'-03" E, 142.83 metres from the last mentioned point;

THENCE N 78°-49'-27" W, 1872.139 metres to a survey marker;

THENCE N 78°-49'-27" W, 10.000 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE N 78°-49'-27" W, 54.322 metres to a survey marker on the ordinary high water mark of Border Beacon Lake;

THENCE N 78°-49'-27" W, 10.000 metres to a survey marker;

THENCE N 78°-49'-27" W, 90.630 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally northwesterly direction 40 metres more or less to a survey marker, said survey marker being N 44°-08'-06" W, 38.854 metres from the last mentioned survey marker;

THENCE N 11°-10'-33" E, 29.704 metres to a survey marker;

THENCE parallel to and 10 metres distant from the ordinary high water mark of Border Beacon Lake in a generally northeasterly direction 180 metres more or less to a survey marker, said survey marker being N 77°-52'-21" E, 172.353 metres from the last mentioned survey marker;

THENCE S 78°-49'-27" E, 474.561 metres to the Point of Beginning.

The above described Parcel I contains an area of 23.789 hectares more or less.

Bearings are referenced to the magnetic meridian for the year 1989.

[Signature]
APPROVED
MANAGER
LAND SURVEYS
P.W.C. ATLANTIC

90/09/30

CANADA

**ACCEPTANCE OF A TRANSFER OF ADMINISTRATION AND CONTROL
OF REAL PROPERTY FROM THE PROVINCE OF NEWFOUNDLAND**

WHEREAS:

A. The real property hereinafter described is the property of Her Majesty in right of the Province of Newfoundland required by the undersigned Minister for the purposes of the Department of Environment

B. By transfer of administration and control in the form annexed, the entire interest of Her said Majesty in the said real property has been transferred to Her Majesty in right of Canada subject to the conditions as contained therein.

C. As evidenced by endorsement on the form annexed, the said transfer of administration and control is satisfactory to the Minister of Justice.

THE MINISTER OF ENVIRONMENT, pursuant to subsection 5(2) of the **Federal Real Property Regulations**, hereby accepts, on behalf of Her Majesty in right of Canada, the transfer of administration and control from Her Majesty in right of the Province of Newfoundland in the form annexed dated the 17th day of February, 1998, of the entire interest in the real property described in Schedule "A" attached.

IN WITNESS WHEREOF the said Minister has signed this acceptance of a transfer of administration and control.

DATED as at the 17th day of September, 1998.

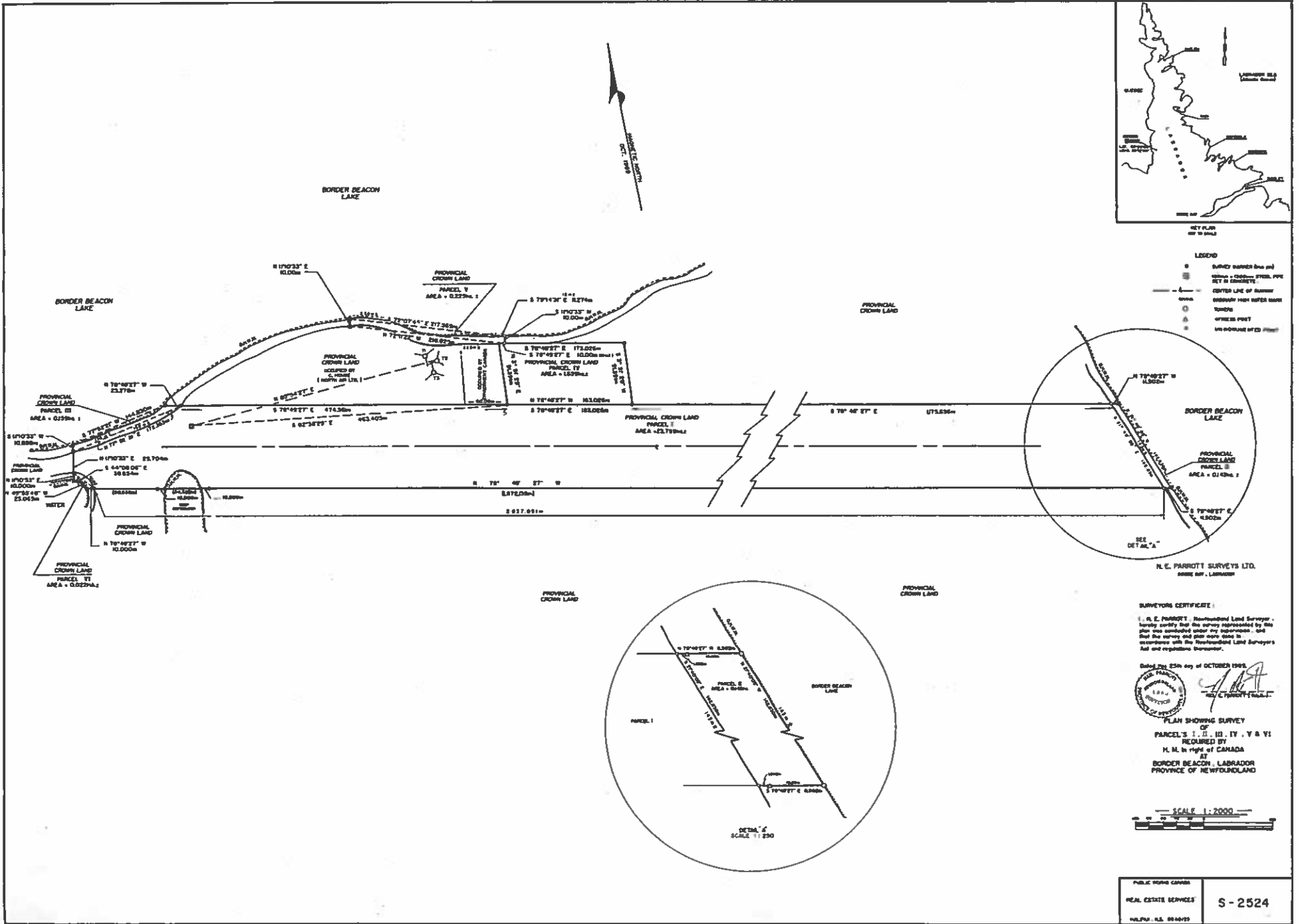
SIGNED by:

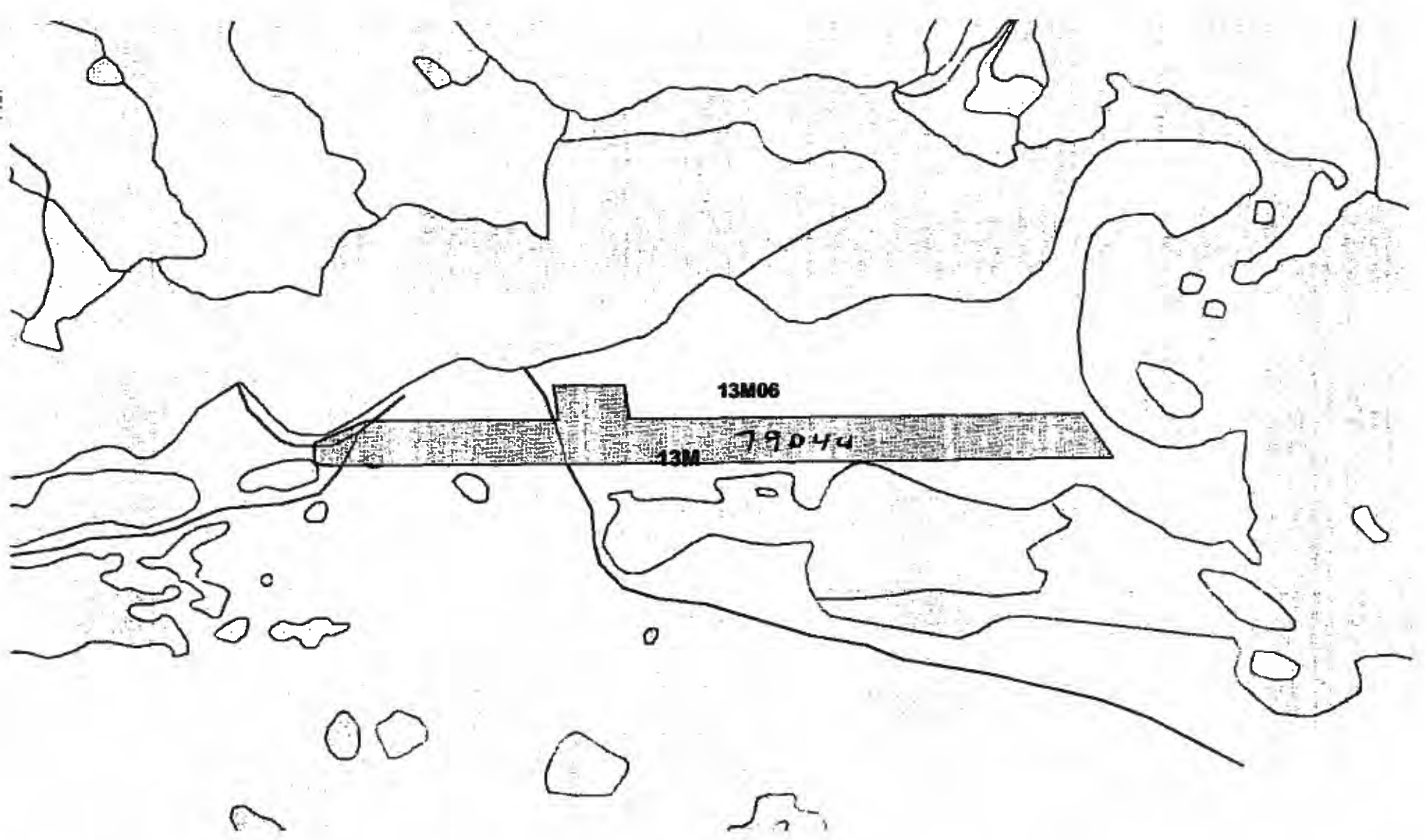
Name: Jean MacKinnon
(Print Name)

Jean MacKinnon
(Signature)

Title: Regional Manager, Real Estate Advisory
PUBLIC WORKS AND SERVICES
GOVERNMENT SERVICES CANADA
ON BEHALF OF THE MINISTER OF ENVIRONMENT

Registered... 26 day October...
A.D. 19... 98... at 11:30 o'clock...
Roll... 1709... 892...
Fca Paid... \$51.00... 177755
...
REGISTERED





13M06

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Appendix D

Aerial Photographs

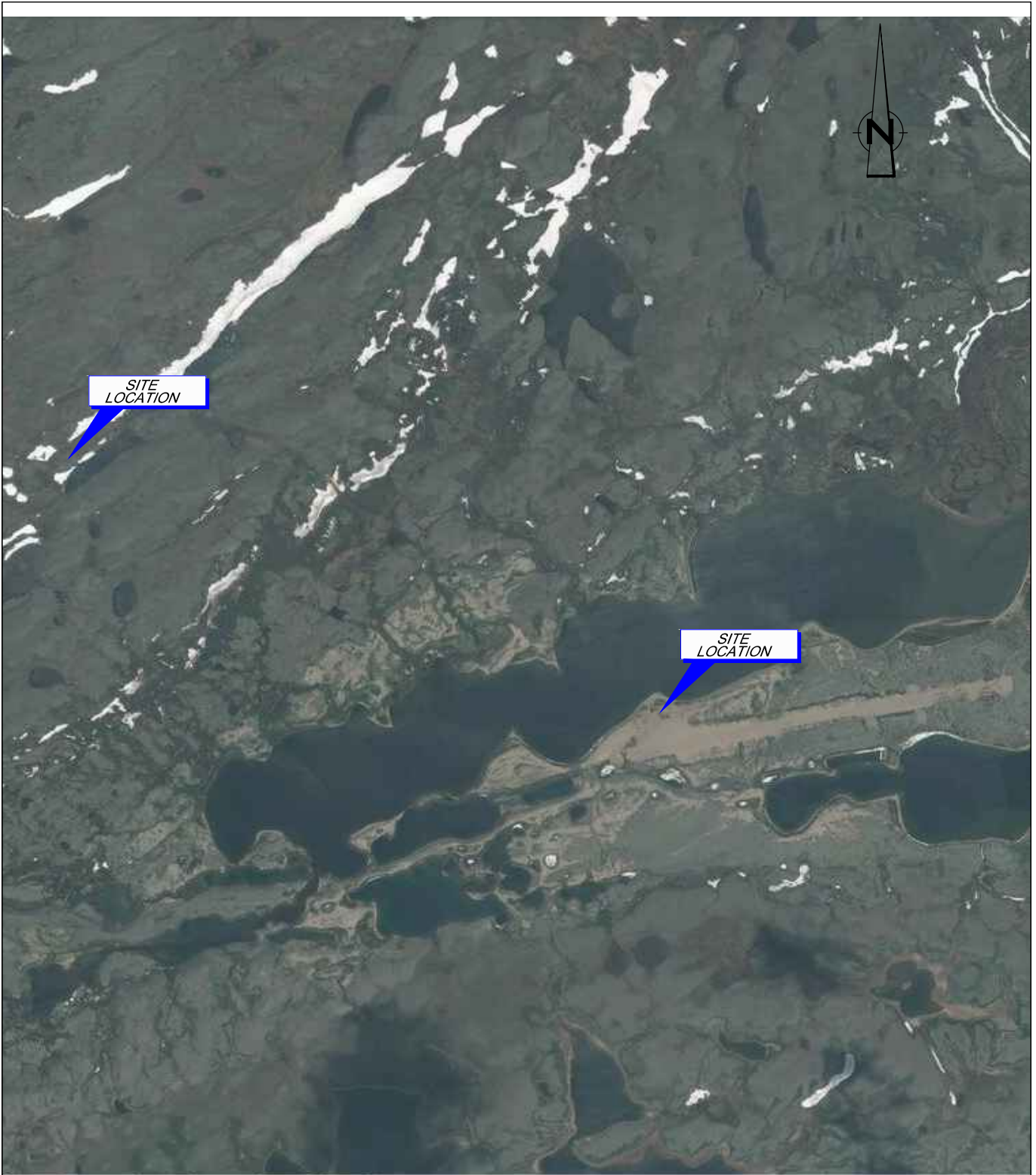


figure D1

AERIAL PHOTOGRAPH - 2010
PHASE I ENVIRONMENTAL SITE ASSESSMENT
FORMER UNITED STATES MILITARY SITE
Site 212 - Border Beacon, Labrador, NL

